

MAI/GEN/3#6

POSTAL & TELEGRAPHIC.

(Mails)

C.S.

193 6.

No. 76/36.

Manager, Falk. Is. Co.

SUBJECT.

193 6.

3rd May.

RENEWAL OF AGREEMENT WITH THE FALKLAND ISLANDS COMPANY FOR THE CARRIAGE OF MAILS.

Previous Paper.

403/30.

3/45

189

MINUTES.

1-13. Letter from the Manager, Falk. Is., Co., Ltd.

14-15. Letter to Manager, F. Is. Co., of 12/5/36.

P. 14
12/5/36

16-17. Letter from Manager, F. Is. Co. Ltd. 15/5/36
18. " " 21/5/36

Y.E. Draft Despatch submitted for approval.
P. 20. 21/5/36

~~18-21~~ 22/5/36

Respatch to S. of S. of 22/5/36.

Y.E. Draft submitted for signature
P. 21. 22/5/36

22/5/36

Subsequent Paper.

70/43

Letter from Hon. W. Keith Cameron, 10/18/36 (34)

Telegram No. 48 from S. of S. of 25/6/36 34.

Y/E.

Red (34) submitted.

The present position is that the Company receive a subsidy of £2,500 per annum (section 19 of the old or present agreement) which is apportioned viz: £1,250 to Colony and £1,250 to Dependencies expenditure respectively.

2. In addition the Dependencies pay £650 for each voyage to South Georgia (vide red (34) of M.P. C/2/32) and there are generally two voyages per annum at a cost to the Dependencies of £1,300 which added to the figure of £1,250 makes a total expenditure of £2,550 per annum against the funds of the Dependencies.

3. In the event of the Company obtaining a new vessel the subsidy for 12 round voyages to Montevideo and two voyages to South Georgia will be £5,200 p.a. (section 26 of the new agreement). This is £1,400 in excess of the present payments made up as follows :-

New Subsidy	£5,200
Deduct Present Colony Subsidy	£1,250						
(vide para 1.)							
Present Dependencies Subsidy	£2,550						
(vide para 2.)							£3,800
							<hr/>
Additional amount required							£1,400
							<hr/> <hr/>

4. It was I believe intended that this additional amount would be divided equally between the Colony and Dependencies i.e., £700 each, which would make the proposed subsidies -

<u>Colony.</u>	£1,250 plus £700	...	£1,950
<u>Dependencies.</u>	£2,550 plus £700	...	£3,250
			<hr/>
			£5,200
			<hr/>

5. When the contract was given to the s.s. "Fleurus" the payments made by the Dependencies amounted to £5,000 in 1928 and

to/

to £5,000 in 1929, vide estimates of the respective years.

Furthermore in 1932 the Dependencies paid £4,000 p.a. for six voyages to South Georgia alone apart from the share of cost between Stanley and Montevideo, vide reds (16, (17) & (18) in D/13/31.

6. I submit draft telegram for consideration.

CP
Ag. C.S.
26/6/36.

It will not be easy to justify the increased charge on Dependencies' revenue and that is watched with a jealous eye now Please speak

~~W.H.H.~~ 26/6/36

35. Telegram to S. of S. No. 39 of 27/6/36

*P.A.
29/6/36*

(36-37) Letter from the Secretary, G.R.R. Y.E. submitted together with a draft for consideration of Y.E.

*CP
6/7/36*

~~W.H.H.~~ 7/7/36

52. Letter to Manager, F. Is. Co., of 5. 8. 36.

P.A.
6/8/36

53

Letter from Manager F. Is. Co 15/8/36

54

Minute from F. Is. Co 13/8/36

56

Letter to Manager, F. Is. Co 15/8/36

P.A.
17/8/36

57

Letter from Manager, F. Is. Co 19/8/36

P.A.
9/9/36

58

Letter from F. Is. Co., Ltd, London of 14. 8. 36.

P.A. 4. 11. 36

59

Excerpt from letter from
Hon Justice Young 28/9/36

P.A.
25/11/36

60

Letter from Manager. F. Is. Co 7/1/37

H.

Submitted. The matter may proceed?

mch
ed
5. 1. 37.

ttttt 5/1

Letter to Manager, S. S. Co., of 5. 1. 37. (61)

1. 11
6/1/37

Letter from Falk. S. Co. Ltd. of 14/1/37. (62)
Letter to _____ 15/1/37. (63)

Letter from Falk. S. Co. Ltd. of 28/1/37. 64-76. ⁸⁰18/1/37.

H.

The Mail Agreement has been signed. The original is filed herein and the copy was handed to the manager, H. Co.

2. Additional copies may be required but I do not know whether printing will be necessary or whether typed copies should be made.

mch
ed
29. 1. 37.

It may be sufficient to type. I will like a copy for my office.

ttttt 29/1/37

ACS
When time permits
please have copies made.
WCH
30. 1. 37

Y/E
Six copies of Contract put
up.
C. J. J.
10/2/37

Hon. Col. Sec.
One copy withdrawn for the
Governor's office. Please send
a copy to the Treasurer.
WCH
29. 4. 37

(77) Minutes to Hon. Col. Treasurer and Local Auditor of 11. 2. 37.
10. 2. 37

P.A.
11/2/37

Y/E
With reference to Red (46) in
Vol. 403/30 should a copy of the
new mail contract be forwarded to the
Reform League?
A. J. J.
12/2/37

Hon. Col. Sec.

I should wait until they
apply again. They may not
now want a copy.

MCH
ag. Gov.
12.2.37

P.A.
13/2/37

Letter from Manager, S.S. Co Ltd of 10/1/37

(78)

(79)

Yr.

Submitted. Rea 78 appears clear.

2. The cost of conveying labourers to
and from S. Georgia was £3 per
head each way or a total of
£6 return. The proposal to charge
£6 means £12 return. This will
be an expensive matter. The vessel
cannot carry a large number of men
except by cabin cl. Perhaps the
Co would modify the charge to
say £4-10-0 per head for labourers
or £9 return.

3. The increase for Gov. fares to £6
appears reasonable.

MCH
cl.
12.3.37

As in draft please

MCH 13/3/37

80-81

Letter to Manager, G.S. Costa of 16/3/37.

S.A.
17/3/37

(82)
(83)
(84)

Letter from Estate L. Williams of 20/3/37.
" " Gals. S. Costa of 22/3/37.
" " " " " of 22/3/37.

1. Red 82 submitted. It is extraordinary that Estate Williams should bring up the question of the mail contract at this late date. The public generally were fully aware that a new contract was being negotiated.

2. We can supply a typed copy of the contract. Enquiries have been made as to whether the contract is to be published in the Gazette. It is a lengthy document and will take some time to print.

3. With regard to red 93 the arrangement referred to was not in the previous contract but was arranged by letter. I think if possible the arrangement might continue.

Red 14
in 6/10/32

MCH
ed.

HCS

A copy of the new contract was sent to all members of Def. Council but asking for any representations re. Mr. Vincent Biff told me that he wished to discuss it with people but owing to the fact that it was marked 'Confidential' was unable to do so. I authorized him ^{orally} to discuss it freely with any one. Please let me have the file in which the contract was sent out.

2. I believe also that a notice was put in the Penguin saying that a new contract was under consideration and inviting any suggestions.

~~ttttt~~ 24/3/37

Yh
- Fri called for herewith.

2. Copy of notice published in "Penguin" put up.

WCH
ed.

24. 3. 37

I feel sure that there were also complaints towards the end of 1935 from Ethel Williams when Mr. Ross was informed that a new contract would shortly be considered. Could that be traced?

~~ttttt~~ 25/3/37

C.S.O. No. 76/3.6

Inside Minute Paper.

Sheet No. 5

Y.
 C.S. 104/34⁵ put up. Estate Louis Williams complained of cargo rates, rates 17-20. They were told that their grounds for dissatisfaction would be given full consideration in connection with any future contract. The question of freight charges was I believe referred to by the Reform League and Farmers.

2. Mr. Rowe spoke to me today about this matter and said he had to pay the minimum rate as for half a ton for 9 small boxes of fruit. This he considered excessive.

Fruit is a benefit to the people here and is one of the articles the Company might well agree to carry at a special rate. Even at parcel rate at 5/- per parcel the cost would be excessive.

W.H.H.
 25. 5. 31

Draft letter to Estate Williams
 Will you please address the Co.
 in the matter saying that it is assumed
 that they charge their own stock in bulk
 at the same rate as the general public
 since they are clearly in a position to monopolize
 the trade otherwise. Adding a friendly request
 that they will consider a low rate on
 commodities such as fruit
 W.H.H. 26/3/31

- Letter from Manager, Estate Louis Williams ^{25/3/37} 88-89.
- Letter to _____ 30.3.37. 88-89.
- Letter to Manager, F. Is. Co., of 31. 3. 37. 90.
- _____ 1. 4. 37. 91.
- Letter from Manager, Estate Louis Williams of 1.4.37. 93-94.

Yr Res 85-87 and 92-94

Submitted

The Manager Estate Williams still refers to such matters as mail contracts being debated in Leg. Co. It has not been the practice in this colony for a mail contract to be considered by the Legislature but by the Executive Council.

M.C.H.
 1.4.37

It may be conceded that the public are entitled to know the full conditions of a contract for a subsidized mail service and some spare copies should be kept. Estate Williams can have one.

It is sufficient to state in reply to ~~request~~ the first part of res 94 that ~~adequate~~ facilities existed for a debate in the Legislative Council if any member so desired ~~help~~ at the instance of members of the public or otherwise and that with regard to the second part of the letter the question of freight from Montevideo to the United Kingdom and vice versa could obviously not ~~have been~~ have been formed any part of the contract.

~~M.C.H.~~ 2/4/37

- 95. Letter to Manager, F. Is. Co., of 2. 4. 37.
 - 96. _____ Estate Louis Williams of 2. 4. 37.
- met

A.A.
5/11/37

(97)

Letter from F. Is. Co. of 5/11/37.

Yr. Submitted, Inpam Estate
Louis Williams?

met
7. 4. 37

Yr. please and thank you.

particularly for the assurance in
the 3rd para of their letter. There
is no necessity to communicate
that to Mr. Williams

ttttt 7/4/37

(98)

Letter from Manager, F. Is. Co.

- 99. Letter to Manager, F. Is. Co., of 8. 4. 37.
- 100. _____ Estate L. Williams of 8. 4. 37.

Col Postmaster,

P.P.
8/11/37

? You wish to see this paper
in connection with the trans

Contract.

C. J. S.
29/4/37.

Nov. Col. Sec.

Seen, thank you.
8/7/37

PA
8/7/37

(Transferred
to M.S.)

Letter from Manager, S.S. Co. Ltd. 23/12/37.

(101) ~~101~~

Submitted. The principle passenger traffic is carried out between March and May in each year. The manager Mr. Coy informed me that if "Laponia" was sent to England it would be at the Black time. The substitute vessel "Lilyroy" would suit for conveyance of mails but not for passengers. It would appear questionable whether the vessel should be taken away from the Colony for four months.

m c t l.
c l.
29. 12. 37

HCS

Circulate please for advice of members of
Ex-Co. in Stanley. It is of considerable
importance to keep both Lapina
and Fitzroy in service and it may
well be difficult for the Coy. to
do this if we turn the application
down.

2. As the subsidy is for the
service of the Lapina in the
scheduled run we would be justified
in requiring the acceptance of a
reduced rate I suppose

ttttt 29/12/37

Clerk Ex. Co.

Circulate please for advice
of Ex. Co. members in Stanley.

WCH
CS
24. 12. 37

Hon. Treasurer, M.D.
G. Roberts
A. R. Hoare
Circulated.

clerk Ex. Co.
29/12/37

Hon. C.A.

while I agree that it is most desirable to retain both vessels I should like to know what terms & conditions the F. I. Co. are prepared to offer as there is a considerable difference in the running costs of the vessels concerned. Again the F. I. Co. have the advantage of a direct shipment which must cause a saving on their freight accounts.

Pl. see
red 3 in
mt. 24/37
attached.
y/29/12
T.V.

J.P.M.
29/12/37

Hon. Col. Sec.

I agree that it is desirable to retain both vessels in service. If permission is granted the F. I. Co. might be asked to give some concession in return.

C. Roberts.
3/1/38.

Hon. Col. Sec.

Yes, but there should be some reduction in charges.

ARM.
5 Jan 38

Submitted. I consider there should be a reduction in subsidy if the "Lafonia" is taken out of the Service.

MCH
C.S.
8.1.58

Reply please that S.W. does not wish to take exception to the proposal provided that there is an appropriate reduction in the monthly subsidy e.g. $\frac{1}{12}$ of £1000 for each complete month of absence

~~TTTTT~~ 18/1/38

(102) Letter to Manager, G.S. Co Ltd of 10/1/38.

PA
10/1/38

(103-4) Letter from Manager, G.S. Co Ltd of 14/1/38.

R.

Submitted. The suggestion appears equitable regarding the reduction in the mail subsidy.

MCH
CS
18.1.38

I agree
MCH 17/1/38

(105) Letter to Manager, F.I.C., of 17.1.38.

Col. Postmaster

To see.

MCH
CS
18.1.38

Hon. Col. Sec.

Seen, thank you.

M.P.M.
19/1/38

Hon. Treasurer,

To note. J. G. et al.
C.S. 19/1/38

Noted.

J.P.
19/1/38

4.30/6/38
a.d. 29/1/38
for preparation of
quarterly results.

Letter from Manager, F.I.C. of 16.6.38. 106-107. ↗

D.P. Wks.
To see
met
C
21.6.38

Hon. Col. Sec.
Seen thank you.
J. Roberts.
21/6/38.

~~B. 28/1/38~~
~~C. 22/6/38~~
P.A.
29/6/38

Letter from Manager, F.I.C. of 15/12/38 (108)

a.c.s. what are the facts?
met
C
15.12.38

MS. It has been the practice
ever since there has been a
mail contract for Government

to book passages for wives of Govt. officials who might be travelling on leave or business unaccompanied by their husbands and who for one season or another have not been entitled to a passage at the expense of the Govt.

It has also been the practice to book return passages for officers entitled to a one-way passage only. In the latter case there is a saving on the passage money both for the Govt and the person concerned.

One half the cost of a return passage is recovered from the officer.

sd.
A. S. S.
15/12/38

It is submitted that "Govt. Traffic" covered passages of Govt. Officers whether paid for by Govt. or by the officer.

MCH
16. XII. 38

Please reply that for all the years during which there has been a mail contract it has been the unquestioned understanding that the rebate provided in the contract covered

passages booked by the Government for
 officers and their wives and families is
 irrespective of whether the passage money
 was afterwards received from the officers
 for such passages or not and that the
 present contract was entered into in
 good faith, in ^{and full} the belief that there would
 be no change in this respect. ~~It is assumed~~
~~that therefore assumed that it is not~~
~~the intention of the Company or~~
~~the meaning of the letter, that a~~
~~technicality of interpretation should~~
~~be invoked to alter past practice~~
~~but that doubts have arisen in~~
~~concerning payment for passages of~~
~~others than those entitled to the~~
~~rebate by practice. I ^{can} only~~
~~assume then that it was the intention of~~
~~the paragraph as hitherto that bona~~
~~fide Government traffic should include all~~
~~such ^{such} officers passages as have been booked~~
~~by Government in the past; and that~~
~~doubts which have been raised~~
~~as to this matter are hereby settled.~~

H.H.H. 16/12/38

Letter to Manager, F.I.C., of 17.12.38.

(109)

Letter from Manager, F.I.C., of 21/12/38

(110)

P.A.
 19/12/38

JR.

Submitted.

MCH
CS
21. XII. 38

Please thank the Coy. . Adding
that I would like to take this
opportunity of recording my ^{personal} belief for
reference when a new contract comes to
be considered that considerable increased
travelling arise out of the excess in

ttttt 22/12/38

111. Letter to Manager, F.I.C., of 22. 12. 38.

P.A
23/12/38.

112-113.

Minutes from Lt. Postmaster of 11/3/39.

JR.

Submitted. I concur with
the views of the Postmaster.

MCH
CS
11. 4. 39.

H.C.

This seems a serious matter
and I am glad the ag. Postmaster
has drawn the attention of the
Govt to it.

Please send up the last
Consolidated U.K. Postal Act.

Presumably the ag. P. M. weighed
and charged the usual penalty on
the unstamped package

~~ttttt~~ 12/4/39

Col. Postmaster

Will you please reply
to para. 3 of this minute.

Please send up latest
Consolidated U.K. Act.

MCH
C.
12.4.39.

N.C.S.

Double postage was charged on
the unstamped package.

Postal acts put up.

C. J. J. for.
C. ag. for.
11/4/39.

J.H.

Submitted together with
the 1908 U.K. law page 195.
This still remains the principal

See also Sect 34
Sub-section (3)

act. Various amendments
have since been made but
not as regards Sections 26-32.

WCH
CS

12.4.39.

HCS.

The Postmaster should add a
paragraph to his letter (112)


41

11

I would also advise that
the carriage of mails and delivery to
any person other than the
Postmaster, rendered the master of
the vessel liable to a fine of
£200 under the Post Office Act
in force in this Colony.

1

The Sub. postmaster at
Dunedin should be instructed that
under no circumstances may ^{official} ~~official~~
mails be ^{matter} ~~transmitted~~ ^{by any other person}
to any person other than the P.M.
and that the use of official bags
except for such mails is prohibited

 18/4/39

Yr.

Accordingly please.

MCH
CJ
13. 4. 39.

ACS.

Copy of letter addressed to J. Seco,
on 13th April, 1939, herewith

114-115.

2. There is no sub. Postmaster at Darwin.

C. J. G.
C. J. G.
17/4/39.

That is so.
order.

Letter is in
MCH
CJ
13. 4. 39.

P.A.

Minutes from Col. Postmaster of 14/4/39.

116-117.

Seco.

P.A.
MCH
CJ
17. 4. 39.

Letter from Sec. G.F.R.L. of 5/6/39.

118-119.

Postmaster.

For your observations

MCH
CJ
9. 6. 39.

A.C.S.,

The Salkland Islands Company themselves drew attention to the interval between the arrival of the mail on the 10th of May and of that on the 11th July when submitting the itinerary on the 4th of March, 1939, pointing out that this was the only period in which a voyage to Brazil could be made economically.

It was apparent on that occasion that the Govt. could not intervene and the itinerary was approved.

The mail contract provides for 12 round voyages but it does not stipulate at what intervals they should be made. It would certainly be more satisfactory if voyages to and from Montevideo could be performed at regular intervals of say once in every 4 weeks but this would have to be a condition of the Contract.

The statement made in the 3rd paragraph of Red 119 is of course ridiculous.

With reference to 3rd of Red 118 the Government has not entered into a contract with the S. I. Co. for the carriage of food supplies.

C. J. L. L.
10/6/39.

Y/h. Submitted. The "break" complained of has been unavoidable. The Contract unfortunately does not provide for a mail service at specified intervals. The terms of the Contract are properly carried out. No doubt

120. Letter to Secretary, F.I.R.L., of 12th June, 1939.

PA
12/6/39

121-125. Minute from Col. Postmaster of 2/8/39

Colonial Postmaster.

I agree.

2. The Hon. Mr. Lloyd, have informed me that on a previous voyage a letter handed to the master by Estate Williams and addressed to the Shipping Agents at Montevideo was found on being opened to contain 32 letters, instead of documents relating to cargo.

MCH
CS
3.8.39

J.C.S.

Thank you.

The master quite rightly refused to accept the letters referred to.

2. With reference to your para. 2 above it is irregularities such as these that it is desirable to prevent. By their action the Estate Louis Williams have rendered themselves liable to a fine of £10.

Should a copy of Red 124 be sent
to the J. I. Co. for information please?

C. J. P. M.
Ag. P. M.
4/8/39

Col. Postmaster.

Yes - a copy of red 124
can be sent to the Ho. Coy.

2. I am afraid we cannot
take action against Estate Louis
Williams as the Company gave
me the information to show
why the Master had refused
to convey my more supposed
Shipping Agents letters.

MCH
C. J. P. M.
4.8.39

H. C. S.,

Noted and action taken.

A further letter which has been received
from the Manager, Estate Louis Williams on this
subject is attached.

126-127.

2. The extra postal service to which Mr. Rowe
refers is not in my opinion justified. So far as I
am aware the request is not general. The despatching
of an outward mail on the 17th of July, 3 days after
the very heavy inward mail on the 14th of July was
an exception. This mail was delivered at the Post
Office at 7.45 a.m., on the 14th July and I consider
that the Estate Louis Williams were fortunate in
receiving their mail by noon on the same day. In the
majority of cases the public have ample time to reply
to correspondence between mails as there is at least
an interval of 10 days in which to do this. The mail
is kept open at the Post Office as late as is possible
and I cannot see what material difference a further
hour or two will make.

3. The appointment of a Mail Officer on the
vessel itself is not justified and even if it were
it would not, in my opinion be a satisfactory
arrangement particularly if the duties were entrusted
to a ship's Officer.

C. J. P. M.
Ag. P. M.,
9.8.39.

1/2

Reds 121-127 Submitted.

2. I agree with the views of the Postmaster. The additional expense involved to carry out Messrs Estate Williams proposals would not I think be justified.

3. Outward mails are kept open as long as possible. Time is required before dispatch to date stamp, sort and count all letters into bundles of 50. The sorting has to be done with care and that is why it is not possible to keep the mail open until just before the conveying vessel sails.

MCH ed

9. 8. 39.

With reference to red 124 no officer except the C.S. Secretary should write by direction. I point this out some time ago with reference to some correspondence between the Collector of Customs and Estate Williams.

The Postmaster should reply on the lines of enclosed draft

15/8

X and the Secretary's (staff.)

Col: Postmaster.

For necessary action please
Please advise "I am diverted" in
any future correspondence.

MCH
15. 8. 39.

H.S.
Action taken

Copy of letter addressed to Estate,
L. Williams 16/8/39, herewith.

128

A. J. J. J.
16/8/39.

P.H.
16/8/39.

H.S.

Copy of further letter received from
Estate L. Williams put up.

129-130

2. I would be grateful to learn what
reply, if any, should be made by me to
the final paragraphs of the letter?

A. J. J. J.
19/8/39.

Submitted. There appears no
grounds for fixing the extra
facilities asked for in reeds
126-127. The correspondence of
Estate Williams cannot compare
with the large volume of
correspondence of the Coy. Ltd.
The Coy apparently has no difficulty.

MCH
19. 8. 39.

~~128~~ 19/10

Col. Postmaster.

Please acknowledge the receipt of the letter from Manager, Estate Williams.

MCH
CS
21. 8. 39.

A.C.S.

Noted.
G. J. R. -
19/8/39

131. Letter to Manager, Estate L. Williams of 21. 8. 39.

H.

Submitted. I propose to send the attached letter to Estate Williams.

MCH
CS
21. 8. 39.

I wd. add "sufficient" between "no" & "frands"

22/10

23/10/39

132-133. Letter from Manager, F.I.C., of 14. 11. 39.

Yh.

Submitted. I do not think the Govt. would expect any economy as a result of the proposed change. The saving in subsidy would be taken up by having to find employment for part of the crew of the "Lafonia".

"Lafonia" carries	800 bales wool
"Lafonia"	2,800 "

2. The "Lafonia" subsidy is £5,200 a year. Subsidy suggested for "Lafonia" is the same as under the previous contract.

next
8. XI. 39.

Seen.

I do not think that more than an acknowledgment is expected

~~18/11/39~~

Letter to Manager, F.I.C., of 13.11.39.

(134) P.H.
13.11.39.

Letter from Manager, F.I.C., of 28/2/40.

135-136.

Submitted. I based my conclusions on the assumption that 12 voyages a year would not be required from "Lafonia" and that as formerly 3 or 4 additional voyages

only would be required in addition to the contract 5 for £2500. 4 additional voyages would cost about £1720 giving a total of £4220 in a year. I was not aware however until I had seen Mr. Roberts that an additional charge of £825 would be made for each voyage to South Georgia. Two voyages a year would cost £1650 which added to £4220 gives a total of £5870 as against 12 voyages of "Lafonia" including two voyages to S. Georgia for a total of £5200. I mentioned to the Manager that a reduction in cost would be expected for a vessel half the size of the present contract vessel but understood him to say that voyages of "Tetryon" could not be run under £450 which figure would probably increase.

2. In the circumstances it would appear preferable to allow the Coy to substitute "Lafonia" by "Tetryon" and continue the contract of 12 voyages including 2 to S. Georgia

the same time it appears only reasonable that some reduction should be made for a small vessel whose running cost must be considerably less than for "Lafonia".

MCH
C.

29. 2. 40

Thank you. I will see the F.S. as he reports in 21/37 at how the crew should be.

I shall wish to discuss the position with you also on Monday 4th inst.

H.H. Shotton
not concerned
MCH

~~HHH~~ 1/4/40

F.S. To note. Kindly take these files with you.

MCH
C.

1. 3. 40

H.C.S.

I have discussed this matter with H.C. and I now return the file.

H.C.S.

F.S. 4. 3/40.

H.C.S. Pl. act. (136) (month you have other observations) saying that arrangements are accepted for sailing to Monte Video as in itinerary - to 31. 12. 40 the payment for voyages 5-7 being at a cost to S.W. of £250.00 per voyage

~~HHH~~ 6/3/40

See letter from Hs. Co. of 5 March
red 103 in 211/37 reporting that
S.S. "Lafonia" is to proceed to
Punta Arenas, Chile, on March 11th
1940, to load a full cargo of
wool for the Ministry of Supply, U.K.
"Lafonia" then proceeds to the
U.K.

MCH
cl
6. 3. 40

Submitted with regard to
the reply to be returned to
the Hs. Coy's letter of 25th
February, reds 135-136.

MCH
cl
21. 5. 40

See also red 110 in CS. 211/37
MCH

Any 'until' opposite sh. have been
'unless'

The arrangements as in 211/37
do not affect what is proposed
herein I take it and if so please
accept the proposals as in my
minute of 6/3

~~WCH~~ 22/3/40

J.P.

The cost as stated by the
Hs. Coy for additional voyages of the
"Fitzroy" is £ 430 - 10 - 0 a voyage
and not £ 230 - 10 - 0.

Former charge per voyage	£ 200
Increase in cost of coal	130
War risks bonus to crew	36 - 15 - 0
War risks insurance	63 - 15 - 0
per voyage	<u>£ 430 - 10 - 0</u>

MCH

23. 3. 40

Please attach 21/37

~~tttt~~ 27/3/40

J.P.

Submitted.	File called for
attached.	<u>MCH</u>
	23. 3. 40

Please proceed as in my minute
of 6/3/40 with the correction required.

(107) in 21/37 sh^d be transferred to
this file

~~tttt~~ 27/3/40

Office. 107 in
please file please
in this file MCH 21/37

(Transferred from
M.P. 211/34)

137. Letter to Manager, F.I.C. of 28/3/40.

138. Letter from Manager, F.I.C. of 23/2/40.

MCH
28.3.40

F.S.

To see.

MCH

28.3.40

N. to S.

See. Thank you.

139. Letter from Manager, F.I.C. of 29/3/40.

MCH
29.3.40

P.A.

140. Letter from Manager, F.I.C. of 16.7.40.

Q.C.S.

Yes. - I want 300 ton spec -
250 tons work + 50 general. So write Mr.

This means we must hustle
& get the order in at once for
telegraphing. There is only about four
weeks to do this & as you can
imagine they may be busy in the U.K.

Q.C.S. 18/4/40

141. Letter to Manager, F.I.C. of 19.7.40.

P.T.

Letter from Manager, F.I.C., of 17/8/40.

142.

Treas.
Please check up on (142) & its ramifications.
19/viii/40

Hon. Secy.

The cost of the voyages referred to in 142 has, it seems, been fixed & accepted by the F.I.C. (Please see Res. 137 & 139). However, as re-consideration of this contract is requested (vide 142) the comparative costs are shown hereunder: -

	① Main Contract	② as at Res 142
Four voyages completed	= £1875.	£1875
2 additional voyages as contracted for at Res 139 viz £430-10 - each	= 1291-10 -	3 additional voyages @ £594-10 - each.
Total	£3166 10	£1783-10 -
		£3658-10 -

or nearly 16% increase in cost to the Govt. If (2) is conceded then for the year the carriage of mails will amount to: -

"Laponia" 1 st quarter	£300.
aaa (2)	3658-10 -
Total	£4958. 10

to which should be added £875 the estimated cost of a voyage to S.I. in say October. The sums provided in the current estimate amount to £5300, or less by approximately £484 than the ~~estimated~~ revised estimate, as at (2).

19/viii/40

A.C.S.
Please arrange a meeting with Mgr.

23/viii/40

Y.E.

The position as it stands to-day is as follows:

SS "Fitzroy" operates under agreement to make 5 trips in the year at £2500:- or SS "Lafour" under the same agreement but for 12 trips to Montserrat & two trips to S. George at £5200

The latter vessel left the service at the end of March, completing however one trip to S. George in April. She carried her agreement in so far as the first quarter was concerned & therefore was paid one quarter of the £5200. = £1300

The "Fitzroy" then took up her agreement which called for 3/4 of 5 trips at £2500. It was agreed that she should do 4 trips at £1875.

M.P. 76/36 (136)

M.P. 76/36 (139)

The C^o. then agreed to make 3 extra trips at £430. 10. - each.

To date she has made the 4 trips under the agreement (plus an additional one at her own expense).

The question of the three extra trips (agreed upon already) has been raised by the C^o. who are asking for an increase on their agreed on cost - from £430. 10. - to £594. 10. -

The "Fitzroy" is already on the first of these three trips.

I have had several interviews with the Mgr. since he wrote & he states that the increase in running costs account for this & I cannot "beat him down". The C^o. however did agree to £430. 10. -

76/36 (139)

but that was on March 29. 1940

If you agree - & possibly you may in the light of the altered war situation since April 1st - the 1940 mail contract will cost finally :-

"Lafonia" 1st Qr	£ 1300	} as against	£ 1300
4/5 th "Fitzroy" contract @ 3/4 cent	1875		1875
3 extra overhead hrs @ £594.10.-	1783.10.-		1291.10.-
	<u>£ 4958.10.-</u>		<u>£ 4466.10.-</u>

To cover the mail service the 1940 approved estimate were
 Falkland Is. - £2550
 Dependencies - £2750 Total £5300

It is possible therefore to cover the new suggestion without a s/w. - indeed with a saving, if S. Georgia can be debited with half. But there remains the question of the second voyage to South Georgia.

This is now estimated at £950 - which if agreed upon would require a s/w for S. Georgia of £679.5.- - or sharing the mail cost at 50:50, two s.w. for ~~London~~ S. Georgia £204.5.-, Colony £404.5.-

But again the last down share for the Dept's contribution is for the "Lafonia" £675 to the Colony's £625 + 50:50 of the "Fitzroy" contract + the Dept pays the entire cost of their own mail. Then taking the new cost of a total £4958.10.-, the share of each would be

	Colony	Dept.
"Lafonia"	625	675
Fitzroy	1829.5.-	1829.5.-
2nd Voy to S.G.	-	950.-
	<u>2454.5.-</u>	<u>3454.5.-</u>

a saving of £95.15.- in the Colony + an excess, i.e. a s/w, for £704.5.-

This last is the s/w I should recommend.

The question of the extra savings in 1941 is a subject I should like to discuss with you to-morrow.

I have telegraphed S. Georgia as instructed this a.m. & expect the reply this p.m.

Alb. 20/11/40

The Dependency cannot be held accountable for more than the subsidy

28/9

- 144. Telegram No. 76 to Magistrate, South Georgia 20/9/40.
- 145. " " 80 from " " " 23.9.40.
- 146. Telegram No. 77 to Magistrate, South Georgia 25/9/40.
- 147. Letter to Manager, F.I. Co., Ltd., of 25/9/40.

Non - F.S.

to note.

C. H. J. M. 26/9/40

Stones

Noted

27/9/40

PA

- 148. Letter from The Hon. A.S. Hoare, of 4/10/40.
- 149. Government Notice No. 104 of 8/10/40.

PA

- 150. letter from Manager, F.I.C. of 14/10/40 - P.A.
- ~~151. Telegram to Magistrate, South Georgia of 28/10/40.~~
- 151. letter from Manager, F.I.C. of 30.11.40 P.A.
- 152-153. Letter from Manager, F.I. Co., of 23/5/41.

to Non - F.S.

C. H. J. M. 23/11/41

Hence.

Submitted.

On the figures obtained in 1940 the proposal as Red 153 amounts to an increase of 10% to the boat.

(2) The current estimates provide £6700 for main services, the rest at Red 153 Totals £5773 leaving £927 to meet additional charges envisaged in the penultimate para of Red 152, as well as those of a voyage to South Georgia. With regard to the latter, the cost in 1940 was given as £950 (Red 143 herein). It is assumed that this too has increased by 10%, making £1045

Recapitulating - main services in 1941 would ^{amount} cost, excluding further increases in cost, to £6818 or £118 more than estimated

(3) It would appear ~~that~~ ^{from} the charges enumerated under 153 that the boat is being asked to bear the full increase in costs, and I suggest that before agreement is arrived at, the question as to what proportion of the increased through freight rates to and from the UK, accrue to the Company in respect of additional voyages to & from Montevideo, & whether such, if any, is taken into account in such statements as that now under reference.

W. J. G. 29/10/41

Y/E.

Submitted.

J. G. 29/10/41

- 1. Paper to the increase - £454. 12.6 per trip -
- 2. If & when a further increase is asked for it will be naturally considered carefully
- 3. At present no trip to S.G. is contemplated but circumstances may alter - say about Xmas.

You can reply in three lines

W. J. G. 30/10/41

154. Letter to Manager, F.I.C., of 2/6/41.

Hon. J.S.

to note.

C. J. P. H.
2/6/41.

Handed

Notes

[Signature]
2/6/41

155-157.

Minute from H.E. the Governor, 6/8/41.

Hon. J.S.

To see Reas 155-157. From the correspondence in this unit I understand the financial position to be as follows:-

Amount provided in Estimates:		£6700. 0. 0
- due by Contract	£2500. 0. 0	
5 additional voyages at £654-12.6 (Reas 153)	3273. 2. 6	
Voyage to South Georgia	1260. 0. 0	7033. 2. 6
Contingencies, say	£16. 17. 6	<u>7050. 0. 0</u>

a special warrant will be required for £350. £175 Clouy and £175 dependences! Will you please verify.

[Signature]
6/8/41

His Col Sec:

Mentioned figures appear to be correct.

[Signature]
7/8/41

Y/E. ^{two}
 a special warrant for £350 will be required.
 to a layman the figure of £1260 for a voyage to
 South Georgia seems preposterous. Draft letter
 submitted as directed.

C. J. P. L.
 8/8/41 ✓

- Letter from the manager, F.I.C. of 8/8/41 155.
- Letter from the manager, F.I.C. of 8/8/41. 156.
- Letter to manager, F.I.C. of 8/8/41. 158.

G/S.

(155) would bring the subsidy up to :-
 Continuation
 of contract under cl. 25 : £2500.
 War increase all etc. 1500
 5 extra trips @ £654.12.6 3273.2.6

 7273.2.6

but there is no provision for the S. Georgia trip/s.
 which at the present latest rate is £1260, liable
 to be increased at that. The total is £8533.

I think one could charge 50:50 i.e. £4250
 to each, Colony & Dept.

But is any legal action required for this latter
 allocation?

Encls on Estimates on Remarks side -
 war increase £1500.

C. J. P. L.
 9/11/41

Y/E.
 Staff letter submitted for approval.

C. J. P. L.
 13/8/41 ✓

- Letter to the manager, F.I.C. of 14/8/41. 158.

Mr. J.S.
 to note.
 C. J. P. L.
 15/8/41

Hon. Col. Sec.
 noted. Thank you.

Red
 7/75 - 15/8/41

CAF

159. letter from Manager, F.I.C., of 4/9/41.

PA

~~160~~ ~~161~~ Letter from Manager, F.I.C. of 24/3/42.
p.a.

160. letter from Manager, F.I.C., of 27. 5. 42.

Pl. ask the Treasury to work out, if it is possible the increase of Govt. subsidy in ratio to the increased cost of running the service & what the asked for 20% increase in rate would bear to the extra costs already subsidized.

AD 28/5/42

Hon. G.S.
to you accordingly.
D.H.A.
28/5/42

Hon. Col. See.

The necessary information in reply to Res. (160) will be found in Res. (162) attached, together with a copy of present Schedule (161).

Red
F.F.S. 9. 6. 42

M.C.
Submitted, pl.
D.H.A.
9/6/42

Pl. ascertain from F. I. Co. when they suggest
a new scale - if app'd - should come into
force.

On receiving their reply, pl. refer MR
to Legal Adviser to examine contract to
if necessary to draft new clause & a....

At the moment I am inclined to
approve the asked for increase, but the
Comp. Auth. should see to it that
there is no increase in prices to

AB 10/11/42

NOTE

Ref: para. 1. of N.C. minutes above, the
Manager, F. I. Co. is desirous that the new
scale, if approved, should come into force
on 1st July, 1942.

AB
F.I.C.S.
10/6/42

Legal Adviser

Referred to you in accordance
with N.C.'s instructions as above, pl.

Letter from Capt. D. W. Roberts of 12/6/42. 163.

H.C.S.,

AB
F.I.C.S.
10/6/42

The situation now is that the contract expired on January
23rd, 1942, and has been renewed for a year. It is agreed that
the contract shall be renewed from year to year with any modifications
agreed upon (Red 155). This new contract is in the form of an
exchange of letters and therefore any modifications can be made in
the same way.

I note (Red 155) that as late as August 1941, it was considered,
wing to the unsettled conditions that an increase in the amount
aid by Government was in many ways preferable to an increase in
rates. Are the conditions so much more unsettled now that an
increase in rates can be justified and if the increase is
permitted there is no suggestion in Red 160 that the amount paid
Government should be reduced.

AB

Legal Adviser.
23/6/42.

Y.C. Referred pl.
L.H.A. Jones
23/6/42.

Submit Draft letter to F.I.C. for my
signature regarding 20% increase in
freight charges in accordance with sec. 4 &
agreement as a temporary was Sunday
- pl. note final para of (162)

Do not overlook notification as in by
minute 10/5/42 to Comp. Act?

[Signature] 24/6/42

C.A. To note instruction in H.C.'s minutes
of 10/6/42.

[Signature]
24/6/42.

Hon. Col. Sec.

Noted, thank you. Necessary action will
be taken by this Dept.

M.B. Smith,
24-6-42.

Y.C. Draft letter to G.I. Co. submitted, pl.

[Signature]
25/6/42.

164. Letter to manager, F.I. Co. Ltd of 26/6/42.
Hon. Y.C.

To note red 164, pl.

[Signature]
26/6/42

Hon. M.B.

Red (164) noted - thank you.

[Signature]
26/6.

165. Letter from Manager, F.I. Co., 4. 7. 42.

Y.C. Red (165) submitted, pl.

A.A.C.S.
6/4/42. ✓

P.A.

Memorandum from O.C., F. Is. Garrison of 1.9.42. 166.

(167)

H.C.S.

Ref: red (166) the F. Is. Co's. freight rates were approved by Government and are set out in the Second Schedule to the agreement signed on the 3rd of January, 1937 (see red 65). A temporary 20% increase in freight rates as a war surcharge was approved by His Excellency vide: red (164), on 26/6/42.

The charges in the account attached to red (166) would appear to be the same as those paid by all local importers with the exception of Government, who receive a 25% rebate on freight rates and are exempt from landing charges.

Unless the Military can make private arrangements with the F. Is. Co., Ltd., I do not see how the payment of full freight rates can be avoided.

A.A.C.S.
1/9/42.

Excerpted to M.P. 128/42.

Memorandum to O/C, F. Is. Garrison of 1.9.42. 168.

P.A.

Minutes from Dip. Treasury of 19/10/42. (169).
(170).

G.K.

I believe Mr Roberts is seeing you about this in the morning. He tells me that he is not anxious for any change in the Govt. rates, but only for an increase in landing charges paid by the public.

K.B.
19/10

(171)
I have seen Capt. Roberts. He will let us know later about the increase in landing charges to which I agree in principle.

A.A.C.S. 20/10/42

Notice from F.I. Co., Ltd., of 23.10.42.

See 31/10/42.
172.

- 173-174 letter from Estelle W. Williams of 23.10.42.
 175. letter to Manager, F.I.C. of 26.10.42.
 176. letter to Manager, S.I.W., of 28.10.42.
 177. letter from manager, F.I.C. of 4/2/42.
 Y/E., (178)

To see (177), I have interviewed Capt. Roberts (with the O.I.C. Treasury).

2. As regards the extra insurance on the vessel: in April 1941 we paid the usual £1,260 plus £62. 10. 0. the latter represented half of the extra insurance quoted @ $\frac{1}{2}\%$ for war risks, i.e. £125. (Value of vessel £25,000). The agreement to pay this charge was verbal between yourself and Capt. Roberts. This year the Insurance quoted by London is 10/- (i.e. $\frac{1}{2}\%$) Marine risk in addition to 10/- war risk, total £250. The war-risk has not increased. As for the Marine risk either it has gone up enormously or, and this is more likely, the Insurance people have just realised that ice and weather risks on the South Georgia route are unusually heavy and have decided to quote a specially high rate. I have seen the two telegrams from the F.I.C. in England giving the insurance rates for the two voyages and so verified the figures. Capt. Roberts suggests that the Company should pay £62. 10. 0., as last year and Government £187. 10. 0. i.e. 25% and 75% respectively. I think he is possibly justified in his assertion that little if any profit is made on the South Georgia voyage.

<u>Expenses</u> (excluding extra Insurance)	<u>Income.</u>
Running costs @ £70 per day, for 10 days 700	Charge to Govt. 1260
Coal per day £75 (12 tons @ £6.5.0.) <u>750</u>	Passengers & Freight <u>300</u>
	<u>£1560</u>

This shows a profit of £110 and is probably pessimistic. I am inclined to think we should agree to pay the £187. 10. 0.

3. The proposal that we should also pay the £223 extra insurance on the wool (I have also verified this figure), I think we must accept. We have to divert the ship after an island voyage instead of after a Montevideo voyage for security reasons and must accept the liability.

4. The total cost, to be divided equally between the Colony and Dependencies, will be £410. 10. 0.

N.B.
C.S.

5th February, 1943.

(179)
I don't think there is any option at all in the
 C.S. *[Signature]* 5/11/43

letter to Spanager, F.I.C., of 5/2/43.
Memo. from Spanager, F.I.C., of 5/2/43.

180.
181.

Office Treasury

Go note pl.
[Signature]
8/2/43.

Howl see.

noted. I think in
had
out 11/2/43

sa.

Open the Papers

closed

see memo 4/10/43

C. G. S.
11/6/43

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" RADIO.

Stanley

3rd May, 1936.

Sir,

I have the honour to enclose copy of the Mail Contract for your final approval.

I would suggest that the period be for five years from 1st January next - it would then coincide with both Government and our financial year.

2. Will you kindly let me know who will sign it on behalf of Government - on hearing from you I will have the blanks filled in and it can then be signed.

I am,

Sir,

your obedient servant,

W. J. Murray

Manager.

The Honourable

The Colonial Secretary.

Stanley.

MC.

76/36.

12th May, 36.

Sir,

Ried 13

With reference to your letter dated the 3rd of May, 1936, I am directed to inform you that the authority of the Secretary of State is being sought to renew the Mail Contract on receipt of which the Contract will be signed locally by His Excellency or by the Colonial Secretary acting on his behalf.

2. It is observed that in the draft agreement forwarded with your letter under reference the increased scale of cabin baggage allowance to 36 cubic feet agreed to in your letter dated the 29th of December, 1933, has not been included nor have the reduced rates for Port to Port parcels been provided for, these were mentioned in your letter dated the 6th May, 1936.

3. I am also directed to ask if you would consider a flat rate of £1. 10s. 0d for cabin passages and £1 for steerage passages the duration of which does not exceed twelve hours.

4./

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

4. I should be glad if an early reply could be given to this letter so that a copy of the draft agreement may be forwarded to the Secretary of State.

I am,

Sir,

Your obedient servant,



Acting Colonial Secretary.

(17)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

Stanley

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" v. RADIO.

15th May, 1936.

Sir,

With reference to your letter No. 76/36, dated 12th instant, kindly amend your copy of the Draft Mail Contract, Page 10, Second Schedule, Section 3 - CONDITIONS OF CARRIAGE OF PASSENGERS AND BAGGAGE - Baggage Allowance - Cabin 36 cubic feet.

2. Parcels - port to port rate. I am of opinion that the rates shewn in the Schedule should be regarded as maximum rates, and I would therefore prefer that these be left unchanged. However, if you prefer that the port to port rate now being charged be shewn in the schedule, I defer to your wishes.

3. I have given very careful consideration to the proposal made in your Paragraph 3 and, whilst I regret that I cannot accede to your request, have much pleasure in proposing the concessions detailed below :-

CHILDREN.

12 Years or over.....Full Adult Fare.
6 " & under 12 years.....Half Fare.
2 " " " 6 "Quarter Fare.
1 Child under 2 years.....Free.
Each additional child under 2 years. Quarter Fare.

/ BERTHING

The Honourable,

The Colonial Secretary,

Stanley.

BERTHING OF CHILDREN. Two children paying quarter fare each will occupy one berth.

ABATEMENTS.

Family abatement. The term "Family" includes only husband, wife and their unmarried children and step children.

In the case of a family travelling at one time and paying at least the equivalent of three adult fares, 10% abatement on single tickets or 5% on Return tickets (Montevideo only).

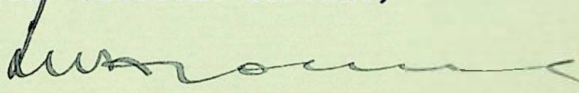
A family paying at least the equivalent of four adult fares, 15% on single tickets or 10% on Return tickets (Montevideo only).

These concessions may be embodied in the New Contract. Will you kindly amend your Draft copy accordingly ?

I am,

Sir,

Your obedient servant,



Manager.

LY/AF.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

Stanley

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" v. RADIO.

20th May, 19 36.

Sir,

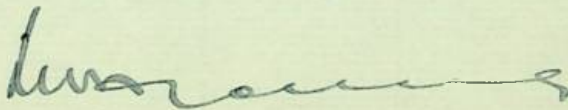
With reference to our conversation I now enclose two copies of the draft Mail Contract.

The Baggage free allowance has been altered to -
1st class 36 cubic feet,
and the concessions to families and children detailed in my letter dated 15th instant have been embodied in the Schedule.

I am,

Sir,

your obedient servant,



LY/MC.

Manager.

The Honourable

The Colonial Secretary.

Stanley.

EXTRACT FROM GOVERNOR'S DESPATCH No. 29 OF THE 12TH
OF APRIL, 1936.

... ..

5. The only alternative to continued reliance on the poor assistance offered by the Pacific Steam Navigation Company is for the Falkland Islands Company to procure a vessel of at least 1,400 tons that is to say double the size of the "Lafonia" and work her under an increased Government subsidy. The local manager of the latter Company has enquired whether the Government would pay an additional £1,000 a year if such a vessel was obtained, the Company promising a very much improved service and undertaking to employ an additional crew of ten men. I have with the unanimous concurrence of the Executive Council given provisional approval to the proposal. A copy of the particulars is enclosed. I will communicate further with you in the matter if the Company decides to proceed with the project.

... ..

(32)

GOVERNMENT HOUSE,
STANLEY.

22nd May, 1936.

FALKLAND ISLANDS.

No. 61.

Sir,

With reference to Lord Passfield's despatch No. 61 of the 22nd of May, 1931, I have the honour to inform you that the existing mail contract with the Falkland Islands Company expires on the 4th of October, 1936.

2. I enclose a draft of a fresh agreement covering a further period of five years which I recommend for your approval.

3. The draft agreement is based on similar terms to those contained in the original contract with the addition of clause 23 which subject to your approval provides for increased payments by the Government in the event of the Falkland Islands Company obtaining a larger vessel which will make twelve round voyages to Monte Video and two round voyages to South Georgia per annum. At present the provision contained in clause 17 of the current agreement limits the number of return voyages to Monte Video to not more than one in any one year.

4. The additional expenditure involved is £1,000 per annum and in this connection I enclose an extract from my despatch No. 29 of the 13th of April, 1936. There will be a saving in unemployment relief which will go far to meet the extra cost of the subsidy.

RIGHT HONOURABLE
J. H. THOMS, P.O., M.P.,
SECRETARY OF STATE FOR THE COLONIES.

5. It is desirable that the new agreement should coincide with the financial years of both the Colony and the Company. I propose therefore that the present agreement be extended to the 31st of December, 1956, and that the new agreement should commence as from the 1st of January, 1957.

6. I am satisfied that the best interest of the Colony will be served by entering into a fresh agreement with the Auckland Islands Company on the conditions stated, and should the proposals contained herein meet with your approval I shall be glad to receive notification of such approval by telegram in order that the agreement may be completed locally.

I have the honour to be,

Sir,

Your most obedient
humble servant,

(Sgd.) H. HENNIKER-HEATON

DECODE.

TELEGRAM

From Secretary of State for the Colonies,

To H. E. The Governor.

Despatched : 25th June, 19 36. Time : 1954.

Received : 26th June, 19 36. Time : 1130.

Red 33

No. 48. Your despatch No. 61 how do you propose sum payable to Company be apportioned between Colony and Dependencies ?

S. of S.

DECODE.

TELEGRAM.

35

From H.E. The Governor.....

To Secretary of State for the Colonies,

Despatched : 27th June, 19 36. Time : ...

Received : 19 Time : ...

Red 34

No. 39. Your telegram No. 48 I see no ground for disturbing existing proportionate payments as between Colony and Dependencies if same services rendered. In event of improved service I propose that the £1000 required be found as follows Colony £800 Dependencies £200.

Governor.

(34)

Stanley
Sulkland Isles

1st July 1936
~~1st July 1936~~

To the Hon. Col. Secretary

Sir,

At the last meeting of the Reform League the question of the mail service was considered.

It was felt that the Sulkland Islands Company, gave a regular service, and that no line of mail steamers, would call here, owing to the lack of trade.

But, we would like the Government to see, that in the new contract, that the charges for passengers and freight be reduced.

We are of the opinion that these charges could be reduced, by 25 per cent.

which would make the price paid reasonable, and still leave a fair profit to the Tackland Islands Co.

These opinions regarding passage money, refer to inter-insular voyages as well as voyages to Monte Video & Punta Arenas.

Finally we are of the opinion that landing charges, should be abolished. It has been stated that such charges are illegal, whether this is a fact, I am not in the position to say.

We hope, that His Majesty's Government will endeavour to have passage money made more reasonable, and by seeing that the freight charges were lowered, would benefit the community of these Islands.

I have the honour to be
Your obedient servant
Clement Harrison
(Sec F. O. R. L.)

76/36.

10th July, 36.

Sir,

I am directed by the Governor to acknowledge the receipt of your letter of the 1st of July, 1936, and to inform you that the question of passage rates to places outside and within the Colony has already been taken up with the owners of the s.s. "Lafonia" and for the present the following reductions are being arranged :

CHILDREN.

- 12 years or over..... Full Adult Fare.
- 6 " & under 12 years..... Half Fare.
- 2 " " " 6 " quarter Fare.
- 1 child under 2 years..... Free.
- Each additional child under 2 years... quarter Fare.

BERTHING OF CHILDREN. Two children paying quarter fare each will occupy one berth.

ABATEMENTS.

Family abatement. The term "Family" includes only husband, wife and their unmarried children and step children.

In the case of a family travelling at one time and paying at least the equivalent of three adult fares, 10% abatement on single tickets or 5% on Return tickets (Montevideo only.)

A family paying at least the equivalent of four adult fares, 15% on single tickets or 10% on Return tickets (Montevideo only.)

2./

The Secretary,
Falkland Islands Reform League,
STANLEY.

2. It has not been found possible to obtain any immediate further reduction in passages or alteration in freight charges but the amounts provided in the schedule to a new temporary agreement will be the maximum and will be liable to revision. It is believed that it will be possible to secure a considerable reduction in the charges for the carriage of small parcels at least.

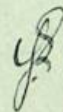
3. With regard to landing charges I am to inform you that such charges are legally leviable at all ports throughout the world.

4. His Excellency desires me to add that negotiations are proceeding at present with a view to securing an improved service and should these negotiations prove successful the public in general will be advised through the usual channels.

I am,

Sir,

Your obedient servant,



Acting Colonial Secretary.

(40)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" RADIO.

Stanley

July 11th, 19 36.

Sir,

I have the honour to advise you that we shall be pleased to reserve space for any cargo you may wish to send from England by our Steamer, sailing probably end of October. Freight will be at the same rate as the P.S.N.C. vessels. No landing charges will be made for Government Cargo. I shall be glad to have early advice of your requirement.

I am,

Sir,

Your obedient servant,

D. W. R. P. H.

for Manager.

The Honourable

The Colonial Secretary

Stanley.

DECODE.

(41)

TELEGRAM.

From Secretary of State for the Colonies,

To H.E. The Governor.

Despatched: 11th July, 1936. Time: 1320.

Received: 12th July, 19 36. Time: 1030.

Red 35

No. 58. Your telegram No. 39. I approve of your entering into fresh agreement with Falkland Islands Company on the conditions stated but suggest that the words: "that subject to the covering sanction of the Secretary of State for the Colonies being given" be omitted from clause 26 and that the word: "Total" be inserted before the words: "mail subsidy" in that clause.

S of S.

24

No. 76/36.

MINUTE.

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

13th July, 19 36.

From

To The Director of Public Works,
Stanley.

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

Red 40

I am directed by the Governor to transmit a copy of a letter which has been received from the Falkland Islands Company, Limited, and to request that you will be good enough to furnish me with your requirements for any cargo space you may wish to send from England by the steamer referred to therein.

Acting Colonial Secretary.

DECODE.

TELEGRAM.

From COLONIAL SECRETARY,

To CHAIRMAN, FALKLAND ISLANDS COMPANY, LIMITED, LONDON.

Despatched: 24th July, 19 36. Time: ...

Received: 19 ... Time: ...

The Governor sends cordial appreciation of the courage and vision of the Falkland Islands Company in the purchase of the new vessel and wishes every success for the fine venture. I am desired to associate the whole Colony with the Governor in this message.

COLONIAL SECRETARY.

Confid.

Mr. A. J.

Will you please ack. this
Excellent news and ask Mr.
Hopson to send the following
telegram for me to Mr. Young to
Mr. Young

My warmest congratulations to you
on ^{this} fine achievement. Full to top
Appreciation of the Government of
~~the Company's~~ ~~action~~ being
communicated separately to the Company
Governor

Will you please ascertain from
Mr. Hopson when the news can
appear in the Telegraph in order
a suitable note may be prepared

ttttt 23/7

(A5)

CONFIDENTIAL.

23rd July, 36.

Sir,

I am directed by the Governor to acknowledge with thanks the receipt of your letter of the 23rd of July, 1956, relative to the larger vessel recently acquired by your Company.

2. His Excellency would be pleased if the following telegram could be sent to Mr. Young personally :-

"My warmest congratulations to you on this fine achievement & appreciation of the Government being communicated separately to the Company"
"GOVERNOR"

3. I am also to ask if you will be good enough to inform me when the news can appear in the "Penguin".

I am,

Sir,

Your obedient servant,

Acting Colonial Secretary.

The Manager,
Falkland Islands Company, Limited,
STANLEY.

(H.S.)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS

TELEGRAMS "FLEETWING PORTSTANLEY" ... RADIO.

Stanley

23rd July, 1936.

Sir,

I have the honour to enclose copy of a telegram received this morning giving details of the larger vessel recently acquired by the Company.

Captain Roberts has a ship broker's plan which he will be pleased to show you when he returns to work tomorrow. This plan gives a fair idea of the layout of the accommodation and public rooms of the vessel.

I am also enclosing for your information further particulars extracted from Lloyds Register.

I am,

Your Excellency's obedient servant,

H. F. Hodgson

for Manager.

His Excellency

H. Henniker Heaton, C.M.G.,

Government House.

Stanley.

LH/MC

(47)

COPY OF TELEGRAM RECEIVED FROM FLEETWING, LONDON,
23rd July, 1936.

L.W.H.Young to His Excellency the Governor -
Secretary of State's approval of contract only communicated today hence delay in advising you of position. We have bought "Southern Coast" delivery end of September. Steamer will be re-classed passenger certificate obtained. Sailing end of October fullstop Speed about 12 knots. Cabin accommodation sleep 146 in 123 cabins good public rooms and deck space. Comfortable second class with provision for women stop Will load about 3,000 bales. Consider vessel very suitable for our purpose and constitutes great advance Colony's travelling facilities. Please accept respectful thanks for your support project.

EXTRACT FROM LLOYDS REGISTER¹/₂



s.s. "SOUTHERN COAST"

Gross tons	1,872
Nett tons	1,091
Length	283' 3"
Breadth	36' 1"
Depth	19' 0"
Draft	18' 6 ¹ / ₂ "

- Has (1) Direction finder
(2) Echo Sounding gear and
(3) Submarine signalling apparatus.

... ..

(49)

The Falkland Islands Company, Limited,

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" RADIO.

Stanley

24th July, 1936.

Sir,

I have the honour to acknowledge receipt of your confidential letter of yesterday's date, and to inform you that His Excellency's message of congratulation to Mr. Young was cabled immediately.

I am,

Sir,

Your obedient servant,

L. F. Hodgson

for Manager.

The Honourable
The Colonial Secretary
Stanley.

LH/JT.

No. _____

MINUTE.

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

23rd July, 19 36.

To The Honourable, _____

From SENIOR MEDICAL OFFICER,

COLONIAL SECRETARY.

Stanley.

Stanley, Falkland Islands.

Submitted for your favourable consideration a verbal request from the Medical Officer, West Falklands that he be advised by wireless from the Lafonia on all occasions when the ship is nearing Fox Bay.

H. J. Edwards

p.p. Senior Medical Officer.

76/36.

5th August,

36.

Sir,

I am directed to request that you will be good enough to arrange for the Medical Officer, West Falkland, to be advised by Wireless telegraphy from the s.s. "Lafonia" on all occasions when the vessel is nearing Fox Bay.

I am,

Sir,

Your obedient servant,

ds

Acting Colonial Secretary.

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

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The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley.

12th August, 1936.

Sir,

Red 12

I have the honour to acknowledge receipt of your letter No. 76/36 of August 5th and to inform you that the Captain of s.s. "Lafonia" has been instructed to send a wireless message to the Medical Officer of West Falklands on all occasions when nearing Fox Bay.

I am,

Sir,

Your obedient servant,

D. W. B. Burt

for Manager.

The Honourable

The Colonial Secretary

Stanley.

LH/JT

Materials required by the Public Works Department,
to be ordered on the Crown Agents for shipment by
Falkland Islands Cos' steamer leaving the United
Kingdom about the end of October, 1936.

4 tons Smithy Coal.	4.	0.	0.	0
150 casks Portland Cement.	28.	0.	0.	0
400 Stoneware Drain Pipes.	3.	10.	0.	0
6 cwt Wire Nails.		6.	2.	0
20 drums Paint.	1.	7.	0.	0
2 cwt Putty.		2.	2.	0
4 drums Linseed Oil.		2.	0.	0
100 coils Fencing Wire.	2.	10.	0.	0
Steel pale fencing.	1.	15.	0.	0
Timber, various.	690'	0"		

Approximate weights and measurements.

G. Roberts.
Director of Public Works.
13th August, 1936.

(55)

No. _____

MINUTE.

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

13th August. 1936.

To _____

From _____

COLONIAL SECRETARY.

DIRECTOR OF PUBLIC WORKS.

Stanley, Falkland Islands.

Red 42

With reference to your minute No 76/36 of 13th July, 1936, I beg to submit a list of requirements for which cargo space will be required on the Falkland Islands Cos steamer leaving the United Kingdom about the end of October, 1936.

Weights and measurements are an approximation, and indents for transmission will be forwarded in due course.

G. Roberts

Director of Public Works.

76/36.

15th August,

36.

Sir,

Red 40

With reference to your letter of the 11th July, 1936, I am directed to enclose herewith a list of materials for which space is required in your vessel leaving England towards the end of October next.

Red 54

2. I am to add that the above is additional to the Gasoleum referred to in paragraph 2 of my letter, No. 438/30, dated the 10th instant.

I am,

Sir,

Your obedient servant,

JF
Acting Colonial Secretary.

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

(57)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" RADIO.

Stanley

19th August, 1936.

Sir,

I have the honour to acknowledge receipt of your letter No. 76/36 of August 15th together with list of materials, space for which has been reserved in our vessel leaving England in October. Note has been taken to reserve space for Gasoleum referred to in your letter No. 438/30 of August 10th.

I am,

Sir,

Your obedient servant,

D. W. Quent
for Manager.

The Honourable

The Colonial Secretary

Stanley.

LH/JT

EXCERPT FROM LETTER RECEIVED FROM HON. L.W.H. YOUNG,
ORIGINAL DATED 28TH SEPT, 1936, FILED IN M.P. 217/36.

.....Southern Coast comes into our hands this week. The conversion to oil firing will be quite a big job and there are several other structural alterations to be made.

(60)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" RADIO.

Stanley

4th January 1937.

Mail Contract.

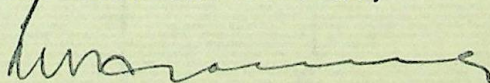
Sir,

The new Contract which commenced on 1st inst. has to be signed and I beg to enquire if I may now complete this and send it to you for signature.

I am,

Sir,

Your obedient servant,



Manager.

The Honourable

The Colonial Secretary

Stanley.

LWHY/DM

61

76/36.

5th January,

37.

Red 60.

Sir,

I am directed to acknowledge the receipt of your letter dated the 4th instant, and to inform you that the new Mail Contract should be signed by you and then forwarded to me for completion.

I am,

Sir,

Your obedient servant,

h c H

Colonial Secretary.

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

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The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley

14th January, 1937.

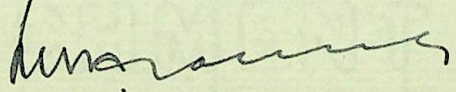
Sir,

With reference to your letter No. 76/36 dated 5th January I presume that the agreement to be signed is that of which two copies were forwarded to you under cover of my letter dated 20th May last.

I am,

Sir,

Yours obedient servant,



Manager.

The Honourable,
The Colonial Secretary,
Stanley.

LY/WC.

76/36.

15th January,

37.

Sir,

With reference to your letter dated the 14th inst: I have the honour to inform you that one copy of the Mail Agreement was forwarded to the Secretary of State for the Colonies and the other copy retained in this Office. So far as can be ascertained both were carbon copies.

2. It would appear that an original copy of the Contract is required for execution. In this connection clause 26 should be amended by the omission of the words "that subject to the covering sanction of the Secretary of State for the Colonies being given" and the insertion of the word "total" before the words "mail subsidy" in that clause.

I am,

Sir,

Your obedient servant,

MCH

Colonial Secretary.

The Manager,
Falkland Islands Company, Limited,
STANLEY.

THIS INDENTURE made this Twenty third day of January One thousand nine hundred and thirty seven B E T W E E N THE GOVERNMENT OF THE FALKLAND ISLANDS (hereinafter called "the Government") of the one part and THE FALKLAND ISLANDS COMPANY LIMITED whose Registered Office is situate at 61 Gracechurch Street in the City of London (hereinafter called "the Company") of the other part W H E R E A S the Government is desirous of providing for the transmission of mails, passengers and freight within the home trade limits of the Colony, the collection of produce and the transit of mails, passengers and freight within and between the Colony and the mainland of South America upon the terms hereinafter appearing which terms are acceptable to the Government N O W THESE PRESENTS WITNESS AND IT IS HEREBY AGREED AND DECLARED by and between the parties hereto as follows that is to say

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

"The Colony" means the Colony of the Falkland Islands

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

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

2. THE Company shall provide a steamship short particulars of which are set out in the first schedule thereto and shall maintain it at Lloyds highest class, for the carriage of mails passengers and freight between the Colony and Montevideo Uruguay and between the several parts of the Colony and generally to provide transport facilities for farm settlements in the Colony to enable shipment of produce to home markets to be effected. Provided that should the steamship become a total wreck or be rendered wholly unseaworthy owing to circumstances not within the Company's control this Agreement shall forthwith be terminated.

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

4. THE passenger fares freight rates for inter-island trade and between Magallanes Montevideo and the Colony charged by the Company shall not exceed those set out in the second schedule thereto and no increase shall be made in any of them except with the approval of the Governor. All such fares and freight rates are more particularly set out in the second schedule hereto.

5. THE Company shall allow the Government a rebate of twenty five per centum of all cargo and passenger rates chargeable on all bona fide Government traffic carried by the vessel or any substitute or substitutes approved by the Governor. This rebate shall apply to inter-island voyages and voyages to and from the South American Continent but shall not apply to victualling charges incurred on voyages where victualling is not included in the quoted fare.

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

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

h-ct

73

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

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

10. THE Company shall as hereinafter mentioned provide at its own cost a convenient and proper place or places of deposit on board the Steamship for the safe keeping of the aforesaid mails and in particular the letter mails shall be placed under secure lock and key and shall be cleared by an officer of the Post Office or other person authorised to such effect by the Governor upon the arrival of the Steamship at a Port of call within the Colony and by some officer duly authorised to such effect upon the arrival of the Steamship at Montevideo or other foreign port of call and the Company shall also provide a suitable boat properly manned and equipped and whatever else may be necessary for the safe embarkation and disembarkation of the same mails and shall defray all charges for the immediate taking on board and landing of the same mails.

11. ALL mails carried under this Agreement are to be delivered on the quayside nearest adjacent to the Steamship by the Postmaster or other official appointed for the purpose and shall be delivered in like manner from the vessel to the Postmaster or other official appointed by him for the purpose and the Master of the Steamship shall without any charge to the Government other than that otherwise provided in this Agreement to be paid to the Company take due care of and the Company shall be responsible for

7h

the receipt safe custody and delivery of the mails as aforesaid and the Master of the steamship shall make such declaration as shall be required by the Postmaster or his officers or agents or by the proper Authority at Montevideo or other foreign ports and shall furnish such journals returns and information and perform such services as may be required by the Postmaster or his officers or Agents or by the proper Authority at Montevideo or other foreign port and the Master shall on arrival at any of the said places of the Steamship either himself or by some competent person deliver all mails for such place into the hands of the Postmaster or other person authorised to receive them and shall receive in like manner all the return or other mails to be forwarded in due course.

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

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

(71) (7)

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

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

15. THE Company shall not carry nor permit to be carried in the Steamship any nitro-glycerine or any other substance or articles which in the opinion of the Government shall be dangerous except with the permission of the Governor.

16. THESE provisions shall become operative from 1st January, 1937 and shall remain in force during the currency of this Agreement.

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

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

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

But where is there record of agreement for supplementary voyages?

? (32) 57

18. (i) The Company shall arrange for the transhipment at Montevideo of all cargo ex United Kingdom which is to be carried by the steamship to the Colony on Government account.

Transhipment expenses on cargo shipped from United Kingdom by vessels specified by the Company shall be borne by the Company. Transhipment expenses on cargo shipped by unspecified vessels shall be limited to the actual cost incurred by the Company.

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

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

20. SO long as this Agreement is in force the Government shall pay to the Company in Stanley, or by mutual agreement in London by the Crown Agents on behalf of the Government, the sum of Two thousand five hundred pounds per annum in equal quarterly payments of Six hundred and twenty five pounds subject however to the following provisions namely :-

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

hrcH

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

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

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

mch

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

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

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

IN WITNESS whereof Montagu Cecil Craigie Halkett, Colonial Secretary, for and on behalf of the Government of the Falkland Islands has hereunto set his hand and seal and Leonard William Hamilton Young on behalf of The Falkland Islands Company Limited, has hereunto set his hand and seal the day and year first above written

SIGNED SEALED and DELIVERED by Montagu Cecil Craigie Halkett, Colonial Secretary, for and on behalf of the Government of the Falkland Islands in the presence of

M. C. Craigie Halkett
Colonial Secretary

A. J. Stensel
Assist. Col. Secretary



SIGNED SEALED and DELIVERED by Leonard William Hamilton Young on behalf of The Falkland Islands Company Limited in the presence of

L. W. Hamilton Young
Colonial Manager

A. J. Stensel
Assist. Col. Secretary



hch

THE FIRST SCHEDULE above referred to.

THE steamer shall comply with the requirements of Lloyds' highest class and have suitable accommodation for a minimum of sixteen first class passengers in six cabins dining and smoke room and eight third class passengers in open berths.

Dimensions 165.8' x 32.7' x 11.7'

Cubic capacity about 30,000 cu. ft.

Gross tonnage 768. Net tonnage 344. Speed 10 knots.

THE SECOND SCHEDULE above referred to.

Particulars of :-

Coasting service - ports of call.

Passage and freight rates.

Rates for through shipments of produce.

Conditions of carriage of cargo and passengers, etc.

THE FALKLAND ISLANDS COMPANY LIMITED.

COASTING SERVICE.

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

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

2. PASSAGE RATES.

Cabin.

Steerage.

Group 1. Berkeley Sound	} to	13/-	11/-
Fitzroy N & S.			
Bluff Cove			
Egg Harbour			
San Carlos or			
Brenton Loch	Howard		

mch

(66)

PASSAGE RATES (Continued).

Cabin.

Steerage.

Group 2. Darwin	}			
Walker Creek.				
Salvador				
Rincon Grande			30/-	20/-
Teal Inlet				
Douglas Station				
Lively Island				
Darwin to North Arm and vice versa.)			
Group 3. North Arm	}			
Speedwell Island				
Bleaker Island				
Brenton Loch				
San Carlos S.				
Port San Carlos				
Port Howard				
Foxbay			£2. 9. --	£1. 17. --
Albemarle				
Port Stephens				
Chartres				
Spring Point				
Dunnose Head				
Roy Cove				
Hill Cove)			
Group 4. New Island	}			
Beaver Island				
Weddell Island				
Passage Islands			£3. 13. --	£ 2. 9. --
Pebble Island				
Carcass Island				
Saunders Island				
West Point Island)		
Group 5. <u>Company's employees :-</u>				
Darwin	}			
Walker Creek			16/6	11/-
Lively Island				
Brenton Loch	}			
North Arm			22/-	16/6
Speedwell Island				
North Arm to Darwin.		16/6	11/-	
Group 6. Montevideo.	Single, cabin	£14.	Return £25.	
	3rd class	£10.	£20.	
Magallanes	Single	£ 6.	£12.	

CHILDREN. 12 years or over . . . Full adult fare.
 6 years and under 12 years - Half fare.
 2 years and under 6 years - Quarter fare.
 1 child under 2 years Free.
 Each additional child under 2 years - Quarter fare.

BERTHING OF CHILDREN. Two children paying quarter fare each will occupy one berth.

ABATEMENTS. Family abatement. The term "Family" includes only husband, wife and their unmarried children and step children.

In the case of a family travelling at one time and paying at least the equivalent of three adult fares, 10% abatement

WCH

on single tickets and 5% on return tickets (Montevideo only).

A family paying at least the equivalent of four adult fares 15% on single tickets or 10% on return tickets (Montevideo only).

3. CONDITIONS OF CARRIAGE OF PASSENGERS AND BAGGAGE.

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

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

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

Baggage allowance - Cabin 36 cu.ft. Steerage 10 cu. ft.

Excess baggage will be charged at freight rates.

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

5. CARGO RATES.

Montevideo and Magallanes.

General cargo 40/- per ton weight or measurement.

Kerosene & petrol 80/- " " " " " "

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

Parcel freight - minimum rate 5/-. For each additional 2 inches or part thereof 10d.

Local rates.

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

Small packages (cargo) East Falkland Min. 3/-. West Falkland 3/6

Barrels	...	do.	3/-.	do.	3/6.
Tanks	...	do.	18/-.	do.	24/-.

Parcels - local.

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

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

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

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

mch

Animals.

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

PRODUCE FOR TRANSHIPMENT TO LONDON.

Stations with Wharf facilities :-

WOOL AND SHEEPSKINS.

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

TALLOW & HIDES.

Freight	1.17. 6.
Hulk hire &/or transhipment	<u>12. 6.</u>
	£ 2.10. -. =====

Stations without wharf facilities :-

WOOL AND SHEEPSKINS.

Freight	4. 2. 6.	1. 7. 6.
Hulk hire &/or transhipment	<u>1. 7. 6.</u>	<u>9. 2.</u>
	£ 5.10. -. =====	£ 1.16. 8. =====

TALLOW & HIDES.

Freight	2.12. 6.
Hulk hire &/or transhipment	<u>17. 6.</u>
	£ 3.10. -. =====

Produce with destination Stanley only.

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

... ..

mch

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" W. RADIO.

Stanley

28th January

19 37

Sir,

I beg to enclose two copies of the new
Mail Contract for your perusal and signature.

I am,

Sir,

Your obedient servant,

[Handwritten signature]

Manager

The Honourable
The Colonial Secretary,
Stanley.

H.T.

No. 76/36.

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

MINUTE.

11th February, 19 37.

From

Colonial Secretary,

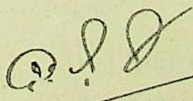
STANLEY.

To Hon. Col. Treasurer, and

Local Auditor,

STANLEY.

I am directed by the Acting Governor to enclose herewith a copy of an Agreement made on the 3rd of January, 1937, between the Government and the Falkland Islands Company, Limited, for the carriage of mails within and between the Colony and the mainland South America.


for COLONIAL SECRETARY

(48)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

Stanley

10th March, 1937.

19

AGENT FOR LLOYDS.

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Sir,

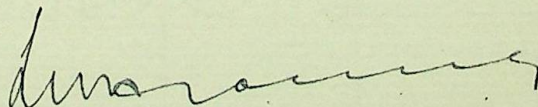
As a result of the compilation of our first Passenger Fare handbook (which we hope to have in circulation in the 3rd week in April) we wish to make it clear that Abatements, where allowed, are not cumulative - for instance, the "Family Abatement" now granted, covering both inter-island and overseas voyages by our own steamers, and ranging, according to circumstances, from 15% to 5% off fares, will not apply to Government passages which already enjoy an all-round 25% off all fares under the provisions of the Mail Contract.

(2) Such Abatements as are allowed by the Royal Mail Lines will, of course, be allowed to Government passengers for the portion of voyages travelled by Royal Mail Lines vessels.

I am,

Sir,

Your obedient servant,



Manager.

The Honourable

The Colonial Secretary,

STANLEY.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

Stanley

AGENT FOR LLOYDS.

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

10th March, 1937. 19

Sir,

In considering the tariff of passenger fares by our steamers it appears to us that the fare to and from South Georgia charged for Government passages requires revision.

Up to now the fares have been:-

Ordinary fares	Cabin, £ 8.	Intermed. £ 5.
Government fares	" £ 5.	" £ 3.

but hitherto the Company has drawn a separate subsidy for these voyages and the fares have been fixed by mutual agreement. We suggest that, to bring these Government fares into line with those charged under the provisions of paragraph 5 of the Mail Contract, the following rates should apply:-

Government (Stanley/South Georgia)	Cabin,	£ 6.
	Intermediate	£ 3.15/-

(2) When s.s. "Fitzroy" was making the South Georgia voyages with the Falkland Islands labourers on board, a number were accommodated in the Cabin Class without any additional charge. In view of the difference between the Cabin Class accommodation offered in s.s. "Fitzroy" and s.s. "Lafonia", and having regard to the appointments and purposes of the latter ship, we are of the opinion that the passages of any labourers so accommodated in "Lafonia" should be charged at the Cabin Class rate applicable to Government passages, i.e. £ 6. as above.

(3) We shall be glad to have your views on the above.

I am, Sir,
Your obedient servant,

W. Marquand

Manager.

The Honourable
The Colonial Secretary,
STANLEY.

76/36.

16th March, 37. (81)

Sir,

I am directed by the Governor to acknowledge the receipt of your letter dated the 10th March, 1937, on the subject of passenger fares by your steamers to and from South Georgia.

2. The Government desires steerage accommodation for the Falkland Island labourers proceeding to and returning from South Georgia. The nearest equivalent is the intermediate class in the s.s. "Lafonia" where the accommodation is of the modern steerage type. As however there are insufficient berths in the intermediate class in the vessel it is understood that a number of cabins will be allotted to those labourers for whom there is no room in the intermediate class but it is presumed that the food supplied will be as for steerage or third class passengers.

3. Having regard to the fact that a number of cabins will necessarily be occupied by the labourers I am to suggest to you that £4. 10. 0 would be a suitable rate for the single passage and to state that His Excellency is prepared to approve of payment at that rate.

4./

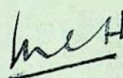
The Manager,
Falkland Islands Company, Limited,
STANLEY.

4. The Governor is further prepared to agree to the fares of other Government passengers being paid at the rate of £6 for the single voyage as against the £5 paid by the s.s. "Fitzroy" though no increase has been made in Falkland Island rates by the new vessel.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

42

ADDRESS ALL CORRESPONDENCE
TO THE MANAGER

ESTATE LOUIS WILLIAMS

SUCCESSORS TO CHAS WILLIAMS.
Estbl 1863.

GENERAL MERCHANTS

PORT STANLEY
FALKLAND ISLANDS.

20th March 1937.

RADIO ADDRESS
"WILLIAMS"
CODES USED
BENTLEYS
ABC 5TH ED.
A. I.

Sir,

We wrote to Messrs The Falkland Islands Co. Ltd. this week objecting to their charging minimum freight of £1.- on a small parcel of 9 cases fruit which the S.S. "Lafonia" recently brought down from Montevideo.

We have today received a reply from that Company stating that their charge is quite correct and in the terms of "paragraph 5 of schedule II of the new mail contract signed on 23rd January, 1937. "

To us, as the largest independent importers operating in the Colony, it comes as a considerable surprise that a 'new' mail contract has been negotiated without the general public knowing anything at all about the negotiations. As far as we know the matter has not been discussed in the Legislative Council meetings, and no public notices have appeared on the subject.

We shall much appreciate it if we can be furnished with an authentic copy of the 'new' mail contract, and remain,

Dear Sir,
Yours faithfully,
p.p. Estate Louis Williams.

The Hon.
The Colonial Secretary
Stanley.

43

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

Stanley

AGENT FOR LLOYDS.

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS FLEETWING PORTSTANLEY VIA RADIO.

22nd March, 1937. 19

Sir,

GOVERNMENT CARGO to and from SOUTH GEORGIA.

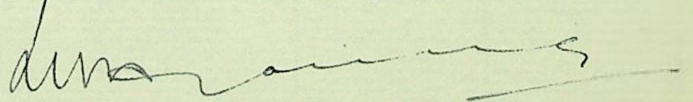
When s.s. "Fitzroy" made the South Georgia voyages under a special arrangement with the Government we carried up to 10 tons of cargo free of freight on any one voyage.

No provision has been made, in the new Mail Contract or otherwise, for a continuance of this in respect of s.s. "Lafonia", and we shall be obliged if you will kindly furnish us with your views on the subject.

I am,

Sir,

Your obedient servant,



Manager.

The Honourable
The Colonial Secretary,
STANLEY.

(44)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

Stanley

AGENT FOR LLOYDS.

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS FLEETWING PORTSTANLEY VIA RADIO.

22nd March, 1937.

19

76/36.

Sir,

We have to acknowledge receipt of your letter of 16th instant on the subject of Government passenger fares per s.s. "Lafonia" between Stanley and South Georgia.

2. We agree to the fare suggested in para. 3, and confirm that labourers, to and from South Georgia per "Lafonia", who have to be accommodated in the Cabin Class when the Intermediate Class is full, will be carried for £ 4. 10/- each, nett, single fare.

3. With regard to your 4th paragraph, we thank you for your agreement to our proposal to fix the Cabin Class fare for Government passages at £ 6. nett; although you do not actually mention your accordance with our proposal to bring the Intermediate Class fare also into line with standard rates by making this fare £ 3. 15/- (Ordinary fare £ 5. less Government rebate 25%, equals £ 3. 15/-), may we take it that you do in fact agree to this ?

I am,

Sir,

Your obedient servant,

[Signature]

Manager.

The Honourable

The Colonial Secretary,

STANLEY.

J.C.

*So reply
yes.*

76/31

87

ADDRESS ALL CORRESPONDENCE
TO THE MANAGER

ESTABLISHED 1863 **LOUIS WILLIAMS**

SUCCESSORS TO CHAS WILLIAMS

Estab. 1863

GENERAL MERCHANTS

PORT STANLEY
FALKLAND ISLANDS.

25th March 1937.

RADIO ADDRESS
"WILLIAMS"
CODES USED
BENTLEYS
A.B.C. 5TH ED.
A. I.

Sir,

With reference to our conversation of this morning regarding shipping, we transcribe information that we have received pointing to the fact that the vessels of the Pacific Steam Navigation Co. of Liverpool, will no longer make calls at the Falkland Islands.

From our forwarding agents in Liverpool, dated 3rd Dec. 1936

" We understand from the Pacific Steam Navigation Co. that after the sailing of the "REINA DEL PACIFICO" in January, direct calls at your port will be suspended indefinitely and we shall be glad to hear which alternative routes you wish us to use. "

From the P.S.N.C. office at Valparaiso, Chile.

Dated 29th Dec. 1936.

" CALLS AT PORT STANLEY

With further reference to our letter of 9th December, and in connection with the call of our vessels at Port Stanley, our Liverpool Office advise us under date of 18th instant that in future, our cargo vessels sailing outward via Straits of Magellan, will not call at Port Stanley. (signed by the Manager for Chile.) "

No mention is made in either of these letters as to the reason for these vessels, which will still pass within 200 or 250 miles of Port Stanley on their voyages to the Pacific, not calling here, but there is no doubt that it is due to the new subsidised service contracted for by the Colonial Government with the owners of S/S "Lafonia".

It would be of interest to us to know whether the both the official and unofficial members of the Legislative and Executive Councils, with whose advice and consent this

2.

new subsidy contract has been put through, foresaw this contingency (that is the withdrawals of the services of the P.S.N.C. vessels) and whether any efforts were made to safeguard the interests of IMPORTERS and CONSUMERS of imported goods, who depended on the P.S.N.C. vessels bringing merchandise here.

The results of this new subsidy contract would at present seem to us to be that:-

- a) The Exporters of wool, skins etc., and the
- b) Travelling public

have been favoured . The first by a slight decrease in export freights and the second by better and more frequent means of travel abroad.

- c) Importers, and
- d) the general body of consumers resident in the Colony

have been disfavoured. Importers will have to pay higher inward freights on almost all lines , and this will entail charging higher prices to the general public.

We estimate that the people favoured as resident owners or part owners of sheepfarms are:-

Heads of families	about	27
Wives	"	24
Children and grandchildren	"	33
Total		<u>84</u>

and these are mostly connected with the smaller farms.

The number of people who can be classed as "Travellers" amount to approximately 120 per annum, including all Government servants and other people whose residence in the Falklands is of contractual

95

3.

and temporary nature. Among these 120 about one third are already included in the foregoing total of 84 as residents interested in the farms' products.

We would therefore estimate the total number of resident people favoured by the new conditions of shipping to be approximately:-

As exporters of produce only,	44
As exporters and as travellers	40
As travellers only	<u>80</u>
Total.	<u>164</u>

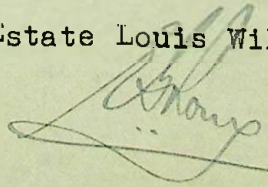
On the other hand, the people whom we calculate to be disfavoured by the new shipping conditions as consumers of imported merchandise, constitute the bulk of the population, or say some 2300 people.

In consequence we should venture to suggest that it is not good policy on the part of the Colonial Government to permit this state of affairs to continue. There is already a very marked advance in the cost price of merchandise that has to be imported here. These prices cannot be controlled by the Government - they are ruled by world wide conditions. But the Government should be able to control the costs of inward freights and to prevent them being any higher than those ruling in the past.

We are, dear Sir,

Yours faithfully,

p.p. Estate Louis Williams.



The Hon. the Colonial Secretary
Stanley.
Falkland Islands.

76/36.

30th March,

37.

Sir,

Red 82
I am directed to acknowledge the receipt of your letter of the 20th of March, 1937, with reference to the mail contract entered into with the Falkland Islands Company and signed on the 28th of January last.

2. You express surprise that a new contract should have been negotiated "without the general public knowing anything at all about the negotiations" and "no public notices having appeared on the subject."

3. On the 31st of January last a copy of a draft contract was circulated to all members of Council asking for suggestions and recommendations and on the following day a conspicuous note was published on the first page of the Penguin reporting that the Government was considering the question of entering into a fresh contract on the expiry of the existing one in October.

4. Representations were made by Members of Council and Members of the public as a result of the above and fully considered. A number of concessions were made by the Falkland Islands Company by giving reduced fares for families and lowering the rate for parcels carried locally.

At/

The Manager,
Estate Louis Williams,
STANLEY.

At the same time a vastly improved service was afforded. I am to enclose a copy of the new schedule of rates for your information.

5. His Excellency agrees that the rates on the parcels of fruit received by you from Montevideo appears very high unless special storage was necessary and the matter is being taken up with the Falkland Islands Company.

I am,

Sir,

Your obedient servant,

W. H.

Colonial Secretary.

76/36.

31st March,

37.

Sir,

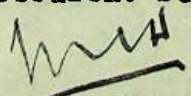
I am directed by the Governor to inform you that attention has been drawn to the charge made for the conveyance of small consignments of fruit from Montevideo to Port Stanley. The charge as laid down in the Schedule of rates to the Mail Agreement is the minimum rate as for half a ton. This appears high for small consignments of fruit unless special stowage is necessary but it is assumed that you charge your own Stock imported at the same rate as the general public since you are clearly in a position to monopolize the trade otherwise.

2. In the circumstances perhaps you will be so good as to consider a low rate for the conveyance of comestibles such as fruit, the importation of which is a benefit to the people of this Colony.

I am,

Sir,

Your obedient servant,


Colonial Secretary.

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

76/36.

1st April,

37.

Red 84.

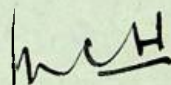
Sir,

With reference to your letter of the 22nd March, 1937, I am directed to inform you that this Government agrees to the proposal made by you to bring the Intermediate Class fare (Stanley/South Georgia) into line with standard rates by making this fare £3. 15/- (Ordinary fare £5 less Government rebate 25%).

I am,

Sir,

Your obedient servant,



Colonial Secretary.

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

ADDRESS ALL CORRESPONDENCE
TO THE MANAGER

ESTABLISHED 1863 **WILLIAMS**

SUCCESSORS TO CHAS WILLIAMS

Established 1863

GENERAL MERCHANTS

PORT STANLEY
FALKLAND ISLANDS

31st March 1937.

RADIO ADDRESS
"WILLIAMS"
CODES USED
BENTLEYS
A.B.C. 5TH ED.
A.I.

Sir,

Red 89.

We have to thank you for your favour of 30th inst. (No.76/36) contents of which have been noted with much interest.

We are still of the opinion that such important transactions, affecting the living of almost every resident person, are better understood when amply debated in open Legislative Council Meetings, and the 'new' contract has not been subjected to open debate, neither has the subsidy been offered in open tender, and although rumours have been current for many months past that a 'new' contract was contemplated, we as a particularly interested party as large importers of merchandise, have not had the slightest inkling of what new conditions were being debated in private and in confidence.

We fully appreciate that 'representations' have been made both by Members of Council, and even some of members of the public, but this does not mean the full range of 'pros' and 'cons' of the matter were fully explored before the contract was finally decided upon. And unfortunately we know that for various reasons some of the unofficial Members of Councils were not in a position to raise constructive criticisms in that free, independent and unbiased manner that leads to a happy balance being established between conflict-

2.

ing interests. For instance some of the Members of Council were, and may probably still be so, obliged to Messrs The Falkland Islands Co. Ltd. for financial assistance. Furthermore the Importing and Distributing of Merchandise business (as distinct from Sheep-farming, Shipping and Labour) has no representation in the Councils of the Colony.

The copy of the new schedule of rates received today is actually the first official indication that has reached us shewing part of the conditions that have been contracted for , and from this schedule it would appear that, whereas full provision has been made for the freights applicable to exports as far as Montevideo, no provision has been made for the journey Montevideo to London. It may be, however, that the farmers have a private agreement on this point through the Sheep-breeders Association in London which strongly represents their interests and is allied to Messrs The Falkland Islands Co. Ltd.

But it would appear, from the same Schedule of Rates that no provision has been made for freight rates on import merchandise from England to Montevideo, and we are left in the dark as to what those freight rates will run to, and it would seem to be evident that none of the parties who should have brought up and debated that point before the contract was finally settled, has done so. Inter alia neither has the possibility of Messrs The Pacific Steam Navigation Company suspending the calling of their ships been foreseen or, if foreseen, prevented.

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3.

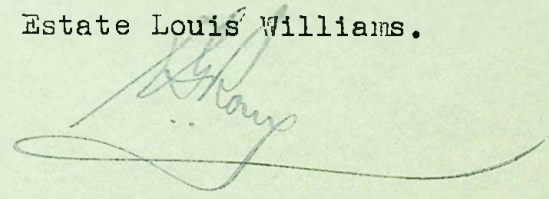
We shall be pleased if we can be furnished, in due course, with a copy of the whole contract.

And we trust that an effort will yet be made to control the costs of inward freights and to prevent them being any higher than those ruling in the past as already suggested in the final paragraph of our letter of 25th inst.

We are, dear Sir,

Yours faithfully,

p.p. Estate Louis Williams.



The Hon.

The Colonial Secretary

Stanley

Falkland Islands.

76/36.

2nd April,

37.

Sir,

Red 84.

With reference to your letter of the 22nd of March, 1937, regarding the conveyance of Government cargo to and from South Georgia, I have the honour to inform you that it is desired that the arrangements made in 1932 should be continued whereby Government cargo up to 10 tons was carried freight free on any one voyage.

I am,

Sir,

Your obedient servant,

WCH

Colonial Secretary.

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

76/36.

2nd April,

37.

Sir,

Reds 87 x 94

I am directed by the Governor to acknowledge the receipt of your letters dated the 25th and 31st of March, 1937, and to inform you in reply to the first part of your letter of the 31st March that facilities existed for a debate on the Contract in Legislative Council if any member so desired at the instance of members of the public or otherwise.

2. I am to add with regard to the second part of the letter referred to that ^{the} question of freights from Montevideo to the United Kingdom and vice versa could obviously not have formed any part of the Contract.

I am,

Sir,

Your obedient servant,

MCH
Colonial Secretary.

The Manager,
Estate Louis Williams,
STANLEY.

(97)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

Stanley

AGENT FOR LLOYDS.

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS "FLEETWING PORTSTANLEY" V. RADIO.

5th April, 1937. 19

76/36.

Sir,

I have to acknowledge the receipt of your letter of 31st March on the subject of freight on small consignments of fruit from Montevideo to Stanley.

We are prepared to make an exception for fresh fruit only and are reducing the minimum B/Lading rate to 5/- for 5 cubic feet or under and thereafter charging freight at the standard rate of 1/- per cubic foot.

Goods imported for the Company's stores or farms are charged at usual rates, and these Departments receive no preference over the general public.

I am,

Sir,

Your obedient servant,

[Signature]

Manager.

The Honourable

The Colonial Secretary,

STANLEY.

Same! 11/1/37

98

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

Stanley

AGENT FOR LLOYDS.

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

7th April, 1937. 19

76/36.

Sir,

GOVERNMENT CARGO to and from SOUTH GEORGIA.

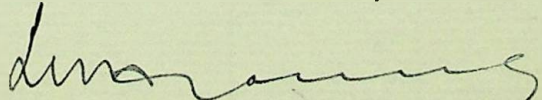
In reply to your letter of 2nd instant we are agreeable to the arrangement previously come to (our letters 2/3/33 and 20/5/33, and your C/10/32 of 28/6/33) remaining in force during the continuance of the present Mail Contract. We confirm, therefore, that up to 10 tons of Government cargo will be freighted free between Stanley and South Georgia on any one voyage, freight thereafter at standard rates less usual 25% rebate; one voyage being taken to mean Stanley-back-to-Stanley.

While the above applies equally to coal in bags we should prefer not to ship any coal in bulk by s.s. "Lafonia" in view both of the damage caused to paint-work and of the extra cost to us for discharge here, and we trust that the Government will be able to restrict their coal requirements to bagged coal.

I am,

Sir,

Your obedient servant,



Manager.

The Honourable

The Colonial Secretary,

STANLEY.

76/36.

3th April,

37.

Recd 97.

Sir,

I am directed by the Governor to acknowledge and to thank you for your letter dated the 5th April, 1937, stating that you are prepared to make an exception for fresh fruit only and are reducing the minimum Bill of Lading rate to 5s/- for 5 cubic feet or under and thereafter charging freight at the standard rate of 1s/- per cubic foot.

2. I am also to thank you for the assurance contained in the third paragraph of your letter.

I am,

Sir,

Your obedient servant,

M. H.

Colonial Secretary.

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

76/36.

8th April,

37.

Sir,

Red 89

With reference to paragraph 5 of my letter No. 76/36 of the 30th March last, I am directed to inform you that the Falkland Islands Company, Limited, are prepared to make an exception for fresh fruit only and have agreed to reduce the minimum Bill of Lading rate to 5s/- for 5 cubic feet or under and thereafter charging freight at the standard rate of 1s/- per cubic foot.

I am,

Sir,

Your obedient servant,

M.H.

Colonial Secretary.

Manager,
State Louis Williams,
STANLEY.

(101.)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.



Stanley.

23rd December, 1937. 19

Sir,

I beg to inform you that with a view to keeping both s.s. "LAFONIA" and s.s. "FITZROY" employed during next winter I have under consideration a proposal to load s.s. "Lafonia" in the River Plate for a European port about the end of May, 1938, and load in England again for the Colony arriving back during September.

During "Lafonia's" absence from the Colony the monthly mail service to and from Montevideo would be maintained by s.s. "Fitzroy".

I request that Government will kindly give this proposal their consideration and favour me with an early reply, as the securing of homewards and outwards cargoes will take some time negotiating.

I am,

Sir,

Your obedient servant,

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

Manager.

The Honourable

The Colonial Secretary,

STANLEY.

76/36.

10th January,

38.

Sir,

With reference to your letter dated the 23rd of December, 1937, regarding your proposal to withdraw temporarily the s.s. "Lafonia" from service about the end of May next, I am directed by the Governor to inform you that the Government does not wish to take exception to the proposal provided that there is an appropriate reduction in the monthly subsidy e.g., 1/12th of £1,000 for each complete month of absence.

Rec 101

I am,

Sir,

Your obedient servant,

W. H. M.

Colonial Secretary.



What is the basis of this calculation? The amount (6E) is for 5 round trips @ £2500 = £500 per r.t. x 12 = £6000

Basis is \$ 26 9 (68)

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

SHIPPING NOTICE

s.s. "LAFONIA" - VOYAGE TO UNITED KINGDOM

s.s. "Lafonia" is scheduled to make a voyage to England in May, the provisional itinerary being:-

- 20th May, leave Stanley
- 24th May, arrive Montevideo
- 29th May, leave Montevideo
- 24th June, arrive London (other port at ship's option)
- 4th August, leave England
- 1st Sept, arrive Montevideo
- 2nd Sept, leave Montevideo
- 6th Sept, arrive Stanley.

Cargo outwards will be accepted for this voyage.

A maximum of 12 (twelve) passengers will also be accepted for ~~the~~ U.K. Fare £ 35 single; £ 60 return. (Supplement 10% for cabins 41 and 21/22, as usual). A whole cabin will, if required, be allotted for the use of each passenger from Montevideo to U.K. and from U.K. to Montevideo.

Application for passages should be made to the Falkland Islands Company's Shipping Office.

FARM CLIENTS are notified that the outward voyage will include the usual half-yearly shipment of "Clients' Cargo" in accordance with the last paragraph, page 5, of our Freight Handbook No 1.



(DRAFT,
19/1/38.)

104

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley

14th January, 1938. 19

76/36.

Sir,

With reference to your letter dated 10th instant I beg to enclose for approval the overseas itinerary of s.s. "Lafonia" and s.s. "Fitzroy" to the end of 1938, continuing from the itinerary dated 9th December 1937 which ended with showing "Lafonia's" arrival at Montevideo 24th May.

It will be seen that the two itineraries provide for 13 homeward and outward mail connections for the year.

With regard to the reduction in our mail subsidy for each complete month of "Lafonia's" absence, I beg to point out that "Lafonia" will arrive at Montevideo on 24th May with a homeward mail for transhipment to "Almanzora", and will sail from England on or about 4th August with any mail offering, including a parcels mail. In view of this I suggest that the reduction in the mail subsidy should commence on "Lafonia's" arrival at Montevideo homewards and end on her sailing from England outwards - a period of approximately 2 Calendar months and 11 days.

I also enclose draft of a Notice regarding "Lafonia's" proposed voyage to United Kingdom, which will be published in our "Penguin" advertisement page on Wednesday next, 19th January.

I am, Sir,

Your obedient servant,



Manager.

The Honourable

The Colonial Secretary,

STANLEY.

Recd 102.
Enc.

*Extracted to S.D.'s
2/1/37 + 8/37.*

76/36.

17th January,

38.

Sir,

Red not.

I am directed by the Governor to acknowledge and to thank you for your letter of the 14th instant, transmitting copies of the overseas itinerary of the s.s. "Lafonia" and the s.s. "Fitzroy" to end of 1938, and to inform you that the itinerary has been approved.

2. With reference to paragraph 3 of your letter, I am to inform you that your suggestion has been approved regarding the reduction in the Mail Subsidy during the time the "Lafonia" is absent from the Colony.

3. In this connection I am to thank you for the copy of the draft notice regarding the Lafonia's proposed voyage to the United Kingdom.

I am,

Sir,

Your obedient servant,

WCH

Colonial Secretary.

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

(106)

SHIPPING NOTICE.

Importers are notified that s.s. "Lafonia" on her voyage from England, August/September, will only have space available at Montevideo for a limited quantity of perishables (fruit, butter etc), and will not ship ordinary cargo from there.

This being the case, the "Highland Monarch" leaving England on 13th August and connecting with "Lafonia" at Montevideo on 1st September, will bring mail but no cargo for the Colony.

Transshipping vessels for cargo at this period will therefore be:-
"HIGHLAND PATRIOT" from U.K. 30th July (Arrival Stanley 24th August).
"HIGHLAND PRINCESS" from U.K. 10th September (" " 4th October).

F.I.Co. Ltd,
Stanley,
16th June, 1938.

107

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

Stanley

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" R.A. RADIO.

16th June, 1938. 19

Sir,

I beg to enclose herewith, for the information of any of the Government Departments interested, a copy of a notice regarding certain limitation of cargo from Montevideo by s.s. "Lafonia" on her return voyage from England in August/September, owing to the fact that she will leave the United Kingdom very fully loaded.

The notice has been posted on our Office board and will be published in "The Penguin" at an early date.

I am,

Sir,

Your obedient servant,

[Handwritten Signature]
for Manager.

The Honourable
The Colonial Secretary,
STANLEY.

108

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

Stanley

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

15th December, 1938.

Read 75.

Sir,

We beg to refer to paragraph 5 of the Mail Contract of 23rd January, 1937 between the Government and this Company, whereby the Company is under obligation to allow a 25% rebate "off all.....passenger rates chargeable on all bona fide Government traffic".

We understand that in certain cases the Government has undertaken payment of fares for persons whose passages are in fact payable by themselves, and that these persons have subsequently reimbursed the Government, thus securing the advantage of the 25% rebate.

We think you will agree that the intention of the paragraph, and the term "bona fide Government traffic" is not meant to include such passengers.

In making future bookings we shall be obliged if you would please indicate clearly which fares are chargeable strictly to Government, and which are payable directly or indirectly by the passenger.

I am,

Sir,

Your obedient servant,

[Handwritten Signature]
for Manager.

The Honourable,

The Colonial Secretary,

STANLEY.

76/36.

17th December,

38.

Red 108.

Sir,

I am directed by the Governor to acknowledge the receipt of your letter of the 15th of December, 1938, on the subject of Government traffic, and to inform you that for all the years during which there has been a mail contract it has been the unquestioned understanding that the rebate provided in the contract covered passages booked by the Government for officers and their wives and families i.e., irrespective of whether the passage money was afterwards recovered from officers for such passages or not and that the present contract was entered into in good faith and in full belief that there would be no change in this respect.

2. His Excellency can only assure you that it was the intention of the paragraph as hitherto that bona fide Government traffic should include all such passages as have been booked by Government in the past.

I am,

Sir,

Your obedient servant,

MCH

Colonial Secretary.

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

(110)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley.

21st December, 1938. 19

76/36.

Sir,

Recd (109)

I have to acknowledge the receipt of your letter of 17th instant.

It appears that the Government and this Company are at variance in their interpretations of the intention of paragraph 5 of the Mail Contract, but as we have never before actually raised the question of participation in the Government rebate by persons paying their own passages, such instances as have occurred may be said to have been passed by default.

In view of the opinions expressed in your letter, however, it is not our intention to press this matter during the continuance of the present Contract.

I am,

Sir,

Your obedient servant,

[Signature]
for Manager.

The Honourable

The Colonial Secretary,

STANLEY.

76/36.

22nd December, 38.

Sir,

Red 110.

I am directed by the Governor to acknowledge and thank you for your letter of the 21st December, 1938, on the subject of Government traffic.

2. I am to add that His Excellency would like to take this opportunity of recording his personal belief for reference when a new Contract comes to be considered that considerable increased travelling arises out of the concession.

I am,

Sir,

Your obedient servant,

Mut

Colonial Secretary.

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

No.

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

MINUTE.

11th April, 1939.

From The Acting Colonial

Postmaster,

Stanley, Falkland Islands.

To The Honourable

The Colonial Secretary,

STANLEY.

I have the honour to report that there were included in the mail conveyed from the East and West Falkland by the s.s. "Lafonia" and taken delivery of by the Mail Officer at Stanley on the 7th of April last, two official Post Office Bags addressed to the Falkland Islands Company from Darwin.

2. The Mail Officer, quite rightly, in my opinion had these two bags delivered at the Post Office where they were opened in my presence. One contained a number of letters for Stanley and other countries-all stamped-while in the other were included a similar quantity of letters and an unstamped package addressed to the Falkland Islands Co., and labelled "Darwin Office Mail". I have reason to believe that none of the letters in this package bore stamps.

3. I am given to understand by the Mail Officer that the practice of sending mails from Darwin direct to the Falkland Islands Co., in official mail bags has been going on for some time and that after the Company has extracted its own mail the remainder is sent to the Post Office for delivery to the public.

4. I submit that the procedure is tantamount to a breach of Section 13 of the Mail Contract and that the Falkland Islands Co., is guilty of defrauding the Government of Postal Revenue. I propose therefore, subject to approval, to address the Manager of the Falkland Islands Co., in the sense of the attached draft letter

A. J. Stewart
Ag. Colonial Postmaster

115

POST OFFICE,
STANLEY.

13th April, 1939.

Sir,

I have the honour to inform you that there were included in the mail conveyed from the East and West Falkland by the s.s. "Lafonia" and taken delivery of by the Mail Officer at Stanley on the night of the 7th of April last, two official Post Office bags addressed to the Falkland Islands Company.

2. The Mail Officer had these two bags delivered at the Post Office where they were opened in my presence. One contained a number of letters for Stanley and other countries - all stamped - while in the other were included a similar quantity of letters and an unstamped package addressed to the Falkland Islands Co., and labelled "Darwin Office Mail". This package was collected from the Post Office by messenger on the 8th April.

3. In this connection I would invite your reference to Section 13 of the Mail Contract and request that you will be good enough to instruct your Darwin Office that -

- (i) the practice of forwarding mails direct to your Office in Stanley by the s.s. "Lafonia" in official Post Office bags should cease,
- (ii) under no circumstances may mail matter be transmitted under cover to any person other than the Postmaster, and
- (iii) the use of official bags except for mails despatched to the Postmaster is prohibited.

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

4.

4. I would also observe that the carriage of mails and delivery to any person other than the Postmaster would render the Master of the vessel liable to a fine of \$200 under the Post Office Act in force in this Colony.

I am,

Sir,

Your obedient servant,

a.l.x.

Ag. Colonial Postmaster.

COPY.

THE FALKLAND ISLANDS COMPANY, LIMITED.

Stanley,
14th April, 1939.

Sir,

I have to acknowledge receipt of your letter dated 13th April, 1939, with reference to the carriage by s.s. "Lafonia" last voyage of two official Post Office mail bags, containing letter mail, addressed to this Company.

The instructions contained in the third paragraph of your letter have been passed on to the Darwin Storekeeper for his immediate attention.

I am, etc.,
(SGD.) D. W. ROBERTS,
Manager.

The Postmaster,
Stanley.

(117)

No.

MINUTE.

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

14th April, 1939.

From The Acting

To The Honourable

Colonial Postmaster,

The Colonial Secretary.

Stanley, Falkland Islands.

STANLEY.

I have the honour to forward, for your information and retention a copy of a letter which has been received from the Falkland Islands Company, Ltd., on the subject of mails sent from Darwin direct to the Falkland Islands Co., Ltd., in Stanley in official Post Office Bags.

A. J. Stewart

Ag. Colonial Postmaster.



Port Stanley.
5th June 1939

The Hon. Col. Secretary,
Stanley.

Sir,

I have been directed by the Committee of the Reform League to draw your attention to the great inconvenience to which all classes of the Public have been put, by the extremely lengthy interval of more than 8 weeks between the inward mails of date, 12th May and 9th July 1939.

At a public meeting of the Reform League, held recently, many derogatory remarks were made concerning our Mail Service, but I will only forward you three illustrations of the Public's dissatisfaction with the service

Abnormal
rising
sales
new
stamps

1st It was strongly proclaimed that the revenue of the Post Office as last two years warranted a better service.

2nd Subscribers to the Library had only 3 weeks papers to read during this period but on the arrival of the mail about July 9th there would be 9 weeks papers arrive and that this being amount

amount of reading would have to be hastily perused during the 3 weeks that will elapse between the mail of July 9th and its follower.

3rd The K. E. M. Hospital and many members of the Public are, owing to the long period, unable to procure what has become a staple requisite of diet, namely Orange Juice. Since the introduction of "Nutrition" to this Colony, the demand for this article has increased enormously and has been found most beneficial by many, and sadly missed at the present.

Although there may not be any infringement of the mail contract, we beg to suggest that the Government, when the next mail schedule is placed before them for consideration, will see that the mails are spaced at as regular intervals as is possible and thus avoid a recurrence of the inconvenience.

I have the honour to be,

Sir,

Your obedient servant

G Brechin

Asst. Sec.

F. I. R. League.

76/36.

120

12th June,

39.

Sir,

I am directed by the Governor to acknowledge the receipt of your letter of the 5th of June, 1939, regarding the mail service and to say that His Excellency is in entire sympathy with the views of the Reform League and the public on this question and that the Government will when the next contract for a mailservice is placed endeavour to secure a regular four weekly service.

Red 119

2. Meanwhile the Falkland Islands Company, Limited, is required under the existing contract to carry out and does carry out 12 visits in the year to Montevideo for mails and His Excellency is advised that this is the only time of the year when the s.s. "Lafonia" can be profitably employed outside Colony.

3. The revenue of the Post Office during 1937 and 1938 might be held to warrant increased expenditure on mails but that revenue has been appropriated to enable full time employment to be given to as many workers as possible.

I am,

Sir,

Your obedient servant,

M.H.

Colonial Secretary.

The Secretary,
Falkland Islands Reform League,
STANLEY.

ESTABLISHED 1863 WILLIAMS & WATKINS

SUCCESSORS TO CHAS WILLIAMS.

ESTD 1863

GENERAL MERCHANTS

RADIO ADDRESS
"WILLIAMS"

CODES USED:
BENTLEYS
A.B.C. 5TH ED.
A.I.

PORT STANLEY
FALKLAND ISLANDS.

27th July 1939

Sir,

We have been in the habit of sending a certain small quantity of last minute letters abroad in an envelope addressed to our shipping agents in Montevideo, Messrs McLean & Stapledon S.A.

This envelope has been handed to the Captain of s.s. "Lafonia" and has ensured to us 3 very necessary services:-

- a) That matters of transshipment in Montevideo needing urgent attention could be communicated without delay to Messrs McLean & Stapledon, as their staff would get our communications immediately on the vessel docking, whereas if sent through the post the letters would suffer one or even two delays in the Uruguayan post office, and, owing to the short time the "Lafonia" generally remains in Montevideo, shipping opportunities would be missed.
- b) 2 or 3 urgent Air Mail letters could be posted for us in Montevideo.
- c) A few letters written by us after the closing of the mail in Stanley could still be posted for us in Montevideo.

In doing this there has never been intention on our part to avoid payment of local postage - in fact letters posted in Montevideo and addressed within the Empire cost us 2½d. each, whereas if posted in Stanley the charge is only 1d.

The Post Office knows very well that ours is the largest individual mail handled in Port Stanley, and while we might post over 100 letters before the mail closed, we might have 5 or 6 last minute letters which circumstances make it necessary for us to have taken up to Montevideo without going through the local post.

Now it so happens that on the night of the 17th instant we took on board s.s. "Lafonia" a small envelope, weighing about 2½ oz., addressed to Messrs McLean & Stapledon, Montevideo, the principal contents being a Bill of Lading for some Chocolates etc. (somewhat perishable goods) which were then in Montevideo awaiting transshipment hence, and Captain Johnson refused to take the envelope informing us that it was against regulations and that the ship was liable to a fine.

That Bill of Lading had to go up to Montevideo urgently, and it had to reach Messrs McLean & Stapledon urgently, because if sent through the Uruguayan post it might not reach them until too late and the Chocolates would be held up in Montevideo until, the 19th August next.

So we prevailed upon a passenger to take the letter for us.

As already stated there was no intention on our part to evade payment of local postage, and we are willing to pay the corresponding postage at the foreign rate of 2½d. plus 1½d per ounce.

We also desire to arrive at some arrangement with the Postal Authorities here whereby we may continue to send last minute and specially urgent letters to Montevideo by s.s. "Lafonia" without them going through the post office.

We would propose the following arrangement:-

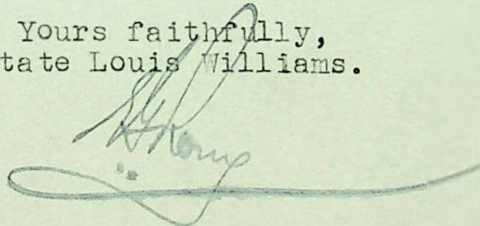
That despite regulations at present covering the carrying of unstamped mail the Captain of s.s. "Lafonia" be authorized to accept from us a small quantity of unstamped mail for personal delivery to our shipping agents in Montevideo.

And that the day following the sailing of s.s. "Lafonia" we will write a letter of declaration to the post office declaring what would have been the ordinary postage on such a mail and affixing the corresponding stamps to our letter for obliteration.

Such a system would ensure that there would be no loss of postal revenue, and at the same time would give us the extra and very much needed facility for handling last minute and specially urgent letters.

Thanking you in anticipation for your courtesy and sympathetic consideration, we remain,

Yours faithfully,
p.p. Estate Louis Williams.



The Colonial Postmaster
Stanley.

124

POST OFFICE,
STANLEY, FALKLAND ISLANDS,
3rd August, 1939.

Sir,

I am directed to acknowledge the receipt of your letter of the 27th of July, 1939, on the subject of the carriage of letters by the Master of the s.s. "Lafonia" for delivery to your Shipping Agents at Montevideo.

2. I am to point out that the only letters which are permitted to be carried by the Master of a vessel are those defined in the Post Office Act (United Kingdom) 1908, a copy of Section 30 of which is attached for your information. I am also to invite reference to Section 13 of the Mail Contract which reads as follows :

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

3. The Government does not consider that the letters to which you refer come within the meaning of Section 30 of the Post Office Act, and it is regretted therefore that it is not possible to accede to your request.

I am, etc.,

C.L.J.
Ag. Col. Postmaster.

THE MANAGER,
ESTATE LOUIS WILLIAMS,
STANLEY.

No.

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

MINUTE.

2nd August, 19 39.

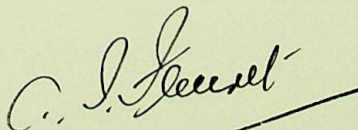
From The Colonial Postmaster,
Stanley.
Stanley, Falkland Islands.

To The Honourable
The Colonial Secretary,
Stanley.

I have the honour to attach a letter which has been received from the Estate Louis Williams regarding the posting of last minute letters on board the "Lafonia".

2. Section 13 of the Mail Contract prohibits the Master from receiving on board the vessel any letters for conveyance other than those contained in His Majesty's mails. Section 30 of the Post Office Act, 1908, which is in force in this Colony, however, provides inter alia for the delivery at the port of arrival of Consignees letters.

3. I do not consider that the letters to which the Estate Louis Williams refer come within the meaning of Section 30 of the Post Office Act, 1908, but I would be grateful for your advice before replying to the Manager in the sense of the draft letter attached which is submitted for approval.



Acting Colonial Postmaster.

ESTABLISHED 1863 LOUIS WILLIAMS

SUCCESSORS TO CHAS WILLIAMS

ESTD 1863

GENERAL MERCHANTS

RADIO ADDRESS
"WILLIAMS"

CODES USED
BENTLEYS
A.B.C. 5TH ED.
A I

COPY for Colonial Secretary

PORT STANLEY
FALKLAND ISLANDS

3rd August 1939.

Sir,

We are in receipt of your favour dated today, on the subject of carriage of letters by the s.s. 'Lafonia'.

We have to thank you for the extract of the relative portion of the United Kingdom Post Office Act 1908, which apparently applies in the Colony as defined in Section 2 of the local Ordinance No.10 of 1898.

This Section 2 reads as follows:-

" Subject to the provisions of this Ordinance and to any Rules made hereunder, all laws and regulations for the time being in force relating to the Post Office of the United Kingdom shall, so far as the same are applicable, be in force in this Colony, and the Governor may, by Order in Council, from time to time provide for all matters relating to the practice, procedure and jurisdiction in this Colony, under the said laws and regulations in cases where the provisions thereof in respect of such matters are deemed by him inapplicable in this Colony. "

From the provisions of this Ordinance, shewn where underlined by us, it is possible for H.E. the Governor, by a simple Order in Council, to make a Rule that will provide for the extra postal service that we find necessary for the better attending of our business transactions.

While it is not within our province at this stage to suggest any particular solution we may state in general terms that what we seek is that a legal means be devised whereby any last minute letters may be despatched by us on payment of the corresponding postage, with or without a supplementary 'late letter' fee.

Actually the procedure suggested in our previous letter (dated 27th July last) might be reasonably adopted. Or perhaps the appointment of 'mail officer' on the steamer itself could be arranged. Or any other legal method whereby last minute letters could be despatched without loss of Post Office Revenue.

These are some of the facts which we wish to be borne in mind in connection with our request:-

s.s. "Lafonia" sailed for Montevideo about 3rd June 1939. She did not return until late on Thursday 13th July. Our very heavy mail was delivered to us on Friday 14th July. She brought 678 separate packages of general cargo for us. Of these 678 packages, 85 contained perishable goods, which had to be costed and placed on sale without delay. Simultaneously we had to arrange shipment of a few packages to island destinations.

Besides having to attend to all the foregoing we had to make an effort to reply to the afore-mentioned heavy inward mail - the outward mail closing on the afternoon of Monday 17th July, giving us exactly 2½ working days in which to attend to inward correspondence that had accumulated for us abroad between the 6th May 1939 and the 7th July 1939, as no mail left Montevideo for this Colony between those two dates.

It goes without saying that we could not attend entirely to an accumulation of 8 weeks mail, in 2½ working days, during which time we had also to attend to a heavy importation of goods.

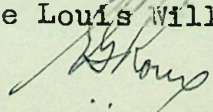
Nevertheless we posted about 100 covers legally by s.s. "Lafonia" on 17th July, and we only took one small cover weighing about 2½-ounces, at the last minute to s.s. "Lafonia" - which, as already stated in our previous communication, we found the Captain of s.s. "Lafonia" unwilling to take for us, although we explained to him that it contained a Bill of Lading (in fact a 'consignee's' document) for some cargo of ours then awaiting re-shipment in Montevideo.

Determined that that consignment should not be unnecessarily detained in Montevideo, we prevailed upon a passenger to take the letter for us, which we are glad to say duly reached its proper destination and in good time for our requirements.

This procedure, we know, is irregular, but until such time as the Colonial Government devise legal means for dealing with late letters there is no doubt that such irregularities will be continued, not only by us but by any other persons who find it necessary to get late letters away - because of the infrequency of mailing facilities.

We therefore formally apply for a rule, an Order in Council, to be made by H.E. the Governor in order to place the necessary extra mailing facility upon a proper legal basis.

We are, dear Sir,
Yours faithfully,
p.p. Estate Louis Williams.



The Colonial Postmaster
Stanley
Falkland Islands.

Copy to The Hon. The Colonial Secretary
Stanley
Falkland Islands.

128

POST OFFICE,
STANLEY,
16th August, 1939.

FALKLAND ISLANDS.

M.P. No. 76/36.

Sir,

I have the honour to acknowledge the receipt of your letter of the 3rd instant on the subject of the posting of letters after the ordinary mail has closed.

2. I would point out that the circumstances attendant on the despatch of the outward mail on the 17th of July three days after the arrival of a heavy inward mail were very exceptional and do not therefore warrant an alteration in Post Office practice or regulations.

3. I am not aware that there is any public demand for a late letter fee system. Such a system would extend the possible time of posting by about one hour only. The lengthy interval normal between mails affords ample time for replies without an extension which could not be justified for three or four letters having regard to the work involved. The proposal for sending a Mail Officer to Montevideo and back for the same object cannot be entertained.

4. I observe that you persuaded a passenger travelling by the "Lafonia" on the 17th July to carry a mail for you and thereby commit an offence punishable by law. It would be as well that any persons prepared to repeat this should be warned of the consequences to which they are liable.

I am,

Sir,

Your obedient servant,

C. J. J.
Postmaster.

The Manager,
Estate L. Williams,
STANLEY.

COPY OF LETTER RECEIVED FROM ESTATE LOUIS WILLIAMS
DATED THE 17TH AUGUST, 1939.

The Postmaster,
Stanley.

Sir,

We thank you for your favour M.P. 76/36 of yesterday's date, contents of which we have carefully noted, and we regret to learn that our application for certain extra mail facilities has not been resolved in a manner that would place our last minute letters within a proper legal plane.

The circumstances pointed out in our application are not exceptional. Mail accumulates in Montevideo from various foreign sources, including at least two mails per week from England, also some air mail, generally for 4 weeks, seldom for less than 3 weeks, sometimes for 5, 6 or even longer.

At this end, in spite of published arriving and departure dates, alterations are often made to the itinerary or it is affected by weather conditions. The mail arrives a day or two later than schedule, and sometimes leaves a day or so earlier than schedule - the nett result is that we seldom have more than 7 days in which to reply to 28 or more days inward mail.

Furthermore, owing to all cargoes having to be transhipped at Montevideo the routine of this office in organizing our supplies has almost increased by 50%.

A simple solution to the difficulty which we have reported would be to authorize the Captain of the s.s. "Lafonia" to continue carrying our last minute letters up to Montevideo for our agents to post there.

As we would declare and pay the postage there would be no loss of revenue.

However, we have no intention of arguing the matter any further at this end. We have made a formal application for His Excellency the Governor to devise means of putting our last minute mail on a legality basis.

Unfortunately/

Unfortunately your communication does not indicate to us that our application has been actually considered and turned down by the Governor, and we should like this point to be elucidated to us in a further communication.

If His Excellency the Governor has definitely decided against our application, we shall have to put our request forward to Mr. Secretary MacDonald.

We are, Dear Sir,
Yours faithfully,
p.p. Estate Louis Williams.

(sgd.) E. G. Rowe.

76/36.

23rd August, 39.

Sir,

With reference to your letter of the 17th of August, 1939, and previous correspondence addressed to the Postmaster, applying for extra mail facilities, I am directed to inform you that there appear to be no sufficient grounds for giving the facilities asked for by your firm.

I am,

Sir,

Your obedient servant,

MCH

Colonial Secretary.

The Manager,
Estate Louis Williams,
STANLEY.

133

The Falkland Islands Company, Limited.

INCORPORATED BY ROYAL CHARTER 1851.

REGISTERED 1902.

Stanley

AGENT FOR LLOYDS.

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS: FLEETWING PORTSTANLEY VIA RADIO.

4th November, 1939.

CONFIDENTIAL

Sir,

STORES.

With reference to the important matter of keeping the Colony stored, this is receiving our constant care and attention, both here and in London. Indents for essential commodities are now being prepared for shipment December/January, March/April, June/July, each indent to cover requirements for 3/4 months.

2. Certain articles may be difficult or impossible to obtain from England, e.g. cereal breakfast foods, but medium oatmeal could be substituted. Tinned vegetables and fresh potatoes may be difficult and their growth in Stanley and on the Farms should be encouraged. I would add that there is a period, roughly from August to mid October/November when potatoes are scarce in Uruguay and they are dependent upon imported stocks. It is quite possible that next year their normal importations from Holland may not be available either for Uruguayan consumption or for re-export.

3. For your information I enclose detailed list of stores "obtainable", "doubtful" and "not obtainable" in U.K. with alternative sources of supply in the case of a few essential commodities.

4. Shipping. In view of the greatly increased cost of operating our vessels together with decreasing revenue, my Company has under consideration (1) the laying up of "Lafonia"

THE HONOURABLE?

THE COLONIAL SECRETARY.

STANLEY.

*Excluded to
Control of Foodstuffs file*

Enc.

and substituting "Fitzroy" for the coming year's work.

(2) Sending "Lafonia" to England early in the year for sale or requisitioning and using "Fitzroy" until replacement of "Lafonia"

(3) In the event of trade development from Straits of Magellan to Montevideo there may be work for both vessels provided we can find men to man both vessels. But we are not yet in a position to forecast movements of produce ex Straits ports and the situation is being closely watched.

5. I would point out that at a time such as this we regard it as very uneconomic from every point of view that a vessel like "Lafonia" should not be employed to capacity and the "Fitzroy" should be laid up.

6. With reference to present arrangements, my Company desires to keep to the terms of our agreement but the Government will realise that a serious rise in operating costs will make it imperative to increase Passage and Freight rates if the service is to be carried on. River Plate Conference rates have already been increased 25%.

7. In the event of "Fitzroy" being substituted for "Lafonia" we suggest that the mail subsidy to be paid to "Fitzroy" should be at the rate £2,500 per annum plus £200 for every round voyage to Montevideo over the first five; voyages to South Georgia to be made by special arrangement.

With the exception of paragraphs 6 and 7, the above confirms my conversation with His Excellency the Governor on the 1st inst.

I am,

Sir,

Your obedient servant,

J. M. Duck
Manager.

x. This was former arrangement

*"Lafonia" Contract £5-200
"Fitzroy" old Contract £25-00*

134

76/36.

13th November,

39.

Sir,

I am directed by the Governor to acknowledge the receipt of your letter of the 4th November, 1939, regarding Stores and shipping matters.

Red 133

I am,

Sir,

Your obedient servant,

W. H. H.

Colonial Secretary.

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

211/37.

136

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)
REGISTERED 1902.

Stanley

28th February, 1940, ¹⁹

AGENT FOR LLOYDS.

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS: FLEETWING PORTSTANLEY VIA RADIO.

Sir,

I have the honour to confirm our conversation this morning regarding the Mail Contract.

With reference to "Lafonia's" departure for the United Kingdom it is suggested that she should conclude her service under the Mail Contract on return from South Georgia early in April and be paid one quarter's subsidy, viz: £ 1,300.

s.s. "Fitzroy" will go into commission when "Lafonia" leaves for United Kingdom about 8th April and be paid subsidy at the contract rate of £ 2500 per annum for the remaining three-quarters of 1940. For this we are prepared to make four-fifths of the contracted number of 5 voyages to Montevideo per annum, viz; voyages 1 to 4 enumerated below.

Subsequent extra voyages, 5 to 7 inclusive by arrangement and subject to payment for the increased cost of voyages as mentioned in my letter of 23rd February. (138)

A voyage to South Georgia could be made during the latter half of October if required. This also would be subject to a surcharge of £ 175 over and above the £ 650 previously paid to s.s. "Fitzroy", to cover increased costs arising out of War conditions.

It is suggested that winter and spring voyages be made at six-weekly intervals, and the following approximate

The Honourable

The Colonial Secretary,

STANLEY.

Red 101
211/37
in (annexed file)

timetable is submitted for your consideration:-

Voyage-

1	Arrive Stanley from Montevideo	✓	1st May.	✓
2	" " " "	✓	12th June.	✓
3	" " " "	✓	24th July.	✓
4	" " " "	✓	4th September.*	✓
5	" " " "		16th October.	
6	" " " "		27th November.	
7	" " " "		25th December.	

Cost
Cost
Cost
Cost
Cost

Dates of departure from Stanley for Montevideo would be approximately 12 days earlier in each case. These dates are given as approximate only and will naturally be subject to revision according to circumstances as they arise. As you are aware, connecting steamers at Montevideo are sometimes delayed for various reasons.

I would ask that the matter of increased cost/be of extra voyages subject to revision from time to time, according to rise or fall of such costs.

I am,

Sir,

Your obedient servant,

Wm. Rank

Manager.

CONQUEROR

"Lilyroy"

5 voyages	£ 2500
7 " at	
£ 430	<u>3070</u>
For 12	£ <u>5510</u>
voyages	

In addition 2
voyages to South
Georgia would
cost £ 1650.

As against "Lafonia"
£ 5200 for 12
voyages plus
two to S. Georgia.

76/36.

28th March,

40

Sir,

With reference to your letter of the 28th of February, 1940, I am directed by the Governor to inform you that arrangements are accepted for sailing to Montevideo as set out in the timetable in your letter, the payment for voyages 5 to 7 being at a cost to Government of £430. 10s. per voyage.

Red 136

I am,

Sir,

Your obedient servant,

[Handwritten signature]

Colonial Secretary.

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

101
Ex File 21/37

138

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

Stanley

AGENT FOR LLOYDS.

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

23rd February, 1940.

Sir,

I have the honour to inform you that I am instructed to send our s.s. "Lafonia" home to the United Kingdom and to commission s.s. "Fitzroy". This will not take place until "Lafonia" returns from South Georgia. It is intended to despatch "Lafonia" on March 16th for an outward connection at Montevideo on March 21st, returning to Stanley on March 26th and sailing to South Georgia on or about March 28th. Please signify your approval of these dates. For your information I have to add that my Head Office have asked me to telegraph "if still possible ship cargo U.K. to Georgia" to which I have replied through Naval channels "Cargo for Georgia ship for connection Montevideo 21st March due Georgia about 31st March."

It is intended to send "Lafonia" home via Punta Arenas or River Plate port as inducement offers about the second week in April. As we must now revert to terms of the Mail Contract as applicable to "Fitzroy" I think a discussion desirable as to any extra voyages you may wish the vessel to make over and above the 5 voyages contracted for.

With reference to my letter dated 4th November last regarding payment for extra voyages, it will not now be possible to make the voyage for the sum mentioned therein. Owing to increased working costs we should therefore expect £200 per voyage plus an allowance to cover the increase in expense as follows -

Coal, 130 tons @ 20/- per ton increase	£ 130. - . - .
War risks bonus to crew	36. 15. - .
War risks insurance	63. 15. - .
	<u>£ 230. 10. - .</u>

I am,

Sir,

your obedient servant,

W. J. Smith
Manager.

The Honourable
The Colonial Secretary,
Stanley.

*Red 133 in
70/36.
beam*

139

139

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley

29th March, 1940.

Sir,

Red 137.

I have to acknowledge receipt of your letter No. 76/36 dated 28th March, 1940 advising that arrangements are accepted for sailings to Montevideo as set out in the timetable of my letter dated 28th February, 1940 and that payment for voyages 5 to 7 will be charged to Government at £430. 10. -. per voyage

I am,

Sir,

your obedient servant,

W. B. Smith

Manager.

The Honourable

The Colonial Secretary,

Stanley.

140

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENT FOR LLOYDS.

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS: FLEETWING PORT STANLEY VIA RADIO.

Stanley

16th July, 1949

Sir,

I have received telegraphic advice that a proposal is under consideration to send s.s. "Lafonia" out here with a full cargo - mainly coal, cement for Naval Fuel Depot, and general, leaving England late August. This would make the arrival here about mid-October. It is further proposed that the vessel should load homewards with the first wool collection of 1941.

With reference to the outward voyage I shall be pleased to know if you have any special requirements for space. Freight will be at River Plate Conference rates plus 40/- per ton.

Owing to the present labour shortage here I feel I should recommend that s.s. "Lafonia" should be sent out with a United Kingdom crew (part or whole crew), and the Falkland Islands crew repatriated here by our own vessel.

I shall be pleased to know if you concur in this view.

I am,

Sir,

Your obedient servant,

John Smith

Manager.

The Honourable

The Colonial Secretary,

STANLEY.

14!

76/36.

19th July,

40.

Sir,

Red 140.

I have the honour to acknowledge the receipt of your letter of the 16th and to inform you that this Government requires space in s.s. "Lafonia" for 300 tons of cargo, i.e. ^{probably} 250 tons of coal and 50 tons of general cargo.

2. I concur in the view taken that the "Lafonia" should be sent out with a United Kingdom crew and that the Falkland Islands crew should be repatriated here.

I am,

Sir,

Your obedient servant,

Colonial Secretary.

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

142

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)
REGISTERED 1902.

Stanley

AGENT FOR LLOYDS.

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS: FLEETWING PORTSTANLEY VIA RADIO.

17th August, 1940.



Sir,

Reds 135-138

With reference to my letters of 23rd and 28th February and your No. 76/36 of 28th March last relative to extra voyages of s.s. "Fitzroy", I have the honour to submit that owing to further increased costs the question of payment for such voyages be reconsidered. We have now completed the four voyages contracted for, plus the voyage now in progress which is for our own account.

It is now proposed to make three additional voyages as follows:-

- | | |
|-------------------|----------------|
| (1) Leave Stanley | 10th September |
| Return " | 24th " |
| (2) Leave " | 22nd October |
| Return " | 5th November |
| (3) Leave " | 3rd December |
| Return " | 17th " |

The dates are approximate and subject to alteration to suit connections at Montevideo.

For these additional voyages we request the payment of £394. 10. -. in addition to the basic charge of £200 paid for such voyages made by s.s. "Fitzroy" before hostilities. The sum is made up as follows :-

Coal, 130 tons @ 41/- per ton increased cost	£ 266. 10. -. .
Wages increase from 1st March, 1940	10. 10. -. .
War risks money to crew	53. 15. -. .
War risks insurance.	63. 15. -. .
	<hr/>
	394. 10. -. .
Basic charge	200. -. -. .
	<hr/>
Total ...	£ 594. 10. -. .
	=====

I shall be glad to be informed if a voyage to South Georgia is likely to be required this year.

I am,
Sir,
your obedient servant,

The Honourable
The Colonial Secretary,
Stanley.

John Smith

Manager.

143

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley.

13th September, 1910

Sir,

Red 142

With reference to my letter of the 17th ulto. regarding additional voyages of s.s. "Fitzroy" to Montevideo, and a proposed voyage to South Georgia and payment therefor. I have the honour to confirm our verbal agreement for the sum of £950 for the latter voyage.

I have also the honour to submit the following amended itinerary for your approval should the voyage to South Georgia be required.

(1)	Leave Stanley for Montevideo	12th September.
	Return " from "	25th "
	Coastwise including Foxbay	Early October
(2)	Leave Stanley for South Georgia	16th October
	Return " from " "	25th "
(3)	Leave " for Montevideo	26th "
	Return " from "	9th November
	Coastwise including Foxbay	Mid November
(4)	Leave Stanley for Montevideo	3rd December
	Return " from "	17th "

I am,

Sir,

Your obedient servant,

W. S. Mack

Manager.

The Honourable
The Colonial Secretary
Stanley.

DECODE.

TELEGRAM.

1444

From Colonial Secretary,

To Magistrate, South Georgia.

Despatched: 20th September, 19 40. *Time:* ...

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

No. 76. Labour from here probably unavailable this season. Only possible arrangement would be steamer leaving here about mid October and cost would be £950. Can you divert steamer here or do you wish this trip to be made. Reply urgently required.

COLONIAL SECRETARY.

DECODE.

76/36.

165

TELEGRAM.

From... Magistrate, South Georgia,

To... Colonial Secretary.

Despatched : 23rd September, 19 40. Time : 2350.

Received : 24th September, 19 40. Time : 1000.

Recd 144

No. 80. Your telegram No. 76 The trip apart from being one of the best means of receiving and sending mails is also the only means by which Companies at Leith and Husvik obtain supplies of fresh meat. I regret it is not possible to arrange for any steamers to be diverted as local Managers do not have authority to make such arrangements this can only be done through Head Office/^{of} Companies and in order to save time the application might be made direct from Stanley.

MAGISTRATE.

DECODE.

TELEGRAM.

From Colonial Secretary.

To Magistrate, South Georgia.

Despatched : 25th September, 1940. *Time* : ...

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

No. 77. Right expect about middle October.

Colonial Secretary.

141

76/36.

25th September,

40.

Leeds 142-143

Sir,
With reference to your letters of the 17th of August, and the 13th September, 1940, I have the honour to inform you that this Government agrees to the arrangements suggested for 3 additional voyages by your vessel to Montevideo and to the payment of £394. 10. 0 in addition to the basic charge of £200 for these additional voyages.

2. The itinerary submitted in your letter of the 13th of September, and the payment of the fee of £950 for a voyage to South Georgia are also approved.

I am,

Sir,

Your obedient servant,

(Sgd.) A. W. CARDINALL

Colonial Secretary.

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

Hon. Col. Sec.

It is believed that letters are being carried to and from the Colony otherwise than through the post. It may be timely to publish a warning in the sense of Section 34 (3) (ii) and (iii) and Section 34 (4) of the Post Office Act 1908, which in accordance with Section 2 of the Post Office Ordinance 1898 is in force here.

am

4 Oct. 1940

No. 104.

GOVERNMENT NOTICE.

(119)

Colonial Secretary's Office,
Stanley, Falkland Islands,
8th October, 1940.

The general public are hereby warned that the carriage of letters to and from the Colony otherwise than through the post is strictly forbidden by law and the penalties attached to any contravention of this law are most serious.

By Command,

Colonial Secretary.

C cancelled

M.P. No. 76/36.

150.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)
REGISTERED 1902.

Stanley

AGENT FOR LLOYDS.

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO

14th October, 1940



Sir,

I have the honour to confirm our conversation on the 12th instant, regarding the substitution of "Lafonia" for "Fitzroy" for the South Georgia call. I have also to confirm that the payment therefor has been agreed at £ 650.

s.s. "Lafonia" should sail on the 21st approximately, calling at Darwin en route to South Georgia. The vessel should reach Grytviken about the 26th. She will then proceed to Eurban to load, and return here via Capetown.

I am,

Sir,

Your obedient servant,

W. B. Mack

Manager.

The Honourable,

The Colonial Secretary,

Stanley.

151.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.



Stanley

30th November, 1940. 19

Sir,

I have the honour to submit for approval a provisional list of approximate dates of shipping connections at Montevideo for next year, as follows:-

1st Connection	- end January	("Lafonia")
2nd	do. - 3rd week February	do.
3rd	do. - 3rd week March	("Fitzroy")
4th	do. - 1st week May	do.
5th	do. - 3rd week June	do.
6th	do. - mid August	do.
7th	do. - 1st week October	do.
8th	do. - end November	do.

2. Sailing dates from Stanley can be taken as approximately 6 days earlier, and return to Stanley about 6 days later, than the periods shown.

3. The first 5 voyages would be covered by the "Fitzroy" rate of Mail Subsidy, viz £ 2,500, and the last 3 voyages would be for Government account at the present rate for extra voyages, viz, £ 594. 10. -. per voyage, or subject to revision according to rise or fall in vessel's running costs.

I am,
Sir,
Your obedient servant,

Manager.

The Honourable
The Colonial Secretary,
STANLEY.

153

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851).
REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" RADIO.

Stanley

22nd May, 1941. 19

Sir,



Recd. 138. Recd. 136.

With reference to my letters of 23rd and 28th February, 1940 and your No. 76/36 of 28th March, 1940 relative to additional voyages of s.s. "Fitzroy", I have the honour to submit the following current increases in cost and to request that payment for such voyages be again reconsidered.

Coal, 130 tons @ 46/6 per ton increase	£ 302.	5.	-.
Wages, increase from 1st March, 1940.	10.	10.	-.
Wages, increase from 1st January, 1941.	22.	-.	-.
War risks money to crew	53.	15.	-.
War risks insurance	63.	15.	-.
Marine risks increase.	2.	7.	6.
	<hr/>		
	454.	12.	6.
Basic charge	200.	-.	-.
	<hr/>		
	£ 654.	12.	6.
	<hr/>		

It is proposed to make the following additional voyages to Montevideo:-

- (1). Leave Stanley 10th June, 1941.
- Return " 24th " 1941.
- (2). Leave " 18th July, "
- Return " 1st August, "
- (3). Leave " 4th September, 1941.
- Return " 18th September, "
- (4). Leave " 18th October, "
- Return " 1st November, "
- (5). Leave " 3rd December, "
- Return " 17th December, "

The Honourable,
The Colonial Secretary,
Stanley.

The dates are approximate and subject to alteration according to circumstances.

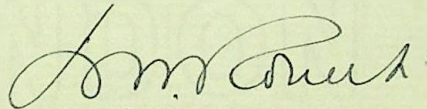
It is requested that the payment of £ 454. 12. 6. be paid to us for each additional voyage in addition to the basic figure of £ 200. paid to s.s. "Fitzroy" for such voyages before hostilities.

Further increase in fuel costs may take place before the end of the year and I shall be glad to learn if such may be taken into account if they arise.

I shall be glad to be informed if a voyage to South Georgia is contemplated in the Spring.

I am, Sir,

Your obedient servant,



Manager.

Yf.

The attached summary
of P.S.H.C. mail submitted
is submitted as instructed.

Kib.

9/5.

Q.

~~Q.~~

Q.

When, in the

Estimate despatches on

the question of the Bomber

aircraft I have said

"

would (quite naturally)

154

76/36.

2nd June,

41.

Sir,

Red 153.

With reference to your letter of the 22nd of May, 1941, I am directed to inform you that His Excellency agrees to the arrangements suggested for the additional voyages of s.s. "Fitzroy" to Montevideo and to the payment of £454. 12s. 6d. in addition to the basic charge of £200.

2. I am to add, however, that any further request for increased payment in respect of such voyages will naturally have to be given most careful consideration.

3. A voyage to South Georgia in the spring is not contemplated but circumstances may alter towards the end of the year.

I am,

Sir,

Your obedient servant,

(Sgd.) A. J. Fleuret.

for Colonial Secretary.

I have seen the Mgs. of the F.I.C. with reference to a sitting of SS Fitzroy this spring or summer to S. Georgia. He asked me if Govt. wants to have this trip made.

I told him that at the present moment I could find no governmental reason for any such trip in view of the paramount importance of keeping as frequent communication as possible with Mankwode.

But S. Georgia is most certainly entitled to a mail & for other sentimental & psychological reasons a trip should be made.

Therefore there is the question of funds must for the S. G. people, who cannot exactly live on reindeer & whale.

∴ I have agreed with the Mgs. that the SS Fitzroy should make a trip in the first part of October at an inclusive cost of £1260.

This will mean an over expenditure on the mail service of £333. & i. two S. G. - one against the F.I.C. & one against S. G. of £170 each.

Please have this figure checked by O.K. Trees & draft letter to F.I.C. in three lines.

W/S/11

155

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 902.

Stanley

AGENT FOR LLOYDS.

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS: FLEETWING PORTSTANLEY. RADIO.

8th August, 1941.

Sir,



MAIL CONTRACT.

I have the honour to confirm that it is agreed that in view of the unsettled conditions at present prevailing, it would be preferable to renew the present Contract from year to year with any modifications agreed upon until the return of more normal circumstances when it is hoped a new contract may be negotiated.

In the meantime, and in view of the greatly increased operating costs, it is requested that the sum of £2,500 now being paid to s.s. "Fitzroy" for five voyages to Montevideo and return be increased to £4,000. You are doubtless aware that two of the main items of operating costs are wages of crew and fuel costs. Wage increases including War Risks money to crew amount to over £2,000 per annum. Cost of coal at Montevideo has increased by 140% over pre war figures. This absorbs over £4,700. Port expenses abroad have greatly increased owing to the difference in exchange. This also affects other items of expenditure in ports overseas and there is the further expense of War Risks insurance which naturally did not operate at the drawing up of the contract. The somewhat greater movement of inward cargo does not compensate in any great measure for the extra expenses enumerated above.

It is considered, that owing to the unsettled conditions, an increase in the amount paid by Government is in many ways preferable to an increase in rates for the present.

With reference to payment for additional voyages to Montevideo and South Georgia, it is requested that they remain as at present, but subject to review and revision at the appropriate time. Freight rates have remained stabilised for the last ten years, and although they have increased heavily elsewhere, those regulated by the contract remain unchanged.

With reference to the future, we fully realise that the service can be improved. Two main difficulties up to the present stand in the way, viz: finances and the difficulty in securing or training adequate personnel. We hope that in due course a new contract will be negotiated and that we shall eventually build a vessel specially for the trade.

If, as we believe, the Government is interested, we should be glad to have informal discussions whenever the Government think this convenient. We would especially like to have your views as to what you would like to see embodied in a new vessel. Any suggestions will receive our grateful consideration.

I am,
Sir,
Your obedient servant,

J.M. Smith
Manager.

The Honourable,
The Colonial Secretary,

STANLEY.

156

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" W. RADIO.

Stanley

8th August, 19 41.



Sir,

We propose to make a voyage to South Georgia by s.s. "FITZROY" on or about 1st October.

We shall be glad if you will confirm the sum of £1,260. to be paid to us for this voyage as verbally agreed to by His Excellency the Governor in conversation with me on the 6th instant.

I am,

Sir,

Your obedient servant,

J. M. Duck

Manager.

The Honourable

The Colonial Secretary,

Stanley.

76/36.

157

8th August,

41.

Sir,

With reference to your interview with His Excellency on the 6th of August last, I am directed to confirm the verbal agreement made that the s.s. "Fitzroy" should make a return voyage to South Georgia during the first half of October, 1941, at an inclusive cost of £1260.

I am,

Sir,

Your obedient servant,

OSI
for Colonial Secretary.

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

76/36.

158

14th August,

41.

Sir,

With reference to your letter of the 8th of August, 1941, I am directed to inform you that this Government agrees, subject to the approval of the Secretary of State, to the payment of say, £8533 for the carriage of mails during the year 1942, as follows :-

5 voyages to Montevideo and return as per contract	£2500
War increase allowance.	1500
Additional voyages to Montevideo and return @	
£2654. 12. 6 say 5 =	3273
and provisionally 1 voyage to South Georgia and return	<u>1260</u>
	<u>£8533</u>

2. There is no doubt that the post war service should be improved and His Excellency would be glad to discuss the matter at some future date.

I am,

Sir,

Your obedient servant,

Ad. C.
for Colonial Secretary.

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

CIRCULAR TO IMPORTERS FROM SOUTH AMERICA.

159



The Falkland Islands Co.Ltd.,
Stanley,
4th September, 1941.

Dear Sir(s),

We have to call your attention to the fact that cargo, especially bagged goods, imported from the River Plate is arriving increasingly badly marked, or not marked at all.

While we accept no responsibility for such cargo, we suggest to importers that it is to their own advantage to issue strict and precise instructions to their suppliers with regard to the adequate marking of all packages ordered for shipment by our vessels.

Yours faithfully,

(signed) D.W.ROBERTS

Manager.

(160)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENT FOR LLOYDS.

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley



27th May, 1942. 19

Sir,

I have the honour to request that His Excellency the Governor will consider the matter of the raising of freight and passage rates by s.s. "Fitzroy".

Through the co-operation and consideration of the Government in respect of increased subsidy and payment for additional voyages we have up to now been able to keep these rates at pre-war level in spite of greatly increased costs of operation..

Recent heavy increases in working costs, viz., 100% increase in War Risk Money to crew from 1st May, and War Risk Insurance since the entry of Japan into the War, compel us to request a reconsideration of the rates laid down in the Mail Contract Schedule.

The increase in War Risk Money will cost us £ 112. 10. -. per month; War Risk Insurance has increased from 15/- to 40/- % for 3 months - an annual increase of £ 1,275. In addition to these ^{recent} increases, working costs in 1941 increased by £ 7. -. 2. per day over 1940, making a total increase over 1940 of £ 14. 4. -. per day, exclusive of coal.

I request therefore an authorised increase of 20% on all freights and passages.

I am, Sir,

Your obedient servant,

John R. [Signature]
Manager.

The Honourable,
The Colonial Secretary,
STANLEY.

THE FALKLAND ISLANDS COMPANY, LTD.

PORT STANLEY, FALKLAND ISLANDS.

161

-X-X-X-X-X-X-X-X-

STEAMSHIP SERVICES.

-O-O-O-O-O-O-

FREIGHT SCHEDULE

No. 2.

-X-X-X-X-X-X-X-

C O N T E N T S

Classification of Stations in the Colony	Page 2
Homeward freights - to U.K.	" 2
Outward freights - from U.K.	" 3
Freights between the Colony and overseas ports other than U.K.	" 4
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Closing for cargo	" 6
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Conditions of Carriage	" 9
<i>Launch Hire.</i>	

End supplement.

Port Stanley, Falkland Islands,
1st January, 1938.

(Compiled from printed publication of 1st January 1938, with deletions, amendments, etc. to 21st August 1940.)
31st May. 1942.

CLASSIFICATION OF STATIONS IN THE COLONY.

Category "A"

Category "B"

Category "C"

Darwin (Goose Green)

Port Louis N.

Walker Creek

North Ann

Johnson's Harbour

Lively Island

San Carlos

Salvaдор

Bleaker Island

Port San Carlos

Teal Inlet

Speedwell Island

Douglas Station

Rincon Grande

Port Louis S.

Port Stephens

Horseshoe Bay

New Island

Port Howard

Fitzroy N.

Weddell Island

Hill Cove

Fitzroy S.

Beaver Island

Chartres

Bluff Cove

Port Harriet

Fox Bay E.

Any port not

Fox Bay W.

otherwise specified

Roy Cove

Pebble Island

Saunders Island

West Point Island

Carcass Island

Category "D"

Spring Point

Dunmoe Head

Port Stanley.

-X-X-X-X-X-X-X-X-X-X-

HOMEWARD FREIGHTS. Through freights, Falkland Islands to United Kingdom, via Montevideo:-

The rates of freight on farm produce include lighterage at port of shipment, where required, preparation of shipping and export documents, and transshipment and storage charges where required.

Export taxes are also paid and adjusted on behalf of Shippers for their account.

COPY. (Circular to all Importers).

THE FALKLAND ISLANDS COMPANY, LTD.

Stanley,

15th January, 1940.

Dear Sir or Madam,

We beg to advise importers of goods that in view of increased costs consequent upon delays we are compelled to put on a charge to cover transhipment of outward cargo at Montevideo, to come into operation at once.

This charge will be 5/- per ton $\frac{1}{4}$ to cover any period up to the first 14 days that goods have to be lightered or warehoused, and $\frac{2}{6}$ per ton per week or part of week thereafter, and will be payable in Stanley by consignees

Yours faithfully,

D.W. ROBERTS,

Manager.

<u>Port Category.</u>	<u>Wool/Skins.</u>	<u>Tallow.</u>	<u>Hides.</u>	<u>General Cargo.</u>	
"A"	{ As circularised to }	{ }	{ }	-----	
"B"				clients	-----
"C"				annually	-----
(D) (Pt Stanley)					120/- ton W/M. (Minimum B/Lading, (60/-).

Seal Oil, casings, hair, and other miscellaneous produce - by arrangement.

OUTWARD FREIGHTS.

Through freights, United Kingdom to Port Stanley, via Montevideo:-

General cargo, shipped from United Kingdom by vessels specified by The Falkland Islands Company, Ltd:-

River Plate Conference rate to Montevideo, plus 40/- per ton W/M.

Exceptions:- Petrol, paraffin and other Dangerous Cargo, Montevideo to Stanley proportion 80/- per ton W/M.

Motor Vehicles. Actual cost of transhipping will be charged, in addition to freight.

TRANSHIPMENT CHARGES, mentioned herein only cover charges in accordance with the standard Port rate for ordinary cargo. Where extra costs are incurred (examples - motor vehicles, livestock, dangerous or other special cargo, etc, etc,) such extra costs are for the account of the shipper or consignee.

ANIMALS:- Montevideo to Stanley proportion - by arrangement.

FREIGHTS BETWEEN THE COLONY AND OVERSEAS PORTS OTHER THAN U.K.

Between Port Stanley

40/- per ton W/M.

and

Petrol, paraffin and other Dangerous Cargo,
80/- per ton W/M.

MONTEVIDEO
MAGALLANES
SOUTH GEORGIA

Minimum B/Lading 20/- (Petrol etc, 40/-)

Parcels, 5/- per cu. ft. and 10d per 2".
(Minimum 5/-)

Exceptions:- Laundry. Minimum 2/- return freight per package, (At sender's risk absolutely)

Packages over 1 cu. ft. at Parcels Rate.

Fresh Fruit. Minimum B/Lading 5/- (for 5 cu. ft. or under)

Thereafter, at 1/- per cu.ft. freight rate.

Typewriters
for
repair.

do. do. do. do.

ANIMALS:

from
MAGALLANES
to
FALKLAND ISLANDS.

Sheep, (up to 50) £ 3 each.
Sheep, (over 50) £ 2 each
Horses, £ 5 each

Animals, FROM Falkland Islands TO Magallanes - by arrangement.

Between Port Stanley

60/- per ton W/M.

and

Petrol, paraffin and other Dangerous
Cargo, not accepted between these ports

SOUTH BRAZIL
BUENOS AIRES

Minimum B/Lading 30/-

Parcels, as for Montevideo etc.

Rates of freight between South Brazil, River Plate Ports and Magallanes,
and for coal in bulk, can be obtained on application.

INTER - ISLAND FREIGHTS.

Between Port Stanley and:-

BERKELEY SOUND and FITEROY	20/- ton W/M (6d per ft.)
LIVELY ISLAND & DARWIN(GOOSE GREEN)	26/8 " " (8d " ")
SPEEDWELL ISLAND	36/8 " " (11d " ")
OTHER EAST FALKLAND PORTS	30/- " " (9d " ")
FOX BAY, PORT HOWARD, Great Island & Island Harbour	42/6 " " (1/- 2d " ")
OTHER WEST FALKLAND PORTS	48/4 " " (1/2 1/2d " ")
MANY-BRANCH HARBOUR	60/- " " (1/6 " ")
PASSAGE ISLANDS & SEA LION ISLANDS	60/- " (if over 10 tons; if less, £ 10 per call plus freight).

Special calls can usually be arranged providing there is sufficient inducement.

Sundries:-

	<u>E. Falkland.</u>	<u>W. Falkland.</u>
Small packages (cargo)	3/- (min.)	3/6 (min)
Empty barrels or metal drums	3/- (")	3/6 (")
Empty tanks	18/-	24/-
Bicycles (uncrated)	5/-	7/6
Motor-cycles (uncrated)	17/6	25/-

Parcels:- (i.e. packages not entered on the Store Department's Loading List to be shipped as cargo).

Minimum charge (between Port Stanley and any other Port).

2/6 up to 11 lbs; 2d per lb thereafter up to 28 lbs.

No package weighing more than 28 lbs will be accepted as a parcel.

Parcels between port and port (excluding Stanley), minimum

1/- up to 12 lbs; 1d per lb thereafter

ANIMALS.

Between any two ports in the Colony:-

Cats	5/- each.	Dogs	7/6 each.
Cows, bullocks, bulls	40/- "	Goats	10/- "
Cow and calf	50/- "	Calf only	20/- "
Horses	40/- "	Poultry, ducks, turkeys	

" (across Falkland Sound) 35/- . in crates only- freight rate

Pigs (in crates only) 20/- each.

Sheep, crated or uncrated 20/- each.

Sheep, shifting in numbers - by arrangement.

Mutton carcasses, E. Falkland 3/-, W. Falkland 3/6.

Beef quarters, E. Falkland 5/-, W. Falkland 6/-

(N.B. Animals between South American Ports and the Falkland Islands, by arrangement).

-x-x-x-x-x-x-x-x-x-x-x-

CLOSING FOR CARGO. Closing time for acceptance of cargo is 24 hours before the vessel's advertised sailing time. If no time is advertised then the closing time is 12 noon of the day before the vessel is due to sail.

-x-x-x-x-x-x-x-x-x-x-x-

OVERSEAS CARGO FOR FARMS - Storing & re-shipping charges.

Goods arriving in Stanley for Farms, from anywhere overseas, will be charged 15/- per ton W/M for storage and re-shipping.

-x-x-x-x-x-x-x-x-x-x-x-

UNACCOMPANIED BAGGAGE. either overseas or inter-island, will be charged for at freight rates.

-x-x-x-x-x-x-x-x-x-x-

WAREHOUSING. Any cargo delivered into the Company's warehouse or other storage place is given free storage for 7 days, after which the Company reserves the right to charge for storages at the rate of 15s/4d per ton per month or part of month.

All storage is at the risk of the owner of the goods.

-X-X-X-X-X-X-X-X-X-X-

DEVIATION and SPECIAL VOYAGES.

(Special voyage means Stanley-back-to-Stanley; Deviation means diversion ^{not} to a port/included in the itinerary for the voyage, irrespective of whether the deviation is asked for before the vessel sails, or after she has actually sailed. The following rates are for inter-island voyages. Where a special voyage or deviation is made to an overseas port, actual Port Expenses will be charged in addition).

S.S. "Lafonia"

S.S. "Pitzroy" Special voyage 10/6 per mile. Minimum £ 55.
Deviation 8/6 per mile. Minimum £ 10.

S.S. "Roydur"

These rates are additional to any fares or freight earned on such special voyages or deviation.

If vessels have to raise steam for a special voyage, an additional charge will be made for:- S.S. "Lafonia"

S.S. "Pitzroy" £ 40.

S.S. "Roydur"

-X-X-X-X-X-X-X-X-X-X-

DETENTION at Outports. First 4 hours free; thereafter:-

- s.s. "Lafonia" £ 2. 10/- per hour or part thereof.
- s.s. "Piteroy" £ 1 10/- " " " " "
- s.s. "Roydur" £ 1. " " " " "

-X-X-X-X-X-X-X-X-

LANDING CHARGES at Port Stanley. (ex vessels under the Company's ownership or Agency).

Ex vessels other than those of F.I.Co.Ltd:-

- Discharging within Port Stanley Narrows, 15/- per ton.
- Discharging within Port William, 20/- " "

Ex Falkland Islands Company's vessels-
cargo from overseas ports other

than the United Kingdom, 7/6 per ton.

Animals:-

Ex vessels other than those of F.I.Co. Ltd:-

- Sheep, within Port Stanley Narrows, 10/- each
- Sheep, within Port William, 20/- each
- Horses & Cattle, within Port Stanley Narrows, 20/- each
- Horses & Cattle, within Port William, 30/- each

Ex F.I. Company's vessels from overseas ports other than the United Kingdom - one-half of the above charges.

Re-shipping animals:- Animals landed at the Quarantine Station east, when re-shipped, be put alongside the Company's vessel; or, if lightered by the Company, the charges will be:-

- Sheep 5/- each
- Horses & Cattle 10/- each

NOTE ALL LIGHTERAGE is at the risk of the owner of the cargo.

-X-X-X-X-X-X-X-X-

TONNAGE - Definition. For the purposes of this Schedule a Ton is taken to mean:-

Weight, 1,000 kilos or 2,240 lbs.
Measurement, 40 cubic feet.

-X-X-X-X-X-X-X-X-

DELIVERY OF CARGO to vessels:-

Port Stanley. All cargo, packages of every description, for shipment, must be delivered to the Company's Warehouse.

Other Ports. All cargo, packages of every description, for shipment to Stanley or any other port must be delivered into the charge of the Chief Officer.

Under no circumstances may persons despatch cargo and/or parcels for delivery by any member of the ship's crew or in care of any passenger travelling in the vessel.

-X-X-X-X-X-X-X-X-

CONDITIONS OF CARRIAGE. All goods, of whatever description or however shipped, are carried subject to the Conditions incorporated in the Company's Bill of Lading form, or in accordance with conditions periodically advertised through the customary local channels.

ALL OR ANY OF THE CONTENTS OF THIS HANDBOOK ARE SUBJECT TO ALTERATION OR CANCELLATION WITHOUT NOTICE.

The Falkland Islands Company, Ltd,

Port Stanley,

(FREIGHT SCHEDULE No 2.)

FALKLAND ISLANDS.

1st January, 1938.

DANGEROUS GOODS. Explosives, inflammables and other dangerous goods are subject to double rates for freight, landing, storage, lighterage etc.

We are further, if necessary,
to increase the charges for
Special Voyages & Deviations
as follows:

Special Voyages 13/6 per mile
Minimum £66.

Deviations 11/6 per mile.
Minimum £12.

8/6/42

Good.

See page 7. Schedule.

Hon. Col. Sec.

Red 160. The letter from the Falkland Islands Company Ltd requests authority to increase all freight and passenger rates by 20%. It is understood that there is no question of increasing the Government mail subsidies, the existing rates remaining unchanged, but the increase will affect passage and freight rates both to Montevideo or elsewhere, outside the Colony, and all inter-island traffic.

The present rate for passages to Montevideo is - Single £14, Return £25, - and this proposed increase of 20% will bring these rates up to £16.-16/- and £30. respectively.

The flat rate of £2 per ton for freight Stanley/Montevideo or vice versa would be increased to £2.-8/- per ton.

Both inter-island passages and freight rates vary considerably. Details of these will be found in the attached schedule, and rates vary from 60/- to 120/- per ton, which the proposed increase would augment to 72/- and 144/- per ton respectively.

The proposed 20% increase of freight rates to and from Montevideo equalling 8/- per ton will not greatly prejudice the cost of essential articles or foodstuffs. The increase means about 7d extra cost on a bag of flour or potatoes etc., which should not be allowed to affect present selling prices.

Regarding the increase of passages the present rates would appear to be out of proportion with the distances travelled and the accomodation and food provided. Based on a five day trip to and from Montevideo the present cost works out at £2.-16/- per day for a single passage, and £2.-10/- per day for a return passage. These figures speak for themselves and the rates in operation are higher than the cost of travelling on a first class passenger boat elsewhere. The s.s. "Fitzroy" has no passenger certificate.

Under the circumstances, I submit that no increase in passage rates be authorised at present.

Regarding the cost of operation of the of the S.S. "Fitzroy" the following figures have been supplied by the Falkland Islands Co:-

				<u>Increased Cost</u>
<u>Pre War.</u>	365 days x £33. Coal 2,000 tons @ £2.	£12,045. 0. 0.		
	<u>Total cost per annum. Base for increase calculation</u>	<u>16,045. 0. 0.</u>		
<u>1940</u>	365 days x £53. 2. 3. Coal 2,000 tons @ £4. 3s.	19,386. 1. 3. 8,300. 0. 0.		72.55%
		<u>27,686. 1. 3.</u>		
<u>1941</u>	365 days x £58. 15. 9. Coal 2,000 tons @ £5. 1. 6.	£21,457. 8. 9. 10,150. 0. 0.		96.70%
		<u>31,607. 8. 9.</u>		
<u>1942</u>	365 days x £65. 19. 7. * Coal 2,200 tons @ £5. 1. 6.	£24,082. 7. 11. 11,165. 0. 0.		119.67%
		<u>35,247. 7. 11.</u>		

* Increased consumption due to inferior quality.

Government Subsidy. Based on ten (10) trips per year

<u>Pre War</u>	5 trips @ £500.	£2500. 0. 0.	
	5 additional trips @ £200.	1000. 0. 0.	
		<u>3500. 0. 0.</u>	per annum

<u>Present Subsidy</u>				<u>Increase</u>
	5 trips @ £500.	£2500.	0. 0.	
	War insurance allowance	1500.	0. 0.	
	5 additional trips @			
	£654. 12. 6.	3273.	0. 0.	
	Per annum	<u>7273.</u>	<u>0. 0.</u>	107.80%

South Georgia Trips

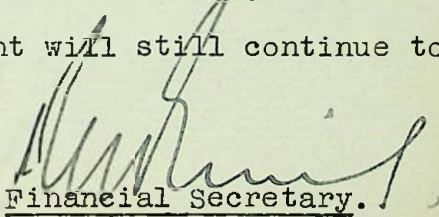
<u>Pre War</u>	Cost per trip	<u>£650.</u>	<u>0. 0.</u>	
<u>Present Rate</u>	Cost of trip	1,260.	0. 0.	
	Increase in insurance	62.	10. 0.	
		<u>1,322.</u>	<u>10. 0.</u>	103.46%

The above figures shew that :-		
The increased costs from 1939 to 1940 amounted to		72.55
and from 1940 to 1941 a further increase of		24.15
and from 1941 to present time a still further increase of		22.97
<u>Making a total increase from 1939 to date of</u>		<u>119.67</u>

Against the above increased working costs of 119.67% subsidies have increased by 107.80% and South Georgia trips by 103.46% the main Falkland Islands subsidy being still 11.89 below the actual cost of operation.

In view of these figures it would appear reasonable to authorise an increase of 20% on freight rates only. I submit that the prevailing rates under the Freight Schedule should be maintained without alteration, and any increase be treated as a "surcharge", which could be varied from time to time as circumstances warrant, without changes to the established Rates.

It is understood that the Government will still continue to receive the usual 25% rebate.


 for Financial Secretary.
 8/6/42.

76/36.

Stanley, House
Stanley
13th June 1942

163

Dear Governor

With reference
to our telephonic conversation
on the 10th inst. regarding
freight and passage increase,
I am agreeable that the
proposed 20% increase
beginning 1st July should
not apply to passages.

Yours sincerely,

Tom Buck

76/36.

26th June,

42.

Sir,

Redo 160 + 163.

Red 75

With reference to your letters of the 27th of May and 12th of June, 1942, I am directed to inform you that under Section 4 of the Mail Service &c., Agreement His Excellency agrees to a 20% increase in freight rates as a temporary war surcharge with effect from the 1st of July 1942.

2. It is assumed that this Government will continue to receive the usual 25% rebate on all Government freight.

I am,

Sir,

Your obedient servant,



for Colonial Secretary.

Manager,
Falkland Islands Co. Ltd.,
STANLEY.

(165.)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" RADIO.

Stanley

4th July, 1942. 19



76/36.

Sir,

Recd 164

I have to acknowledge the receipt of your letter of 26th June officially authorising an increase in this Company's freights by a temporary war surcharge of 20% as from 1st July 1942.

2. Accounts to Government will include this surcharge, and the usual Government rebate of 25% will be deducted from the total of such accounts.

3. I take this opportunity of advising you that it has been found necessary, in view of heavily increased costs as outlined in my letter of 27th May, to increase the charges for Deviations and Special Voyages, which rates are not governed by the Mail Contract. The rates for s.s. "Fitzroy" will in future be:-

Special voyage 13s/6d per mile. Minimum £ 66.

Deviation 11s/6d per mile. Minimum £ 12.

Recd 161

You will no doubt wish to amend page 7 of our Freight Schedule No. 2, of which you have a copy, accordingly.

I am,

Sir,

Your obedient servant,

W. B. B. B.
Manager.

The Honourable,

The Colonial Secretary,

STANLEY.

MINUTE.

No. _____

19th October, 1942.

~~From~~

TO

From O.i.C. Treasury

THE COLONIAL SECRETARY,

Stanley.

Stanley, Falkland Islands.

In renewing with the Falkland Islands Company the subsidy for carriage of mails. for the year 1943, the following rates are still in force, in accordance with arrangement made in Red 158 dated 14/8/41.

Provided that there is no alteration to the existing rate the following amounts will have to be taken into account in renewing the 1943 subsidy :-

5 voyages to Montevideo and return as per contract	£2500.
War increase allowance	1500.
5 additional return voyages at £654. 12. 6 each	3273
	<u>72</u>
South Georgia for each return voyage	1
<u>Add Extra war insurance risks</u>	<u>1</u>

Total subsidy payable to Falkland Is. Co.

In the 1943 Estimates the sum of £9986. is provided for carriage of mails, made up of :-

10 trips to Montevideo and return	£700
2 trips to South Georgia and return	286
Handling of mails charges	2000
	<u>9986</u>

O.i.C. Treasury

N O T I C E

(172)

As from 23rd October 1942 the Falkland Islands Company's

LANDING CHARGES are increased by 2s/6d per ton.

F.I.Co.Ltd,
Stanley,
23rd October, 1942.





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ADDRESS ALL CORRESPONDENCE TO THE MANAGER

ESTABLISHED 1863 **WILLIAMS**

SUCCESSORS TO CHAS WILLIAMS.
Estbl 1863

GENERAL MERCHANTS

PORT STANLEY
FALKLAND ISLANDS.

RADIO ADDRESS
"WILLIAMS"
CODES USED
BENTLEYS
A.B.C. 5TH ED.
A. I.

23rd October 1942.

Sir,
Messrs The Falkland Islands Co. Ltd. have just informed us that as from 23rd inst. their "landing charges" are increased by 2/6d. per ton.

We do not know whether the Colonial Government has already agreed to this increased charge but if so we must protest most energetically against such increase.

The system of "landing" cargo in vogue at the jetty of Messrs The Falkland Islands Co. Ltd. is exceedingly badly organised and not worth even the 7/6d. per ton which we have been forced to pay for years past. There is already in the Government files a letter sent in by us some years ago in which we pointed out the need for the landing services to be taken over by the Government at a properly organized public wharf and warehouse, and some preliminary minute papers are in existence on this subject.

But nothing has been done either to get the landing of cargo properly organized by Messrs The Falkland Islands Co. Ltd. or to take over the same as a public service under Government control.

The "landing" is done through a "bottle-neck" warehouse, which is not only a "landing warehouse", but is a stock warehouse for the goods of Messrs The Falkland Islands Co. Ltd. It has only one long narrow entrance through which only one lorry can, with care, operate at a time. Through this one narrow gap all sorts of services are supposed to be performed:-

All inward cargo has to come through same.

All outgoing cargo for inter-insular voyages.

On top of this Messrs The Falkland Islands Co. make use of the same narrow lane when they take bulk goods out of the warehouse for retail distribution in Stanley.

In consequence when cargo arrives from abroad there are continual delays in getting possession of same. 2 or 3 different lorries may be kept waiting for half-an-hour or more while Messrs the Falkland Islands Co. Ltd. fill up their own lorry with goods being selected for local retail distribution.

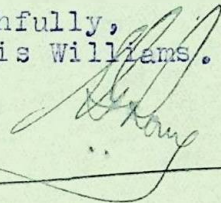
MP 14/38

2.

Fairly chaotic conditions prevail in the warehouse itself in regard to goods imported by us and others, being very often jumbled up in a very confined area whereas the goods of Messrs The Falkland Islands Co. Ltd. are neatly and carefully distributed in stacks in the rest of the warehouse.

Before Messrs The Falkland Islands Co. Ltd. are permitted to raise the scale of landing charges, they should be called upon to make the service worth the money they desire to charge. It is only a matter of enlarging the entrance to the warehouse, and having the delivery of goods to the people ^{who} are to pay the landing charges properly organized so as to avoid confusion and avoid loss of time with lories and men waiting turn to get deliveries.

Yours faithfully,
p.p. Estate Louis Williams.



The Hon.
The Colonial Secretary
Stanley.

P.S. You will realise that the subject is of great interest to us, as we pay considerable amounts for "landing charges", having already paid this year the following:-

Dec. 31st	a/c	Landing charges paid to F.I.Co.	£17.16. 5
Jan. 29th	"	do.	8.14. 6
Feb. 28th	"	do.	3. 6. 5
Mch. 21st	"	do.	15. 8. 8
Apl. 23rd	"	do.	8. 9. 9
Jun. 15th	"	do.	7. 5. 8
Jul. 30th	"	do.	23. 2. 4
Sept. 15th	"	do.	15. 6. 3
Oct. 7th	"	do.	21. 7. 1
		Total	<u>£ 120.17. 1</u>

We are, in fact, the importers who will be mostly affected by the increased rate.

76/36

175

26th October, 42.

Sir,

I have to confirm our recent conversations to the effect that the existing mail contract with your Company will continue in operation for the year 1943 subject to modifications already agreed up to the date of this letter.

I have the honour to be,
Sir,
Your obedient servant,

K. G. DEARLEY
Colonial Secretary.

The Manager,
Falkland Islands Company Ltd.,
Stanley.

76/36.

176

28th October 1942.

Sir,

I have the honour to acknowledge the receipt of your letter of the 23rd of October, 1942, and to inform you that Government has given careful consideration to the increase in the Falkland Islands Company's landing charges, but regret that it is not possible to intervene in the matter.

I have the honour to be,

Sir,

Your obedient servant,

K. G. BRADLEY

Colonial Secretary.

Manager,
The Estate Louis Williams,
STANLEY.

(177)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.



Stanley.

4th February, 1943. 194

Sir,

With reference to s.s. "Fitzroy's" projected voyage to South Georgia the extra insurance, Marine and War, for this voyage (outside usual trading limits) amounts to £ 250. In addition, insurance on any wool carried amounts to 28/- % (twentyeight shillings per cent).

We shall require to discharge and store approximately 320 bales in Stanley in order to make room for reserve bunkers. The cost of this we are prepared to meet.

The remaining 530 (about) bales will cost in insurance, if carried in the vessel, £ 223. If landed and stored (provide storage can be found) and re-shipped, the cost will be approximately £ 240.

It is assumed that the Government is prepared to meet these extra charges over and above the voyage charge of £ 1260. We shall be glad to have confirmation of this.

I am,
Sir,
Your obedient servant,

A handwritten signature in cursive script, appearing to read "M. W. ...".

Manager.

The Honourable
The Colonial Secretary,
STANLEY.

Copy to O.I.C., Treasury for information.

76/36.

180.

5th February,

43

Sir,

Red 177.

With reference to your letter of the 4th February and our subsequent conversation, I have the honour to inform you that Government will pay £187. 10. 0. in respect of the extra marine and war risks insurance for this South Georgia voyage and also the insurance on the wool which is estimated to be about £223.

I have the honour to be,

Sir,

Your obedient servant,

K. G. BRADLEY

Colonial Secretary.

Manager,
Oakland Islands Co., Ltd.,
STANLEY.

MEMORANDUM.

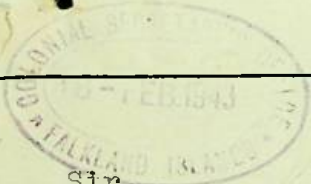
181

5th February, 1943

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FALKLAND ISLANDS COMPANY, LTD.,
STANLEY.

To The Honourable,
The Colonial Secretary,
STANLEY.



Sir,

I have to acknowledge with thanks the receipt of your letter of 5th instant confirming the extra costs to be borne by the Government for the coming voyage to South Georgia as agreed upon by us verbally.

Red 180

I am,
Sir,
Your obedient servant,

[Handwritten Signature]
Manager.