

MAI/GEN/4#9

CONFIDENTIAL.

SECRETARIAT

0604/A

0604/A

(Formerly)

VIOLATED MAILS.

CONNECTED FILES.

NUMBER

0604

Correspondence relating to mails

2081

Proposed introduction of insurance of airmails

0604/B

Delay in forwarding.

89 1

EXTRACT FROM MINUTES OF MEETING OF MEMBERS OF EXECUTIVE COUNCIL
AND LEGISLATIVE COUNCIL HELD ON 12TH MARCH, 1957.

.....

6. POST OFFICE.

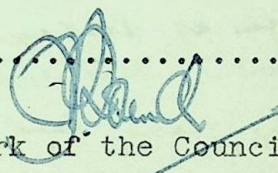
The following subjects were discussed:-

(a) The possibility of making private letter boxes accessible to the outside normal office hours. It was pointed out that this could only be done by leaving the Post Office open, which would be undesirable, or by constructing a new building that would provide for outside access to the boxes. It was agreed that no further action should be taken.

(b) The recent increase in the incidence of theft from and of parcels arriving in the Colony. The meeting was informed that as a first step the matter had been taken up with the G.P.O. in London and a reply was awaited.

The meeting was also informed that according to information available to Government the Uruguayan Post Office was being re-organised as a result of a recent post office scandal.

.....


Clerk of the Councils.

S.P.C.

90 2

(6) above - anything to refer, pl.?

AM. SPT

91 3

We have not yet received a reply from the G.P.O. on this question.

2.5.57

S.P.T.

92 4

6 above - anything yet pl.?

2/12

See (COUN X)
on 30/4
27/3

See 3/8 (MAIL?)
20/6

No mail
21/10/57

735

Hon. Col. Sec.

All we have received so far is a returned verification note marked "Noted"

The P.M. will KIV.

AMM. SPT
8.10.57

~~97~~ 6

~~Bus. 30/7~~

S.P.I.

Any joy?

~~97~~ 7

Hon. C.S.

There has been nothing further, but P.M. advises me Mr J. P. Oliver of Goose Green was paid compensation for the loss of his packages by the G.P.O. while he was on leave this year.

As far as packages originating in the UK are concerned and which were indicated on our verification note, the G.P.O. probably have paid compensation to the sender in which case we would not normally be advised. Our verification note has been acknowledged only so far.

AMM. SPT
11.57

nos 89(6).

95 J. i. - n. p. a. n. - it is up to the sender to claim in UK, as P.M. here.

~~97~~ 8
5/11

~~87~~ 9

Sept. P. & T.

We cannot just let things stand at that. Compensation may be paid but that is not sufficient. Have investigations been carried out and some conclusion reached? Please ask the G.P.O. for a report - advising them that the matter did give rise to some concern here and we should like to have further information - or at least some idea of their conclusions and where they think that the difficulty took place.

Early please.

P.J. 7/5
8/11/57

~~100~~ 10

Hon. Cal Sec

I will write to the G.P.O. by this mail asking to be advised the result of their investigations.

So far, apart from an acknowledgment of our complaint contained in our verification note, the G.P.O. have made no reference to the mail.

AM, SP
18.11.57

~~100~~ 11

A.C.S.

M 98 noted. The G.P.O.'s attitude is not good enough.

Please keep this file in view so that we can close up the G.P.O. if there is no reaction from the other end.

h.g.f.
20/1/58

B.M. 3/1/58

S.P.

~~100~~ 12

Anything further?

Q
31/1/58

Hon. C.S.

~~100~~ 13

I wrote to G.P.O. by mail which left here on 20th Nov. A reply has not yet been received but it could be by the present voyage of Darwin due here 8th Jan.

AM, SP

Bu. 15/1/58

6/1/58

~~103~~ 14

S.P.I.

Any news?

16/1/58

Now C.S

~~103~~ 15

Sorry there has not been a reply
to my letter so far.

AML SPI
23.1.58

~~113~~ 16

S.P.I.

Could we have a copy of your letter
to C.S.O. pl.

29.1.58

~~113~~ 17

Now C.S

Please find a copy of my letter to the
G.P.O London, at back cover.

AML SPI
1.2.58

102

Bu. pl. LBS on 11/2/58

27/2/58

~~107~~ 18

Here for letter coming in
from S.P.I. pl.

17/2/58

19 108.

Copy for CS File.

GENERAL POST OFFICE,

Your Reference

STANLEY,

P.O. Reference 1220. CS.

FALKLAND ISLANDS.

18th November, 1957.

Sir,

I am directed to refer to our Verification Notes dated 31st December, 1956 and 17th January 1957, regarding mistreatment of parcel and registered mails despatched from your Administration to this office under serial numbers 40 to 44 inclusive. It will be recalled that although the contents of the bags had been violated, the outer bags and seals bore no evidence of mistreatment and it was therefore assumed that violation occurred prior to shipment.

Since the matter has given rise to some concern in this Colony and a complete enquiry will no doubt have been made into the circumstances of the case, I am to request that the result of your investigations may be communicated to this Office at your earliest convenience.

I have the honour to be

Sir,

Your obedient servant

A. Mercer
Superintendent

The Divisional Controller,
Mount Pleasant Post Office,
London, E.C. 1.

104,
20

o. 1220

MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and date should be quoted.



15th February, 19 58.

From. Superintendent P & T Dept.,

Stanley.

To. The Honourable
Colonial Secretary,
Stanley, Falkland Islands.

19 SUBJECT:- Damaged mails from U.K. (Pilfered?)

1028. In response to my letter to the GPO London of 18th November last, a copy of which you hold, relating to the mistreatment of parcel and registered mails despatched from the United Kingdom in November and December 1956. I beg to submit the following reply from the GPO London.

" With reference to your letter dated 18th November, 1957, I am directed to inform you that enquiries in the matter are still proceeding and that you will be notified of the result as soon as possible.

I am etc. "

A. Mearns
Superintendent.
15.2.58

15/7/58
17/2/58

Recd 15/3
19/2/58

~~#27~~

S.P.

Damaged Mails from U.K.

²⁰109 with ²⁶HS f.i. - they are taking a long time over this.

2. I understand that a number of parcels, received this mail in bags sealed in U.K., have been violated & the contents of some are missing.

17.4.58.

~~28~~

A.C.

Pl. ask S.P.I. to send a chaser.

R. 18/4/58

S.P.I.

~~#29~~

Acq. pl.

18/4/58.

Hon. Cal. Sec.

will write again by the Darwin.

AMK-SDT
28.4.58

~~#31~~

Bu. ²¹21/5 (mail)

S.P.I.

Have violated mail this time I understand. Anything from C.P.O. yet?

21/5/58

21/5/58.

How Cal Sec.

I sent a check to the CPO Les. Darni. There has not been any reply to 108 as yet. but information is heard - locally - indicates the Postmaster General, London has been approached and it appears the mail in question was camped with on board the ship carrying that mail.

As private individuals in Stanley have been given some ~~information~~ information about the 1956 mail, there may be some correspondents on its way to us now. ?

AMU STI
23.5.58

BU next mail.

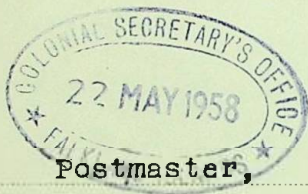
21.26/5/58

bu 20/6/58

Ref. 044/89.

MEMORANDUM.

It is requested that in any reference to this memorandum the above number and date should be quoted.



22nd May, 1958.

To, The Honourable
Colonial Secretary,
Stanley.

From, Postmaster,
Stanley, Falkland Islands.

SUBJECT:- Violated Mails.

I regret to report that 21 parcels received in the mail on Tuesday had been violated and contents removed. A further 54 parcels had been wilfully opened and in many cases the contents were found loose in the mail bags. Fortunately we were able to verify these and replace them in the correct wrappings. A careful examination of the bags before opening revealed no signs of mistreatment and all seals were intact. The parcel mail received on 16th April was also violated but to a lesser degree - 5 parcels only being affected.

In view of the serious nature of these infringements, I propose reporting the matter to G.P.O., in the first place by telegram and submit attached draft.

~~888~~.33

[Signature]
Postmaster.

*OK.
Q
22/5/58*

Please see 249 in 90/45 attached for another instance of violated mail.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

~~188~~
33

W. & A. LTD.

Number	Office of Origin	Words	Handed in at	Date
				22.5.58
To				
POSTGEN				
LONDON				

21 PARCELS VIOLATED IN DESPATCHES 12 14 15 16 RECEIVED 20TH STOP FURTHER
 54 WILFULLY OPENED WITH CONTENTS LOOSE IN BAGS STOP BAGS BEAR NO SIGNS
 MISTREATMENT AND ALL SEALS INTACT STOP VH FOLLOWS GRATEFUL INVESTIGATION STOP
 SIMILAR MINOR OCCURRENCE REPORTED OUR VH DATED 16 APRIL

POSTMASTER

31/7
 Bu 20/5
 ①

Time

Copy.

for CS file
1220

0604/14

34

The Divisional Controller,
Mount Pleasant Post Office,
London, E.C.1.

30th May, 1958.

Your ref. 1220.CS
In any reply please quote 18810/SS Paraguay Star/
21.11.57. regd no.17626/57

sir,

With reference to your letter dated 6 May, 1958 I am directed to inform you that enquiries are still not complete and that a reply will be sent as soon as possible.

I am, Sir,
your obedient servant,

??

for Divisional Controller

Reply at 35.

The Superintendent,
General Post Office,
STANLEY,
Falkland Islands.

Disc of 1/2

18810/98 Paraguay Star/
21.11.56 regd No.17626/57.

044/108

HLB/PMCL.

27th June,

58.

Sir,

34

I acknowledge receipt of your letter dated 30th May, 1958, and note that your enquiries concerning violated Falkland Islands' mails during December, 1956, are not yet complete.

I have recently been in contact with a Mr. D.B.B.Powell of the Falkland Islands Meteorological Service who has been making individual representations to the British Post Office through his M.P. regarding this and other postal matters. Mr. Powell advises me that his M.P. has been informed by the United Kingdom Postal Authorities that the violations occurred on board s.s. "Paraguay Star", and in view of the absence of further particulars I am to ask that you will be good enough to confirm this statement.

I am, Sir,
Your obedient servant,

Postmaster.

The Divisional Controller,
Mount Pleasant Post Office,
LONDON, E.C.1.

Rec 31/7/58 (33)
Rec 4/8/58 (23)

54

No mail
Sun 7/8/58

36

S.P.T.

33 Have you anything from
GPO?
Sunford 5/8/58

37

Mon C.S.

There has not been a reply
so far: most mail has since been
cancelled with and GPO London have
been acquainted about this telegraphically.

38

S.P.T.

Any message yet?

Mon. S.P.T.
9.8.58

Mon 7/9

39

8.9.58

Mon C.S.

no reply so far.

40

Mon S.P.T.
9.9.58

S.P.T.

pl. chase them up.

9.9/58

4.0 #

18810/SS Paraguay Star/
21.11.56 regd No.17626/57.
044/115

7th October,

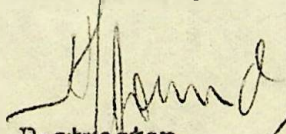
58.

Sir,

I am to advise you that no reply has been received to my letter 044/108 dated 27th June, 1958, of which a copy is enclosed. An early reply would be appreciated.

I am, Sir,

Your obedient servant,


Postmaster.

The Divisional Controller,
Mount Pleasant Post Office,
LONDON, E.C.1.

41

Non C.S.

Although 35 was dated 27/6, it never left the Colony until the July mail. We may therefore get some reply by the next incoming mail and in view of this a cheque will be sent if there is nothing by the next Despatch


AMK SPT
11. 9. 58

42.

S.P.K.

Bu. 7/x

Anything on last mail?


7. x. 58

43.

Yes.


not a thing. a copy of a cheque posted by this Dept is attached to.

AMK SPT
9. 10. 58

44

~~Yes~~

D. C.


10/10/58
10/10/58

Bu. 8/x

GOVERNMENT TELEGRAPH SERVICE

#111
45

FALKLAND ISLANDS

SENT

W. & A. LTD.

Number	Office of Origin	Words	Handed in at	Date
	<i>Sent</i> Copy to	<i>Supt Posts & Tel Dept</i>		<i>29. 10. 58</i>
To	POSTMAN LONDON		(R.O. a/c)	

Grateful to learn earliest present position regarding our registered despatch No. 2 dated 22nd January reported not received subject of your verification note 18800/149/58 dated 16th May

COLONIAL SECRETARY.

Time F/L: IM

Reply at 46

Bel 7/11

DECODE.

TELEGRAM.

No. 16.

From Inland Section, London,

To Colonial Secretary.

Despatched : 28th October, 19 58 Time : 1345.

Received : 28th October, 19 58 Time : 1430.

45 Reference your telegram 25th October. Enquiries still proceeding but receipt of registered mail despatch serial 2 still cannot be confirmed.

INLAND SECTION
LONDON (18800/019/58)

P/L:FH

47
B. U. F. (copy ^{sent} to S. P. T.)
(Intld) J. B.
28.10.58.

47.
Supt. P. & T
Postmarks.

What now ?

L. G. J. T.
29/10/58

48

Nov. 8. 58.

DM & I feel we ought to keep
pressing for a something definite periodically
until the matter has been settled: Suggest
review position after each Darwin mail.

DM SPT
1.11.58

49

B.K. after next mail

B.K.
3/11/58

see 11/11/58

COPY.

29A

Your reference

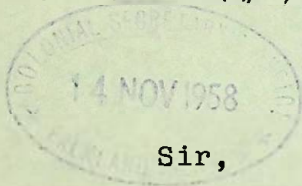
Jon. C.S.

General Post Office,

In any reply
please quote: 044/A/23

*Copy for your
information.*

STANLEY, Falkland Islands.



[Handwritten signature]
B.H. 58.

13th November 1958.

Sir,

Whilst taking delivery of the mail which arrived this morning the foreman reported that a bag of mail was open in the hold. The mail Officer examined the bag and found the label, seal and string, which appears to have been cut, lying on the deck near the open bag. The contents of the bag ^{where} ~~was~~ checked and the number of parcels found to agree with the figure quoted on the label. The parcels appeared in good condition but a closer examination on arrival at the Post Office revealed that one of the parcels had been violated and part of the contents removed.

I should be grateful if you would cause an enquiry to be made into the circumstances under which the mail was received on board and its subsequent stowage and discharge. Since the matter must be reported to London by the next outward post, it would be appreciated if a copy of your report could be made available to this office on your return from the forthcoming coast-wise voyage.

u9B

[Handwritten mark]

I shall be pleased to supply any information which you may require in connection with your investigations.

I am, Sir,
Your obedient servant

(SGD) H. L. BOUND.

Postmaster.

file these pl

The Master,
RMS "Darwin"
at STANLEY, Falkland Islands.

THE DIVISIONAL CONTROLLER,
MOUNT PLEASANT POST OFFICE,
LONDON, E.C.1.

9th October, 1958.

Sir,

With reference to your letter dated 27th June, 1958, I am to confirm that certain violations to mails occurred on the s.s. Paraguay Star, which were found when the vessel disembarked mails at Montevideo, on the 10th December, 1956.

53

A translation of a Montevideo 'Acts' is enclosed. From this it will be seen that PB 46 is referred to, but it seems clear that PB.41 is meant.

I am, Sir,
Your obedient Servant,

(sgd) E.J.Efford.

for Divisional Controller.

52
the 6th
1958

The Postmaster,
G.P.O.,
Port Stanley,
Falkland Islands.

Hon. C.S.

51

Herewith copy of letter received in connection with our repeated requests for information on the Christmas 1956 violations.



[Signature]
3.11.58.

DONE at Montevideo this 10th day of the month of December, 1956 - On proceeding to take over the mail brought by the English steamship 'PARAGUAY STAR' which was moored in berth No. 4, it could be seen that three bags of parcels for Port Stanley, a red label bag destined for Montevideo, as well as a bag of sample packets addressed to Port Stanley had been slit.

Investigations which were made revealed the following:
Bag No 46, the stated contents six parcels were found to be in order. Parcel Bag No 27 Serial 46, the label showed three parcels nos 1539-1538-1541 which were found to bear signs of violation, Parcel Bag No. 7, serial No 46 destined for Port Stanley per the ship 'Protector', the label showed seven parcels, six of which were in good condition and one No 3529 had apparently been violated. An unnumbered bag, Serial 4-1 with letters and Ordinary samples to all appearances in good condition, I state some of the items were violated. Registered bag for Montevideo entered to No 47 on the form C13 had 18 items in good condition and items No 1633 addressed to Senor Alejandro Wehlgemuth No 177 calle Durazno Apartment 4 and No 1634 addressed. To senor Aries Wehlgemuth bearing signs of violation. There being nothing further to report, there is drawn up an Original statement and six copies thereof which are duly signed by the competent officials in this place under date as above. It remains to be stated that the bags in question were sealed officially to their due course circulation.

DRAFT.

54

It has now been confirmed that the serious mail violations that occurred in the case of the 1956 Falkland Islands Christmas mail did in fact take place on a ship carrying the mail from the United Kingdom to Uruguay. This information has been received both by the Postmaster and by Mr. Brian Powell who has been in touch with Sir Gerald Wills, a Member of Parliament, on the subject. Sir Gerald Wills has been assured by the Postmaster General that everything possible is being done to eliminate both the misdirection of mails and the violation of mails addressed to the Falkland Islands.

Unfortunately losses are still occurring and there have been a number of violations this year all of which are being investigated by the General Post Office. The sort of information provided to the Postmaster and to Mr. Brian Powell by private individuals with regard to the loss of mail and parcels has helped considerably in the investigations and it is always a great help to the authorities in their enquiries if people who have good reason to believe that either inward or outward parcels and mail have gone astray would give the full particulars to the Postmaster.

55

Copy for mail violation file

[Handwritten signature]
29/1/56

How CA

Herewith details of violated parcels received last inward mail.

Despatch No. 38 - one bag not received.

- Bag No. 15 1 pck. part contents removed
2 " wilfully opened with contents intact
- Bag No. 19 1 " Contents removed
1 " missing
- Bag No. 24 3 " Part contents removed
2 " wilfully opened with contents intact
- Bag No. 42 1 " Part contents removed
1 " wilfully opened with contents intact.
- Bag No. 61 1 " Contents removed
2 " wilfully opened with contents intact
- Bag No. 70 1 " Contents removed.

X Bag No ? (Label missing & bag resealed in Montevideo)

- 2 pcks Contents removed
1 " part contents removed
4 " wilfully opened with contents intact

Despatch No. 36 - all bags received.

- Bag No. 2 1 pck. missing
2 " part contents removed.

Despatch No. 37 - all bags received.

- Bag No. 14 1 pck. part contents removed.

With the exception of X above, all bags were received in perfect condition with Seals intact.

The registered mail was received in good condition, but one bag of air mail for Mrs Protector was received with all registered articles removed. One bag had been resealed in B.A.

3.1.56

8th January, 1959

58

Dear Maurice,

We are becoming very concerned about the high incidence of mail violations that now seem to be occurring with almost monotonous regularity in the case of both inward and outward Colony mails and I should be very grateful if you would look into the matter and see what can be done on our behalf.

The worst incident occurred two years ago (in December, 1956) when five bags of ordinary mail were received here with the contents removed and thirty-six items in the registered mail were violated. If I remember rightly you were here at the time and you will probably recall the incident.

But the position is still just as bad as you will see from the following table of violations that have taken place during 1958 in the case of the inward mails:-

Despatch No.	2	8	parcels violated with part or all contents removed
"	" 9	6	" " " " " "
"	" 12	10	" " " " " "
"	" 14	5	" " " " " "
"	" 15	3	" " " " " "
"	" 16	3	" " " " " "
"	" 18	4	" also 1 parcel not received
"	" 20	1	"
"	" 22	6	" also 3 parcels not received
"	" 24	2	parcels not received
"	" 26	1	parcel not received.

What is particularly disturbing is that in all cases the mails have been received by this Post Office with the seals intact and the outer bags in perfect condition. We are absolutely satisfied, and we had not overlooked the possibility, that these violations could not have occurred here in the Falkland Islands.

In addition we seem to have lost bags from our outward mail. Our outward surface despatch No.2, which left here on the 22nd January, 1958, originally contained 8 bags. One of these bags (of registered items addressed to Great Britain (Provinces)) has not yet reached its destination. More recently we have been told that our surface mail No.11 from Stanley on the 20th August has not yet been received and some doubt exists with regard to the arrival of a later despatch forwarded by air on the 16th September.

From of all this you will see that violations have now become more the rule than the exception and I think you will agree that this is rather disturbing.

But there is another aspect of the matter which is also causing us some concern. We here have got the impression that the General Post Office are not particularly interested in our troubles. This may well be a completely false impression and you and I both know how easy it is to form a wrong impression when one is corresponding over a distance of 8,000 miles. It is, however, very difficult to escape such a conclusion when one looks through the files of correspondence from the Divisional Controller at Mount Pleasant Post Office as I have done.

M. A. Willis, Esq., M.B.E.,
Colonial Office,
Great Smith Street,
LONDON, S.W.1.

See 50

/For instance.....

For instance Sir Gerald Wills, a Member of Parliament, was told by the Postmaster General on the 28th April that our Christmas mail in 1956 had come to grief on the "Paraguay Star". It is not, however, until the 9th October, 1958 (Annexure A) that the Post Office tell us officially what happened to our 1956 mail and then only after our Postmaster had written to them and told them that a private individual here had been informed by his M.P. that the United Kingdom Postal Authorities had admitted that violations occurred upon this particular ship.

Quite a lot of correspondence has been exchanged between Mr. Powell, a resident of Stanley, and Sir Gerald Wills. I won't trouble you with copies of all of it but a comparison of the contents of this correspondence and the information on our files obtained from the General Post Office makes it abundantly clear that a great deal more trouble has been taken (or appears to have been taken) with regard to our troubles over mails as a result of the intervention of a Member of Parliament and a great deal of information has been provided to him that has never been provided to this Administration. You will appreciate that the position is rather awkward inasmuch as the idea will inevitably gain ground here that if you want something done you've got to get a Member of Parliament on to the job and there is not much that your own Administration or the authorities in the United Kingdom can do for you. I think you will agree that it leaves us here looking rather foolish, to say the least.

I wonder whether as a first step this could be taken up with the General Post Office in an effort to ensure that this while question of mail violation, which has become very serious indeed, is taken a great deal more seriously than it appears to us to have/taken or, if it is being taken seriously, that we are kept fully informed. I might add that people here are getting not a little worried about this constant and regular violation of our mails.

/been

Yours sincerely,

~~A. G. Denton Thompson.~~

Aubrey D-T

12th January, 1959

Dear Maurice,

58 Would you please refer to my semi-official letter No. O604/A of the 8th January about the violation of mails.

I enclose a schedule of further violations that occurred in the case of the Christmas mail that got here on the 23rd December. It speaks for itself and I think you must agree that it is high time serious and energetic steps are taken to combat this sort of thing.

Another point that is worrying us is that more than once recently our mails or some bags at least have overshot Montevideo and arrived in Buenos Aires, with the inevitable result.

Yours sincerely,

Aubrey D-T

M. A. Willis, Esq., M.B.E.,
Colonial Office,
Great Smith Street,
LONDON, S.W. 1.

AGDT/MF

No. OM/A/79

MEMORANDUM.

It is requested that in any reference to this memorandum the above number and date should be quoted.

8th March, 19 59.

From Postmaster,
Stanley, Falkland Islands.

To The Honourable,
The Colonial Secretary,
STANLEY, Falkland Islands.

SUBJECT :- VIOLATED MAILS.

I regret to inform you that the parcel mail (Serial No. 4 of 30.1.59) received by RMS "DARWIN" this morning contained an unusually large quantity of violated items. From a total sending of 29 bags no less than 34 parcels contained in ten different bags, had suffered varying degrees of mistreatment. One firm in particular lost 900 pairs of nylons from five parcels. This is an extreme case which I quote merely to illustrate the wholesale manner in which these robberies are being conducted. The despatch was carried to Montevideo on "PARAGUAY STAR" scheduled to dock at that port on 20th February. In a previous despatch (No.3 of 15.1.59) received last week per RMS "PROTECTOR", six violated items were recorded, thus making a total of 40 mistreated parcels in the first four despatches of 1959. During 1958 a total of 129 parcels were received in a violated condition and the same monotonous picture is evident throughout, i.e., the bags arrive in perfect condition with seals and string intact and bear no obvious signs of mistreatment, except perhaps the lack of weight.

The matter has been reported by telegram to the G.P.O. in London and a full report is being prepared for submission by the next outgoing air mail. As in previous cases, all bags together with original seals, labels etc., will be returned to London for inspection. The mail received per "AES" contained no violations but three bags of parcel post were short shipped.

Last week I wrote to the G.P.O. complaining of the treatment afforded to our mails and drawing attention to other apparent irregularities. A copy of this letter is attached for information.


Postmaster.

file pl

C O P Y

65

GENERAL POST OFFICE,

STANLEY,

FALKLAND ISLANDS.

Your Reference

P.O. Reference Q44/A/75

3rd March, 1959.

Sir,

I enclose a further verification note respecting violations to parcels despatched to this Colony from your administration. These violations have been recurring with almost monotonous regularity throughout the past year and indeed previous. With I think one exception, the story has been the same throughout. The bags arrive in perfect condition with the seals and string intact and yet the contents are found either wholly or partly missing. This in itself suggests that mistreatment occurs prior to despatch although one cannot discount the possibility of clever criminal action taking place either on board the carrying vessels or at the port of transhipment.

Since all cases have been reported in detail from this office, I have no doubt that extensive enquiries are being made by your investigation service and presumably the results of these investigations will be conveyed to this office when they become known. I am, however, being inundated with requests for information on the matter and in particular an assurance that everything possible is being done to prevent the continuation of such actions, and in the circumstances I am to request that whatever information available may be communicated to me at an early date.

Towards the end of 1957 a number of small packets and parcels which were posted to various addresses in these islands failed delivery and the matter was reported generally to the Overseas Parcels Office at the Royal Agricultural Hall and a reply was received stating that enquiries of this nature should be initiated by the senders. This of course is correct, but I had hoped to receive a reply suggesting a reason for such a number of items going astray during the same period. From recent enquiries received it appears that the same thing is happening all over again and during the same part of the year, viz., October to December, 1958. Unfortunately I am unable to supply parcel numbers etc., to support the enquiries and no doubt most of them are small 'green label' packets which probably cannot be traced in any event, but it would be greatly appreciated if you can suggest any reason why this situation should arise. Could it, for instance, be connected with the Christmas rush and are other enquiries of a similar nature being received from Commonwealth countries?

I am, Sir,
Your obedient servant,

(SGD.) H. L. BOUND.

Postmaster.

The Divisional Controller,
Mount Pleasant Post Office,
LONDON, E.C.1.

DECODE.

TELEGRAM SENT.

64
66

From GOVERNOR to SECRETARY OF STATE

Despatched: 9. 3. 59. Time: 1600 Received: Time:

No. 43. Following for Sheffield from Denton-Thompson.

Mail violations.

Two mails arrived in Stanley Sunday 8th March. Mail on "A.E.S." arrived intact. But parcel mail Serial Number 4 of 30th January, 1959, shipped to Montevideo on "Paraguay Star" contained large quantity of violated items. From a total of 29 bags 10 bags had been violated although seals were to my personal knowledge intact. 34 parcels had had their contents or part of their contents removed and one firm lost 900 pairs of nylons. All the boxes were there but the stockings had been neatly removed. In a previous despatch No. 3 of 15th January received last week on H.M.S. Protector 6 violated items were recorded making a total of 40 in the first 4 despatches of 1959. The total for 1958 was 129. Thefts are obviously highly selective and articles of little value are discarded. You will appreciate that there is a good deal of feeling here about it. Most grateful for anything you can do.

GOVERNOR.

P/L:IM
Typed FH

Reply at 63.

See 69.

DECODE.

TELEGRAM SENT.

65
67

From SECRETARY OF STATE to GOVERNOR

Despatched: 11th March 1959 Time: 1727 Received: 12.3.59 Time: 0930

64

No: 23. Your tel. 43. Mail violations.

Matter already taken up with G.P.O. who are investigating.

SECER.

P/L : PT

68

SPI
P.m.

64-65 J.C.

17.3.59

ACS

69

Seen, thank you

ALL SPI
19.3.59

70
19.3.59

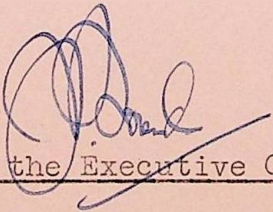
19.3.59
20/3

EXTRACT FROM THE MINUTES OF A MEETING OF EXECUTIVE COUNCIL
HELD 13th MARCH, 1959.

0604/A.

5. Falkland Islands Mails. (Memo. No.3)

Memorandum No. 3 was noted.



Clerk of the Executive Council.

FH

Rec. 15/4
Q

69
=

No. 044/B/2



MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and date should be quoted.

4th April, 1959.

From POSTMASTER,

To
The Honourable,
The Colonial Secretary,

Stanley, Falkland Islands.

STANLEY, Falkland Islands.

SUBJECT :- VIOLATED MAILS

Ref 64

Further to my memo 044/A/79 of 8th March, 1959, I regret to report that seven parcels from Serial No.7 and three from Serial No.8 were received in a violated condition. The mails were despatched from Great Britain by "ANDES" and "ARGENTINA STAR" and were finally delivered to this service per R.R.S. "SHACKLETON" on the 3rd inst. As in previous cases the bags and seals were received intact and again the accent is on nylons.

The G.P.O. in London has been informed by telegram.

[Handwritten Signature]
Postmaster.

*AM
5/11*

Conf. 29.7.5 6.4.59

DECODE.

69
70

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 4.4.59.

Time: 1120

Received:

Time:

No. 56. Following for Sheffield from Denton Thompson.

66

Mail Violations. Further to my telegram No. 43.

Inward mail arriving Colony 3rd April was violated. Seven parcels from serial No. 7 and three from serial No. 8. Four bags affected.

GOVERNOR'S DEPUTY.

P/L:IM

Copy sent to Post Master.

72
Memo from PPT.
filed at 69
* 7/4/59

71
Disc Memo. from
S.P.T. & the B.S. 12/4
6/4/59.

No. 004/A/138

MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and date should be quoted.

12th April, 19 59.

From: POSTMASTER,

Stanley, Falkland Islands.

To:

The Honourable
The Colonial Secretary,

STANLEY, Falkland Islands.

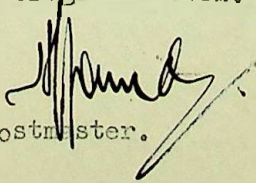
SUBJECT:- VIOLATED REGISTERED MAILS.

Further to our conversation of this afternoon I confirm the following details relating to violated mails received from Montevideo per R.M.S. "Darwin" today.

SURFACE LETTER MAIL SERIAL No.7 contained one bag with five violated small green label packets none of which were registered. The inner registered bag had been opened and re-tied. None of the registered items were harmed.

SURFACE LETTER MAIL SERIAL No.9 contained one bag with all 15 registered items violated. 10 of the packets, although wilfully opened, appear to have escaped damage and are believed intact. The contents of three others had been completely removed and a fourth partly removed. The remaining packet had been wilfully opened and the contents are yet to be verified by the addressee.

The inner registered label from S/N 7 had been transferred to the outer bag and resealed. S/N 9 was received perfectly sealed with original label.


Postmaster.

AK

No. OM/B/22

MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and date should be quoted.

12th April, 19 59.

From:

POSTMASTER,

Stanley, Falkland Islands.

TO:

The Honourable
The Colonial Secretary,

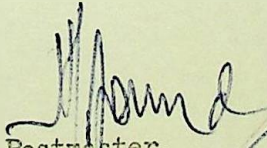
STANLEY, Falkland Islands.

SUBJECT:-

VIOLATED PARCEL MAILS.

75-77.

I enclose copies of correspondence received today in connection with violated parcel mails received at this office from Great Britain on 24th December, 1958.


Postmaster.

AM.

19th March, 1959.

Sir,

Thank you for your letter dated the 24th December, 1958, and for the Verification Notes numbered 38, 39 and 40 which were received at a later date. I have to inform you that it has been decided to treat these Verification Notes as separate cases numbered as follows

V.N. No.	044/A/38	-	DF	1112/Port Stanley/36/56/144
"	"	"	39	- " " " " /37/58/139
"	"	"	40	- " " " " /38/58/140

Letters under these references containing further copies of the Verification Notes and statements will be sent to the Postal Authorities of Uruguay pointing out that the mails in question were accepted in their service without reserve; that clear discharges were obtained on embarkation and disembarkation and they will be asked to accept liability for the cost of settlement of claims for compensation.

As you may wish to compile separate files relative to these Verification Notes in your office, further letters will be sent to you referring to V.N.s Nos. 044/A/39 and 044/A/40.

I am, etc.....

for Divisional Controller.

The Colonial Postmaster,
Port Stanley, Falkland Islands.

C O P Y

23rd March, 1959.

Sir,

With reference to your verification note and statement reporting receipt in defective condition of a bag of parcels included in the mail from London for Port Stanley, I am directed to inform you that the bag in question was intact when despatched via Montevideo on the 31st October, 1958, by the SS "Highland Chieftain" and it was accepted without reserve.

As mentioned in my letter dated 19th March, the Uruguayan Post Office has been asked to continue the enquiry.

I am, etc.....

for Divisional Controller.

The Colonial Postmaster,
Port Stanley, Falkland Islands.

C O P, Y

77

25th March, 1959.

Sir,

With reference to your verification note of above reference reporting receipt in defective condition of the mail No.58 from London to Port Stanley, I am directed to inform you that that the mail in question was intact when despatched via Montevideo on the 18th November, 1958 by the SS "Duguesa" and it was accepted without reserve.

The Uruguayan Post Office has been asked to continue the enquiry.

I am, etc.....

for Divisional Controller.

The Colonial Postmaster,
Port Stanley, Falkland Islands.

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 14.4.59 Time: 1035 Received: Time:

No. 57. Following for Sheffield from Denton Thompson. Mail violations.

Twenty registered items violated in two bags from Serials 7 and 9 that arrived Sunday 12th April. It would seem from correspondence from P.O. Divisional Controller that Uruguayan Postal Authorities are now being held responsible on the grounds that the mails were accepted in their service without reserve. I should point out that in practically all cases the mail bags are in outward appearance intact even on arrival here inasmuch as seals are intact and there are no signs of damage to the bags. Unless therefore the Uruguayan Post Office open the G.P.O. bags in transit they would appear to have no means of knowing whether or not contents have been violated. It is quite clear that people with time to spare and the facilities for resealing the bags are responsible e.g. 800 pairs nylons removed from their boxes, and the boxes closed again and bags resealed.

GOVERNOR.

P/L:
AGDT/IM

Copy to Supt. P. and T. Dept.

copies sent

Jim.

But 30/4 (m)

Repts at 85

79.

Supt. P. & T.

Please record in this file the outcome of the last
inward mail. I think it was one registered bag missing -
has it been traced?

6/4/59
12.5.59

80

Non C.S.

One bag of surface mail, despatch No 10 of
20th March 1959, containing 12 registered items not
received.

The non-arrival of this bag was reported to the
GPO London by telegram and verification note on
29th April.

The parcel post was received in good condition with
no irregularities to report.

JMM SAT
14.5.59

82

Dec. John Postgen
for Filing, pl.
12.5.59.

COPY.

GOVERNMENT TELEGRAPH SERVICE

83

FALKLAND ISLANDS

RECEIVED

Number	Office of Origin	Words	Handed In at	Date
13	London etat	44	1420	12.5.59.

To Postmaster Stanley

Reference investigations into loss from mails grateful you arrange again to have weight of each bag UK parcel mail recorded until further notice and forward bags labels seals strings in respect of all future mistreated mails stop Letter follows

Postgen.

84

Hon. C.S.
 The above telegram was received this morning a copy is forwarded for your records.

[Signature]
 12/5/59

C.S. 604/A refers.

85
 See has seen -
 Time to file on 19/5/59
 12/5/59

85A

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched : 16th May, 1959 Time : 1115

Received : 17.5.59. Time :

78 No. 47. Your telegram No. 57. Mail Violations.

Following for Denton Thompson from Sheffield begins.

Post Office regret investigations into losses still inconclusive but indications are that they are not occurring in the United Kingdom.

See 83

2. Arrangements again being made for bags to be weighed before despatch and on receipt Port Stanley before opening. Please say whether you or some other person was present and actually saw the mistreated parcels inside bags at bag opening stage.

3. I propose discuss with Governor on arrival. Ends.

SECRETARY OF STATE.

Copy to Postmaster.

Sent
[Signature]

Reply 21/60

Copy.

THE DIVISIONAL CONTROLLER,
MOUNT PLEASANT POST OFFICE,
LONDON, E.C.1.

87A



Your reference: 044/A/75 (Post office)
In any reply please quote:
1112/Port Stanley/3/59/146

30th April, 1959.

Sir,

Thank you for your letter dated 3rd March, and enclosures, regarding the violations of part of the parcel mail number 3. I have to advise you that full enquiry into these losses is being carried out by Post Office Headquarters who hope to be in a position to write to you on the subject in the near future.

As enquiry in this Office has revealed that the mail in question was intact when despatched, and the Postal Administration of Uruguay has not reported any relative discrepancy, I have written to Montevideo asking that the enquiry may be continued in the Uruguayn Service.

I trust that you will accept my apologies for the delay in replying to your letter.

I am, Sir,
Your obedient servant,

(sgd) E M DOGKRILL

for Divisional Controller.

The Colonial Postmaster,
Port Stanley,
Falkland Islands.

87B

Em. Dogkrill

Copy for your records

[Signature]
20/5/59

870

Y. H.

P. M. reports that
all mine was received
intact this time, pl.

~~Q~~

21.5.59.

~~Thank you. P. M. send a~~

Good. - Thank you

YH

22.5.59

88

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 26.5.59. Time: 1445 Received: Time:

85A

No. 81. Your telegram No. 47. Following for Sheffield from Denton Thompson.

I personally have been present on more than one occasion when sealed bags containing mistreated parcels inside were first opened. You will be glad to know incoming mail that arrived on 19th May was intact repeat intact. Many thanks your interest and assistance.

OFFICER ADMINISTERING THE GOVERNMENT.

89

HCS

The full date at 85 has been overruled
D.A.
26/5/59

See 96.

GTC:LH
Typed IEM

Y.H.

Mentioned the possibility of a broad-based fact on violated mail. However when considering the publicity given in the Post Office weekly news bulletin & I believe the Monthly Review, you may think this is sufficient until such times as there are further developments?

Q
27/5/59.

Act. C.S.

Yes, I think there has been enough publicity recently. The newspaper article which the newsman read out was a help. L.S.D.L. pro tem

27/5/59

By 15/6

DECODE.

TELEGRAM SENT.

92

From SECRETARY OF STATE to GOVERNOR.

Despatched : 27:5:59 Time : 1745 Received : 28:5:59 Time : 1130

PERSONAL AND CONFIDENTIAL.

No. 52.

Following for Denton-Thompson from Arrowsmith begins:

Post Office Chief Detective most helpful. To clear up all possible doubts when next parcel mail arrives please ensure

- (a) that Bound examines every bag before opening
- (b) that there are two, repeat two, strands of string round neck of bags
- (c) that both strands are cut when bags are opened
- (d) that if violations found string and seal returned belonging to violated bag and not to any other. Bag should also be returned.

Para 2. Darwin and Stanley were suspect here but I think Post Office are now convinced this is not so. Parcel arrangements in England seem to make violations improbable. Montevideo is suspect but mystery is how bags arrive with seals and string apparently intact.

Para 3. I shall be going round Parcel Despatch Department London with Chief Detective. ends.

CYPHER 'E' : SM

See 103

93

Reply at 97

Act. C.S.

Let us discuss something before the next mail comes in.

Discussed
M.G. Walker

29.5.59 94

Pm. reports "AES" mail (arrived last night) intact.

File

30/5/59.

DECODE.

96

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 5.6.59. Time: 1136 Received: Time:

86

No. 90. My telegram No. 81. Following for Sheffield.

2. Mail despatched direct by vessel A.E.S. received intact
29th May.

Officer Administering the Government.

P/L:IM

Copy sent to Postmaster.
By.

97

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 9th June, 1959 Time : 1100 Received : Time :

92

No 93. Your telegram No 52. Following for Sheffield and Governor begins.

Mail arrived Darwin 7th June completely intact

OFFICER ADMINISTERING THE GOVERNMENT

Copy to S.P.T.
#

Bu 17/17

P/L: JB
LH

604/A C.S.
044/B/44 P.O.

98

No.

MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and date should be quoted.



16th July 19 59

To

The Honourable
The Colonial Secretary,

STANLEY, Falkland Islands.

Stanley, Falkland Islands.

SUBJECT :-

DAMAGED MAILS.

The mail which arrived by R.M.S. "DARWIN" on Tuesday evening has now been carefully examined and the only irregularity to report is the violation of Parcel Bag No.5 from Serial No.20 despatched from London on 29th May per "H. Monarch". Of the four parcels received, two were completely violated, and two were received with part contents removed. The Postal Officials in Montevideo claim that the weight of the bag suggested mistreatment and the bag was opened in the presence of Customs and British Embassy officials for inspection. A covering Verification Note describing the damage was issued by the Uruguayan Administration and forwarded to Great Britain on 23rd June. A translated copy of this document is enclosed herewith.

The remainder of the parcel mail, registered, ordinary surface, and air mails were received in good condition.

Postmaster

B.V.29/59

England.

Vessel "H.Monarch"

VERIFICATION NOTE

Montevideo in transit for the Falkland Islands.

(TRUE COPY OF VERIFICATION NOTE FORWARDED TO U.K.)

We beg to advise you that we have proceeded to open Bag No.5 of your transit despatch No.20 for the Falkland Islands.

It was considered that its weight did not correspond to the contents of same, because the parcels therein, showed signs of being destroyed.

When the bag was opened in the presence of postal & customs authorities, and two officials of the British Embassy, the following irregularities were noted.

Parcel No.1201 for R.J.Pioneer Row-Port Stanley-found with the whole of its contents. Parcel 1165 destined to Philomel Store-Falkland Islands, contains only 1 counter-pane. Parcel 2167 for the same person previously mentioned-completely empty-with wrapping destroyed. Parcel No.0770 for S.F.Summers-completely empty. Gross weight of said bag, was 12.500 grammes.

It is certified that the seals, labels(etc) were in perfect condition.

For this reason, and having complied with the corresponding proceedings, we request that you take note, and instruct us accordingly.

Desp.No.2170/59

23.6.59

(Sgd) Juan Arremon

100

F.H.

Q2 with 98 & 99.

Draft telegram to S/S submitted for consideration - the two small items found missing here were ~~also~~ motor cycle cables valued at around 4/-

Ⓟ

18/7/59

101

Res. ✓ has arrived very nicely.

Ⓟ

18/7/59

102

Issue G.T.C.

Ⓟ

20/7/59

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 20.7.59 Time: 1530 Received: Time:

92 No. 115. Your telegram No. 52. Following for Sheffield and Governor.
Begins.

Mail arrived "Darwin" 14th July received intact except one bag parcels No. 5 of Serial 20. According to copy of Uruguayan Postal Authorities Verification Note sent to London only three parcels had contents missing. On close inspection here against Invoice two small items of negligible value were found to be missing from a fourth. The original seal was intact on arrival Montevideo but the weight of the bag was suspect. It was therefore opened for inspection in Montevideo in the presence of Customs and two officials from the British Embassy. Apparently contents were then transferred to another bag which on receipt here bore a British Embassy seal as well as the seal of the Uruguayan Post Office. Ends.

Officer Administering the Government.

G.T.C.
JB/IM

Copy to Postmaster.

V. G. L. / 20/7/59

*Memo from P.M.
E*

No. 044/B/53 (CS 604/A)

MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and date should be quoted.

From

Postmaster,

Stanley, Falkland Islands.



20th July, 1959.

To

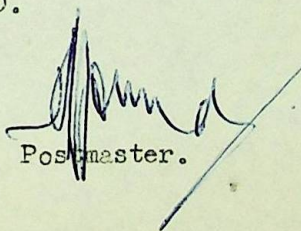
The Honourable
The Colonial Secretary,

STANLEY, Falkland Islands.

SUBJECT :-

DAMAGED MAILS

98 Further to my memo 044/B/44 of the 16th inst., I now enclose translated copies of reports received from the Postal and Customs Department in Montevideo in connection with the violations to parcel post Despatch No.20.


Postmaster.

At Montevideo, Republic of Uruguay, on the twentyfifth day of June, nineteen hundred and fifty nine, the undersigned (Inspector of Posts, Customs Dept.) in presence of the Head of the Department Mr Juan P. Arremon, the Post Office employee in charge of aperture Mr Santiago Mendez, and the representative of the British Embassy in our country Messrs John Walker and William a Harte, proceeded to re-open bag No, 5, covered by despatch No. 20 from London for the Falkland Islands, which was the subject of your intervention on the twentythird inst. and which at that time was closed with a British Embassy band, as there was no bag of ours to substitute it, the original forming part of the despoils, in the investigation. The bag weighed 12k500

In this instance, parcels Nos: 1201, 2165, 2167 & 0779 were transferred to a bag of our department (no number) ~~as~~ in the same conditions as verified in the original report.

A Verification Note is enclosed, and also a copy of the Original Report.

The bag in reference is banded, both by the British Embassy and our Parcel Posts Department. Weighing 12 kilos 500 grammes.

Bag No. 5 originating from London will be forwarded to that country together with the despoils, and corresponding reports.

It is hereby recorded that the Customs Officer Mr Juan Firpo was also present, and there being nothing further to add, the report and respective copies, are signed by all those present, on the site and date mentioned.

One copy is held by the representatives of the British Embassy, in the same manner as recorded in the previous investigation.

Follows:

6 signatures.

At sixteen hours, on the twentythird day of June nineteen hundred and fifty nine, the undersigned (Inspector of Posts, Customs Department) at the request and in the presence of the Head of the Department, Mr Juan P. Arremon, and also in presence of the Customs Officer, Mr Juan Firpo, the functionaries of the British Embassy in our country, Messrs John Walker & Hugo Vasquez, and the Post Office employee in charge of aperture, Mr Santiago Mendez, I proceeded to open bag No. 5 of despatch No. 20 originating from London and in transit through our country for the Falkland Islands.

Shortage of contents were suspected owing to the volume of contents and low weight, and also in view of the repeated irregularities taking place on previous transshipments to the same destination.

It was determined that: The bag in reference, with its seals in perfect condition (without observations) said to contain four packages, had in effect this number, but all were undoubtedly grossly despoiled. Although violated, package No. 1201 for R.J. Pioneer Row-Port Stanley, is the only one with its total contents of vehicle spares, intact.

Parcel 2165 contains only one light blue counter-pane and weighs 2 kilos 150 grammes (Addressed to Philomel Store-Falkland Islands)

Parcel 2167 destined to the same address, is completely empty, broken, and weighs 1 kilo.

Parcel 0779 addressed to S.F. Summers of the same Islands, broken, with a smaller container inside, also broken. Total contents missing. Weight being 700 grammes.

Consequently: Having established the evidence, it was proceeded to close the bag in reference with a band from the British Embassy, awaiting instructions on the matter from our Postal Authority.

The bag arrived yesterday per "Monarch"

In agreement and in witness whereof: an original and two copies of this report are signed on the site and date mentioned by all acting in the investigation.

One copy of the report is held by the British Embassy, and the other in our Office file.

(Sgd) Juan P. Arremon.

Rec. ¹⁵ 27/8
b
27/7/59

060414.
107



(1511/59)

UNCLASSIFIED

BRITISH EMBASSY,
MONTEVIDEO

August 6, 1959

Dear Secretariat,

Two months ago we were approached by an official of the Uruguayan Post Office, who sought our assistance in the safeguarding of parcel mail for the Falkland Islands from London.

We agreed to do what we could, bearing in mind our somewhat limited resources, and, for the first month, two members of the Embassy staff put an extra seal on every bag arriving from the United Kingdom en route for Port Stanley. You will no doubt have noticed these seals on the bags which arrived in the Darwin in July. In the course of these operations, one bag was found to have been rifled and a full report has been sent, by the Uruguayan postal authorities, to the G.P.O. in London, and to your postal authorities.

For the second month the authorities here did not inform the Embassy, until yesterday, that any mailbags had arrived and they then announced that they had over ninety. It is quite impossible for us to undertake to seal such a large number at one time and, therefore, we propose to merely examine the bags on this occasion. We will, however, ask the postal authorities to inform us in future immediately the bags arrive in Montevideo.

If you have any further suggestions as to how we may help to safeguard your mail, we shall be glad to receive them and, if our resources, permit, put them into practice.

Yours ever,

CHANCERY.

cut

108

On file
11/8/59

Colonial Secretariat,
Falkland Islands.

Reply at 111

Y.H.

109

98-107 f. i.

The last inward mail (11.8.59) was intact.

2. It is a bit much to expect the Embassy to place an extra seal on every bag (107 refs) ✓

I am inclined to the opinion that an occasional inspection if requested by the Uruguayan Post Office would suffice - I have drafted a reply which is now s. f. c. pl.

Q5.855

110
Yes as slightly amended 1/9

Ref: 0601/A

111

26th August, 1959.

Dear Chancery,

107 Thank you for your letter (1511/59) Unclassified of 6th August, 1959, on the subject of the safeguarding of parcel mail for the Falkland Islands from London.

All the Embassy staff have done in this respect is very much appreciated here and we are happy to say that the mail which arrived on 11th August was received completely intact.

The placing of an extra seal on each bag would appear to be a lot to expect of your staff and we think that perhaps an occasional inspection by arrangement with the Uruguayan Post Office might suffice.

Yours ever,

SECRETARIAT.

The Chancery,
British Embassy,
MONTEVIDEO.

JB/FH

112 S.P.T. P.m. 28.8.59. 113 114. 28/8/59
107-111 for information

27.8.59.

102

115



No. _____

MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and date should be quoted.

To.

The Honourable, _____
The Colonial Secretary,
Stanley, Falkland Islands.

From. 2nd September, 1959.
Superintendent
Posts & Telegraphs Dept.,
Stanley.

SUBJECT:- Violations of F I mails.

The following is an extract from a letter I received from H. E. in connection with the above subject.

' I got on to the Post Office people as soon as I got home, and had a most useful interview with their Chief Detective at the Colonial Office very soon after I returned. They are really taking a great deal of trouble over our mail losses, and doing everything they possibly can to find out whether the losses really do occur in England. I am going along to the main sorting office to see the procedure, but from all they said, I am rather doubtful whether the losses can in fact be taking place in England. The valid point that the Chief Detective made was that items of extreme value go through the same sorting operations as mail for the Falklands, and he thought the various items that have been stolen would be of little real interest to people in this country. I had to explain to them our procedure in the Falklands, and I think I convinced them that the losses were not taking place either on the "Darwin" or in Stanley itself. That leaves Montevideo, and this seems the most likely. Our Ambassador there was speaking about the Uruguayan Post Office, and apparently if you live in Montevideo, you are lucky to get illustrated papers and magazines which may be addressed to you from abroad. However this does not mean that the Post Office are in any^{way} relaxing precautions or easing up on their investigations at this end. I shall be writing to the O.A.G. soon, but you might like to pass this information on to him to save me repeating it....'

116
Y.H.
D.C.P.
A.Y.I.
5.7.59. 117.
7.9.59.

Pa...

A. Mercer
Superintendent.

CONFIDENTIAL

118

COM. 207/50/01



COLONIAL OFFICE,
Great Smith Street,
London, S.W.1.

27th October, 1959

Dear Sir Edwin,

121-130

I enclose the promised copies of the correspondence referred to in the second paragraph of Rose's letter of the 16th October about parcel mails, which I passed on to you in London.

Yours sincerely
J. Bourn.
(J. Bourn)

119

I left London on 17th October. Letters may be following

RA 12 11 57

SIR EDWIN ARROWSMITH, K.C.M.G.

S.P.T. 120
15 See
C
12/1/59

CONFIDENTIAL

58

121

Memorandum

On the 24th May, 1959 at the invitation of Mr. A. J. Sheffield, Mr. C. G. Osmond, Controller, I.P., accompanied by myself, went to the Colonial Office to meet Mr. E. P. Arrowsmith Governor of the Falkland Islands. Mr. M. A. Willis, Colonial Office was also present.

Mr. Sheffield related the gist of the Post Office letter of 12th May and Mr. Arrowsmith agreed that the main trouble related to mails which, although their contents had been rifled, showed no outward sign of tampering.

Mr. Osmond described in detail the treatment of parcels for the Falkland Islands at RAH, showing how there was practically no opportunity for a thief to interfere with a sealed bag. Some of the points he made were:

1. The mails for the Falkland Islands were dealt with and stacked with those for many other countries for which losses were negligible, and it was very unlikely that a thief at RAH would concentrate on mails for one country.
2. The mails were placed under observation from special galleries and nothing suspicious had been seen.
3. The mistreated mails were made up by different staff, sent from different parts and by different ships.
4. The articles stolen were not of the kind that would be likely to attract anyone in the United Kingdom.
5. The sealing presses concerned are locked away when not in use.
6. One of the mistreated bags had contained a Coca-Cola bottle cap manufactured in Uruguay.
7. A report had now been received of mistreatment of a Registered Letter bag which was not made up at RAH but at London F.S.

127
Mr. Arrowsmith agreed that in all these circumstances it seems very unlikely that the thefts were occurring either in the United Kingdom or on the journey to Montevideo. On the other hand he said that he was completely satisfied that they were not occurring at Port Stanley. Invited to describe the conditions under which mails were received, Mr. Arrowsmith said that the "Darwin" was the only ship used between Montevideo and Port Stanley and that it normally docked in the evening, that the mails were unloaded immediately and taken to the Post Office, a distance of 150 yards. Letter mails were opened at once, but parcel mails were taken to the Council Chamber where they were locked in overnight. A thief would have to break in to rifle the bags, but this was not the kind of thing that happened at Port Stanley, as it was like a village (1,500 people) where everybody knew everybody else and it was extremely unlikely that anybody could engage in such a practice without detection.

Mr. Osmond said that if, in fact the thefts were not occurring before despatch in the United Kingdom or after arrival at Port Stanley it was a complete mystery that the bags showed no sign of tampering. He said he had no doubt that the seals he had examined were genuine United Kingdom seals and had not been tampered with, but he demonstrated how it might be possible for the string to be cut and retied in such a way as to deceive the bag opener at Port Stanley and he asked that particular care should now be taken to ensure

(1) that the string ties should be examined to confirm that there were two turns round the neck of the bag and no additional knots;

(2) that the seals and strings produced in future will in fact relate to mistreated bags and are not confused with those of sound bags and

(3) that reports should show clearly in which bag of which despatch mistreated parcels (by number) were in future found.

Mr. Arrowsmith undertook to pass on this request.

123

It was pointed out that two of the significant features of the case are

- (1) that no thefts occur when mails are carried from the United Kingdom in direct ships to Port Stanley; and
- (2) that some United Kingdom mail has been received at Port Stanley in mails made up in Uruguay.

This directs suspicion to Montevideo where all the mis-treated mails were transhipped and where they often had to wait for as long as four weeks. Mr. Rose said, however, that it was difficult to put these features to Uruguay so long as bags continue to arrive at Port Stanley supposedly without sign of tampering.

Mr. Arrowsmith appeared to be satisfied the the United Kingdom Post Office was not at fault and to appreciate that we were making a genuine effort to find out where the losses were occurring or to stop them. He said he would very much like to inspect the Post Office sorting of ice and Mr. Osmond promised that this would be arranged when he wished. The PD/IB will continue enquiries, meanwhile PSD/OMB will consider writing informally to Uruguay in an effort to cause some enquiry to be made there.

(Sgd) B.J. Rose

1 June, 1959.

COPY

E1/29

General Post Office,
Postal Services Department,
Headquarters Building,
St. Martin's-le-Grand,
London, E.C.1.

27353/59

9th June, 1959.

Sir,

I am directed by the Postmaster General to ask if you would be so good as to lend your assistance in the detection of the mistreatment which has been suffered by mails which have been despatched from the United Kingdom to the Falkland Islands via Uruguay.

You will be aware that there have been a few isolated cases concerning irregularities which have been the subject of correspondence between our administrations. It is not these cases, however, which form the subject of the present request, but a long series of violations of surface parcel mails which has been occurring over the past two years and which has not hitherto been referred to your administration. During the period from January, 1958 until March, 1959, out of a total of 50 despatches of parcel mails for Port Stanley, Falkland Islands, 19 despatches, affecting 45 bags, were violated. Careful and intensive investigation has been made into the arrangements for despatching these mails and this administration is reasonably satisfied that they are leaving the United Kingdom intact. Moreover, since they have been

/conveyed

The Director General of Posts,
MONTEVIDEO,
URUGUAY.

conveyed by numerous different ships, and from three different ports, it is very unlikely that the violations are occurring on the voyage to Montevideo. On the other hand, in view of the conditions under which the mails are received at Port Stanley, it is equally unlikely that mistreatment is occurring after arrival there.

It is appreciated that, if the mails are not being mistreated before arrival at Montevideo nor after arrival at Port Stanley, there remains the possibility that it is occurring either in Uruguay or on the SS "Darwin", but it has not previously been considered appropriate to approach your administration in the matter because in almost all cases the bag seals and string have appeared to be intact. On the other hand the nature of the violations suggests that the culprit was able to spend a long time on his depredations, and it cannot be overlooked that these mails may remain in Montevideo for periods of up to four weeks awaiting despatch by the SS "Darwin". Moreover, in one case a violated bag contained a Coca-Cola bottle-cap manufactured in Uruguay and, in another, a violated bag had been officially re-sealed at Montevideo.

Since our enquiries elsewhere have, so far, been fruitless, it would be very much appreciated if your administration would now co-operate in the investigation. In view of the dearth of evidence it is difficult to suggest any special steps which might be taken, but the Postmaster General would be most grateful if you would examine the possibility of the violations occurring while the mails are in your custody; in particular it would be interesting to know under

/what

126

what security conditions the mails are stored while awaiting despatch to Port Stanley and whether you have any reason to suspect that they may be mistreated at that point by a person having extraordinary ability to disguise his operations.

Both this administration and that of the Falkland Islands are, of course, continuing investigations in their own services and in this connexion it would be appreciated if it could be arranged for the bags of future mail to be carefully examined on arrival at Montevideo for any sign of damage to bag, seal or string and to inform this administration if any irregularity comes to light.

I have the honour to be Sir,
Your obedient Servant,

(B. J. ROSE)

GPO
MM,

①

Translation "A"

We have to inform you that the bag No. 5 of your transit despatch for the Falkland Islands was opened because it was considered that its weight did not correspond to the contents of same and it was found that the parcels enclosed were undone.

The bag in question was opened in the presence of authorized postal officials, Customs officials and officials of the Embassy of England and the following irregularities are recorded;

Parcel No. 1201 R.J.Pionner Row-Port Stanley, was found with all its contents. Parcel 2165 addressed to Philomel Strog, Falkland Islands contained only a coverlet. Parcel No. 2167 for the same person previously indicated was completely empty, with its cover destroyed. Parcel No. 0779 for S.F.Summers completely empty. The total weight of the bag was 12.500 grms

It is recorded that the fastenings of the bag in question were in perfect condition.

In consequence having completed the statements referring to the matter, you are asked to take note and inform us ~~to the matter~~.

23/6/59.

Translation "B"

In Montevideo, Republic of Uruguay, on the twenty-fifth day of June of one thousand nine hundred and fifty nine, the undersigned, Inspector of Posts in the External Section of the Parcel Division (Customs), present chief of same Senor Juan P. Arremon, the officer in charge of opening, Senor Santiago Mendez and the representatives of the British Embassy, Senores John Walker and William A. Hart/

123

Hart, were proceeding with the re-opening of the bag in transit No.5 part of the despatch No. 20 from London for the Falkland Islands which was the reason for their intervention of the twenty third of this month and to take the opportunity to seal the bag with the British Embassy seal so that it would not be considered as a bag of our country which had been substituted, since the original formed part of the spoils in the proceedings completed and whose weight was twelve kilogrammes, one hundred and fifty grammes. In this action the parcels No's 1201;2165;2167 and 0779, in the same condition as recorded in the original statement of proceedings, were transferred to an unnumbered bag of our service together with the Verification Note which refers ~~and~~ ~~attached~~, together with a copy of the proceedings completed by the British Embassy and the Parcels Division, making a weight of 12k.500 In consequence the original bag No. 5 together with the remains of the violation were sent attached to the said country, as evidence of the case. Having made this statement in the presence of the Controller of Customs Senor Juan Firpo, and there being nothing further this was signed by all those involved, as were the respective copies, at the place and date established above, one of the copies was left in the possession of the delegates of the British Embassy as evidence of the foregoing.....

Translation "C"

At the hour sixteen (16) of the twentythird day of June of one thousand nine hundred and fifty nine, constituting the undersigned Inspector of Posts in the External Parcels Office ~~of the External Parcels Office~~ and ~~with the explicit authorization~~ *at the request of*

the

The chief of the office Messrs Juan P. Stranone and with the
superior authority, in the presence of Messrs, the Controller of
Customs Messrs Juan Lopez, the officials of the British Embassy
in our country Messrs John Walker and Hugo Cuyper, who
of the postal officials a charge of opening Messrs Santiago Pardo,
the opening was proceeding, of the bag N° 5 of the deposit N° 20
originating in London and in transit through our country
to the Falkland Islands, because it was supposed that there
was some loss in the contents because of the small weight
and because of the excessive irregularities in transit for
the same destination. The result was that the bag referred
to, with its contents in perfect condition without exception
which was said to contain four parcels, was seen to
contain this number but all of them were violated in
a casual fashion without any doubt. The parcel N° 1201
for R. P. Pinner Post of Port Stanley, was the only one
to contain all its contents which were water car of paper.
The parcel N° 2106 contained only a coverlet for a bed,
it was sky blue in colour and weighed 2 Kg 150 grams
this parcel was addressed to Philomet Story of the
Falkland Islands. The parcel N° 2107 addressed to
the same ^{person} was completely empty and torn, its
weight 1 Kg. The parcel N° 0117 addressed to
St. James for the same Islands was torn and
contained other small items - brass, the contents were
totally missing. Its weight being 100 grams. In
the consequence record was made of the facts and
the bag sealed with the British Embassy seal
pending

pending the directions of Royal Superiors in the matter.
The bag in question arrived in our post yesterday
and had been carried by the steamer "Monarch".

In order to record and confirm all that took place
the present was signed by all those involved at the
place and date expressed above - on the original
and on the copies one of them being left in the possession
of the British Embassy quoted and the others in the
archives of the office.

15
/7

Sy E. Ansonall

133
COLONIAL OFFICE,
Sanctuary Buildings,
Gt. Smith Street,
London, S.W.1.

HES

134
For file.

17.10.1959

SRA

21.12.59

With the Compliments
of
J. BOURN

This is the 'original' of Rose's letter, but you may keep it.
I will get a copy from the G.P.O.

Best regards
J. Bourn

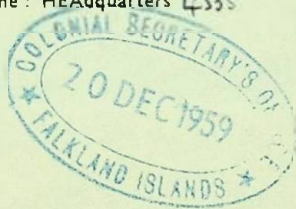
135



GENERAL POST OFFICE
POSTAL SERVICES DEPARTMENT
HEADQUARTERS BUILDING, ST. MARTIN'S-LE-GRAND
LONDON, E.C.1

Telephone: HEAdquarters 4335 Telegrams: Postgen Cent London
Your Ref:

In any reply please quote: 27353/59



16 October, 1959.

Dear Bourn,

You asked to be informed of the latest position about the violations to parcel mails for the Falkland Islands.

You will no doubt know that at the meeting at the Colonial Office on 1st June at which the current situation was exhaustively discussed with the Governor, we agreed to consider making an informal approach to Uruguay about the violations and to ask them to assist in any way they thought practicable. We did in fact write to them on 9th June and we subsequently received a full report from them (enclosing statements) about mistreatment of parcel mail no. 20. They have not replied formally to our letter but we may, I feel, assume from this and other actions that they are co-operating as we asked them to do. Incidentally, a copy of the report from Uruguay was sent by us to Miss Watt on 29th July, which together with copies of other correspondence on the matter sent to her the previous week, brought the position up to date.

Since the meeting, we have despatched 17 parcel mails to the Falklands (nos. 21-37); of these, mails up to our despatch no. 29 of 7th August should by now have reached Port Stanley:

J. Bourn, Esq.,
Colonial Office,
S.W.1.

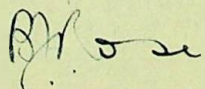
/we

136

we have had only one report of mistreatment to these despatches (no. 29). This was received only yesterday; we are looking into it, but are of course not yet in a position to give you any further information. This means that so far as we are aware, despatches 21-28 were received in order.

It is a fair inference that when the R.M.S. "Darwin" calls at Port Stanley on 28th October, she will be carrying an accumulation of 4 parcel mails (nos. 30, 32, 33 and 34)* the earliest of which will have been lying at Montevideo for some considerable time since its arrival there on 17th September, and it will be interesting to see in what condition these despatches are received.

Yours sincerely,



(B. J. ROSE)

* No 31 was carried on the direct ship AES which was due at Stanley on 27 Sept.

137.

JTC

P.m. reports that uk. mails are coming through in good order has one on the last mail some mail from Germany direct thro' S. America was violated - seals etc. being intact as in the case of the English violation.

4/1/60.

138.

Supt. P. & T.

I want to write to Ron about our mails to let him know how things are going. Could you pl. give me the details - despatches etc. of the mails referred to in his letter at 135 & 136 and if any since that was written - on which I can base a brief note.

5/1/60.

139.

Hon Col Sec.

The following information on mails received is submitted.

Parcel mails.

Serial No	received by	date	Condition
21-22	Darwin	14.7.59	Intact.
23-26	..	11.8.59	..
27-29	..	9.9.59	Two parcels were violated contents of one partly missing while the other had whole contents missing.
31	A.E.S.	27.9.59	Intact.
30,32-35	Darwin	27.10.59	..
36-37	..	11.11.59	..
38	J.Biscoe	15.11.59	..
39	A.E.S.	21.12.59	..
40	Darwin	23.12.59	..

In parcel mail from Germany via Montevideo which was received by Darwin on 23rd Dec, 1959, one parcel was wholly violated. The bag and seals were intact.

Surface papers etc. Serial No 38 of 24th November, 1959, five bags of A.O. items were not received.

Airmail. Serial No 46 despatched on 12th November, 1959 still not received. This despatch should have arrived on RRS Shackleton on 1st December, 1959.

Supt. P & T.
12.1.60.

19th January, 1960.

Dear Chancery,

You may like to have a brief note on the subject of mail violations in order to see how mails have been getting through to the Falklands. The Superintendent of Posts and Telegraphs has commented as follows:-

Parcel mails.

<u>Serial No.</u>	<u>Received by.</u>	<u>Date.</u>	<u>Condition.</u>
21-22	Darwin	14.7.59	Intact
23-26	"	11.8.59	Intact
27-29	"	9.9.59	Two parcels were violated contents of one partly missing while the other had whole contents missing.
31	A.E.S.	27.9.59	Intact
30, 32-35	Darwin	27.10.59	"
36-37	"	11.11.59	"
38	J. Biscoe	15.11.59	"
39	A.E.S.	21.12.59	"
40	Darwin	23.12.59	"

In parcel mail from Germany via Montevideo which was received by Darwin on 23rd December, 1959, one parcel was wholly violated. The bag and seals were intact.

Surface papers etc. Serial No. 38 of 24th November, 1959, five bags of A.O. items were not received.

Airmail. Serial No. 46 despatched on 12th November, 1959, still not received. This despatch should have arrived on R.R.S. Shackleton on 1st December, 1959.

Yours ever,
SECRETARIAT

The Chancery,
British Embassy,
MONTVIDEO.

AGDT/LH

Rec 45.

141

5201

139. Please record the position regarding the last mail.

RM for CS

19.1.60

142.

San Calsec.

By last mail which arrived by Kista Jan 18th Jan. one parcel missing from S.N 42. The bag was re-sealed in Montevideo and the inside bag badly torn.

Airmail despatch 46 now received in good condition, having been delayed in Buenos Aires.

RM SP

20/1/60

143.

off. u.

Pf. b.u. 140 up to date with a further note based on Jn. 142.

144

Draft of

2.4.60
22.1.60

23.1.60

26th January, 1960.

Dear Chancery,

140.

Please refer to my letter O604/A of the 19th January, 1960, regarding mail violations.

A further mail was received by the "Kista Dan" via Montevideo on the 18th January and one parcel was missing from bag S.N. 42. The bag had been re-sealed in Montevideo and the inside bag was badly torn.

Airmail No. 46 was received in good condition having been delayed in Buenos Aires.

Yours ever,

SECRETARIAT.

The Chancery,
British Embassy,
MONTEVIDEO

DRM/MF

20
10
A

146.

No. P.O. 004/B/103



MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and date should be quoted.

18th February, 1960.

From

Postmaster.

To

The Honourable,
The Colonial Secretary,

STANLEY.

Stanley, Falkland Islands.

SUBJECT :- Violated Registered Item.

I regret to inform you that registered item No. L27889 from Messrs William Holzman & Co., 115 Broadway, New York 6, to Colonial Treasury, Stanley, Falkland Islands was received in this service from Montevideo in a damaged condition. The packet had been resealed in Montevideo and endorsed "Lacre saltado y cierre en mal estado engomado y roto - 1/2/60 Hora 10 y 35." The translation of which, I understand, reads "Sealing wax broken off and enclosure in bad condition, gummed and torn". The item was opened by the Colonial Treasurer in the presence of two Treasury officials and found to contain two similar American magazines 'Movie Life' dated January 1960 and torn into six strips. In a separate communication addressed to the Colonial Treasurer, the senders advise posting Falkland Islands currency notes totalling £328.

A complete report has been forwarded by air to the New York office, together with the wrapping and remaining contents. A copy of this report has been addressed to the Montevidean Office.

No covering verification note was received from Montevideo.

AK

N.H. informal - dice - 19.60.

19.60.

[Signature]
Postmaster

No. 071/4

MEMORANDUM.

It is requested that in any reference to this memorandum the above number and date should be quoted.

4th March, 19 60.

From:

Postmaster,

Stanley, Falkland Islands.

To

The Honourable,
The Colonial Secretary,

STANLEY, Falkland Islands.

SUBJECT :- VIOLATED HOMEWARD MAILS.

148.

I enclose a copy of a letter from the G.P.O. in London relating to violated parcels contained in our parcel despatch No.15 of 30th November, 1959.

The detailed list of mistreatment may be briefly summarized as follows:

A	Parcels completely missing	1
	Wholly violated	8
	Partly violated	1
	Partly opened with contents apparently intact	18
	Total number of mistreated items	<u>28</u>

This figure represents over 50% of the total number of parcels despatched by the November sailing of R.M.S. "Darwin". Four of the parcels were insured for a total coverage of £15. 11s. 7d. and with your approval I propose to advise senders and request them to file their claims before the end of the current month. Senders of uninsured items will be advised, but unlike the U.K. administration, we have no authority to compensate.

On this particular voyage "Darwin" docked at Montevideo a.m. on 4th December to connect "Highland Monarch" sailing 11th December and "Argentine Star" 13th December. Our mail was obviously not shipped by either of these two sailings and remained in Montevideo until "Uruguay Star" departed on or about 30th December.

I will, of course, address the Uruguayan administration on the subject and request that a proper investigation be carried out with a view to establishing the origin of mistreatment and obtain their comments regarding the delay in shipment. I am perfectly satisfied that the despatch left this office in good condition.

In addition to the above matter it is now evident that a bag of surface registered mail forwarded from Great Britain via Montevideo under serial No. 45/1 of 14th January, 1960 has failed delivery. This bag should have arrived by "Protector" on 15th February with the remainder of the despatch. There is still no sign of it in today's mail and has obviously not been overlooked. Non-arrival was reported to G.P.O. who have since confirmed its despatch by telegram.

*Ch. J. G. L. M. P.
2/1/60*

[Signature]
Postmaster.

COPY

THE DIVISIONAL CONTROLLER,
MOUNT PLEASANT POST OFFICE,
LONDON, E. C. 1.

1133/Port Stanley/156

18 February, 1960.

Sir,

I am directed to say in confirmation of verification note No. 149 forwarded to Port Stanley on 15th February, 1960, that upon checking the Port Stanley-St. Britain Parcel Mail No. 15 Despatched 30th November, 1959 per S.S. "Uruguay Star", one ordinary parcel was found to be missing. In addition the contents of three bags were found to have been violated. The bags in which the violated parcels were received were intact on arrival at this office.

A list is enclosed giving details of the contents of the mistreated bags.

I am, Sir,
Your obedient Servant,

SGD. J. RYDE.

for Divisional Controller.

The Colonial Postmaster,
Port Stanley,
Falkland Islands.

THE DIVISIONAL CONTROLLER,
MOUNT PLEASANT POST OFFICE,
LONDON, E.C.1.

1133/Port Stanley/156

18 February, 1960.

Sir,

I am directed to say in confirmation of verification note No. 149 forwarded to Port Stanley on 15th February, 1960, that upon checking the Port Stanley-Gt. Britain Parcel Mail No. 15 Despatched 30th November, 1959 per S.S. "Uruguay Star", one ordinary parcel was found to be missing. In addition the contents of three bags were found to have been violated. The bags in which the violated parcels were received were intact on arrival at this office.

A list is enclosed giving details of the contents of the mistreated bags.

I am, Sir,
Your obedient servant,

SGD. J. RYDE.

For Divisional Controller.

The Colonial Postmaster,
Port Stanley,
Falkland Islands.

No. 011/A/29

MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and date should be quoted.

8th March, 19 60.

From: Postmaster,

To: The Honourable,
The Colonial Secretary,

Stanley, Falkland Islands.

STANLEY, Falkland Islands.

SUBJECT:- Postage Stamps lost in Transit.

I enclose a copy of a letter received from Messrs Gordon (Stamps) Ltd., relating to a violated parcel of stamps originating from this Office.

The parcel was contained in our parcel despatch No.15 of 30th November, 1959 which arrived in the United Kingdom per s.s. "Uruguay Star" in a damaged condition. (Please see my memo 073/1 dated the 4th inst.) The G.P.O. describe this particular parcel as being received with wrapper torn and contents exposed. The weight is also recorded as 4 ozs less than that shown on the declaration. In the circumstances I feel that although the addressee has accepted the parcel without reserve, we should honour the claim by merely replacing the stamps from local stocks. Presumably Crown Agents will have destroyed their stocks before this. *The damaged sheets could be exchanged for equivalent value against return?*

Reply at 158.

[Signature]
Postmaster.

*In the circumstances the stamps may be replaced.
This decision should be confirmed in writing. 13.56*

150.

147.

*On file 011/1
4.36*

GORDON (STAMPS) LTD.
19, SANDERSTEAD AVENUE,
CRICKLEWOOD,
LONDON, N.W. 2.
Feb. 11.60.

O11/A/21/A

Postmaster,
Falkland Is.

Dear Sir,

We are very pleased to report the arrival of two missing parcels, except that No. 929 was retied in transit. Special postman at door would not leave without us accepting them as in good order, and as we were so anxious to handle some of the contents of 929 as we were comitted to deliver together with other values in other parcels, we signed for them.

Missing 65 x 1/2d
150 x 2d (probably 5 x 1/2 sheets of 30)
60 x 2 1/2d " full sheet.

local Postmaster advised same day of these shortages.

Badly creased by repacking are 1 sheet 1d
3 1/2 " 2d
1 " 2 1/2d plus 5 corner
copies (1 each sheet)

Have heard from Crown Agents their G/10/G of Feb. 10th that they have no authority to exchange stamps not obtained from them.

From above you will see we either have to send stamps creased, supplied surplus to those ordered. and shortage made good, by sending back to you, which will take many months, so we ask that you be good enough to request C. Agents London to exchange these and the Falk. Deps folded badly, for others of current issue.

Await reply,

Yours faithfully,

(SGD.) ? GORDON

Director.

Dear Chris,

I am afraid mail violations are on us again, this time in the reverse direction. Twenty eight parcels from our parcel despatch of the 1st November, 1959, or 50% of the total, were violated and this is a breakdown of what happened -

Parcels completely missing	1
Wholly violated	8
Partly violated	1
Partly opened with contents apparently intact	18
	<u>28</u>

On this particular voyage "Darwin" docked at Montevideo a.m. on the 4th December to connect the "Highland Monarch" sailing on the 11th December and the "Argentine Star" on the 13th December. It appears that our mail was not shipped by either of these two vessels but was retained in Montevideo for the "Uruguay Star" which sailed on or about the 30th December. Incidentally it seems that much the same thing happened with a mail that arrived in Montevideo early in July last year to connect with a ship leaving for the United Kingdom two days later but which was in fact kept for some three weeks in Montevideo.

One bag of surface registered mail forwarded from the United Kingdom via Montevideo under Serial No. 45/1 of the 14th January, 1960, has failed to reach us. It should have arrived on the Protector in mid-February with the remainder of the despatch. It still did not arrive on the incoming "Darwin" mail on the 4th March. Its despatch has been confirmed by the G.P.O. by telegram.

C.M. Rose, Esq.,
British Embassy,
MONTVIDEO.

AGDT/IM

copy in 060412
" to P.M. w.p.s. S.P.T.

I am sorry to have to keep worrying you about this. As you know we were for a long time reluctant to believe that the Uruguayans were responsible for these violations but there seems very little doubt that they are and that matters are now getting worse again.

Yours sincerely

Aubrey Denton-Thompson.

Rec ^{1.5}
~~1.5~~
\$

AGDT/IM.

Copy to P.M. u.f.s. S.P. & T.

DECODE.

TELEGRAM.

From Governor, Falkland Islands.

To Ambassador, Montevideo.

Despatched : 27th April, 1960. Time : 1100.

Received : 19 Time :

Confidential.

Following for Rose from Denton-Thompson.

13 parcel mail bags and 1 registered mail bag from the mail that arrived on the 26th from Montevideo have been violated. If not the worst this is one of the worst mail violations we have had. It is clear that this problem is again becoming most serious. Grateful to know whether any special security steps can be taken in Montevideo in future to safeguard our mails.

Governor.

mail?

(1511/60)

BRITISH EMBASSY,

MONTEVIDEO

May 9, 1960

Jean Aubrey

I was sorry to see from your telegram of April 27 of the serious violations to your last consignment of mail.

I went to see the Acting Director of the Post Office here - Vasquez, the man with whom the Governor exchanged stamps - taking a note on the latest violations and the ones which you reported to your outward mail of last November. I reminded him that we had to give up our checking and stamping of mail bags in transit to Port Stanley because we simply could not cope with the number of bags in the time available, and I asked him whether he had anything to suggest in order to deal with this increasingly serious situation. I said of course that I did not know at what point in the journey the violations took place, although I was pretty certain they did not take place between Montevideo and Port Stanley, but that the Governor, who was passing through Montevideo shortly, would no doubt want to discuss the whole matter in London and that I should therefore like to give him the views of the Uruguayan Postal authorities.

I fear that nothing very definite emerged from this approach. In reply to my note, two minutes from different parts of the Uruguayan Post Office were produced, both designed to show that the writer had no responsibility in the matter. I gave translations of all these documents to the Governor.

If the violations do take place here, I hope that my intervention may result in some tightening up of security arrangements, even if the local authorities will not admit any blame. I have also arranged to reinstitute the Embassy checks on future despatches, not of all the bags, which is beyond our scope, but a spot-check of, say, one in ten. This will start on the DARWIN's June voyage. I am at a loss to know what more we can do here. The Governor, as you know, is fairly satisfied that the violations do not take place in the United Kingdom. But they may take place on the way to Montevideo. This is a matter for the G.P.O. to investigate. In any case, without some positive evidence that they take place here, it is very difficult for us to probe the Uruguayan postal authorities too hard. I do not know whether the G.P.O. would consider sending a man the whole way through to Port Stanley to check the procedure at every stage. We should, of course, have to clear this with the Uruguayan authorities, but it might be worth considering if the violations continue.

*Yours ever
Chris*

(G.M. Rose)

A.G. Denton-Thompson, Esq., O.B.E., M.C.,
Colonial Secretary,
PORT STANLEY,
Falkland Islands.

*P.S. Sorry about the muddle
on BOTTLE but, as you
know, he got away with nothing
in the end. But everything is very
heavily booked at this season, so give
us plenty of warning if you can needs.*

16th May 1960

Thank you very much indeed for your confidential letter 1511/60 of the 9th May about our mail violations.

I am very sorry to have to inflict this additional worry and work on you, and on the Embassy staff. I really do not see what more you can do than you have already done, and I feel fairly certain that the G.P.O. will have to arrange for a complete security check on a number of voyages all the way from London to Stanley (and not excluding Stanley).

It is really very worrying indeed, and I gather that this particular Colony is being more badly caned, in proportion, than other Colonies. We shall have to see what luck the Governor has in London.

Signed A.G. Denton-Thompson

Reply at 159.

C.M. Rose Esq.,
H.M. Charge d'Affaires,
British Embassy,
MONTEVIDEO.

AGDT/MW

CONFIDENTIAL

PAJ
28

0604/A

15th June, 60.

To: The Acting Superintendent,

From: The Colonial Secretary,

Posts & Telegraphs Dept.,

STANLEY.

Postage Stamps Lost in Transit

149 I am directed to refer to your memorandum O11/A/29 of 8th March, 1960, regarding postage stamps lost in transit and to authorise the replacement of the following stamps

65 x $\frac{1}{2}$ d
150 x 2d
60 x $2\frac{1}{2}$ d

(Sgd.) D.R. Morrison

for COLONIAL SECRETARY.

Copy to Audit

DRM/LH

PA
4
15.6.



(1511/60)

BRITISH EMBASSY,

MONTEVIDEO

June 6, 1960

Dear Arthur,

157

Thank you for your letter of May 16 reference 0604/A about mail violations. The Governor will tell you what transpired in London and, for the moment, there does not appear to be anything more we can do here. As I explained to him, I am not in favour of a diplomatic complaint, as was being considered in the Colonial Office, at this stage, since if we do this we shall forfeit the possibility of co-operation from the Uruguayan Postal Authorities in investigating the problem. But if the Head of the G.P.O. decides to send out someone to go thoroughly over the whole route, I should like to know in good time so as to be able to warn the local people here and ensure that:-

- (a) they do not tell the staff who actually handle the mails (if possible), and
- (b) they give him every possible assistance.

Yours ever

hrw

(C.M. Rose)

A.G. Denton-Thompson, Esq., O.B.E., M.C.,
Colonial Secretary,
PORT STANLEY,
Falkland Islands.

160

On file.
13.6.60

CS 0605/A

No. PO 044/B/189

It is requested that, in any reference to this memorandum the above number and date should be quoted.

From: Postmaster,

Stanley, Falkland Islands.

MEMORANDUM.

12th June, 19 60.

To: The Honourable,

The Colonial Secretary,

STANLEY.

SUBJECT :-

VIOLATED PARCEL MAIL

Further to our conversation this morning I confirm the following details relating to violated Parcel Mail received from Montevideo per 'Darwin' on 11th June.

- SERIAL NO. 16. 2 Bags contained mistreated parcels:
- 2 Parcels with contents partly missing.
 - 3 Parcels partly opened but contents unharmed.
- SERIAL NO. 17. 2 Bags contained mistreated parcels:
- 3 Parcels with contents completely missing.
 - 3 Parcels partly opened but contents unharmed.

H. D. Duxin
Postmaster

162.
Encl. for file.
8/11/60.
12.6.60.

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 15.6.60 Time : 1530 Received : Time :

CONFIDENTIAL

No. 88. Following for Sheffield from Denton-Thompson.

Mail violations. Further violations occurred in case of serials 16 and 17 which arrived here on June 11th but there has been an interesting development. To see whether it could be done our postal officials opened two G.P.C. bags by slipping the string off the necks of the bags. One of these was then successfully resealed by slipping it back on again. It takes time and patience but it can be done. Reaction of German postal authorities to violation of their bags to Falklands was to stitch the string closing the neck of each bag through the bag itself and similar action by G.P.C. might help.

Governor

*NCJ.
KIV 19*

G.P.C. AGDE/LH

164

J.E.

J.159 J.i. M.F.A. problem?

P.H.T.

18.6.60

HCS

165

Most interesting & will give G.P.O. something to
think about.

~~P.A.~~ 23.6.60.

P.A.

P.H.T.

23.6.60

LIT
166

No. _____

MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and date should be quoted.

22nd July, 19 60.

The Honourable,
The Colonial Secretary,

Postmaster,

STANLEY.

Stanley, Falkland Islands.

SUBJECT :- Parcel Post Irregularities

I have to report the following irregularities in the Parcel Mail received per 'Darwin' on 20th inst.

London - Port Stanley, Serial No. 18, ex 'Brazil Star' dated 26th May

- 6 Parcels with contents missing
- 13 Parcels with contents partly missing
- 19 Parcels wilfully opened but contents unharmed

TOTAL BAGS RECEIVED - 66
 TOTAL BAGS VIOLATED - 9
 TOTAL PARCELS MISTREATED - 38

As usual, outer seals appeared intact but inner bags had been wilfully slashed open.

Hamburg - Port Stanley

Serial Nos. 24, 26, 27 & 28, dated 23rd May, 9th, 10th & 15th June.

- 3 Parcels with contents missing
- 3 Parcels with contents partly missing
- 4 Parcels wilfully opened but contents unharmed

TOTAL BAGS RECEIVED - 13
 TOTAL BAGS VIOLATED - 4
 TOTAL PARCELS MISTREATED - 10

These are the first cases of violations to German Parcels since the German Postal Administration introduced the new method of sealing. Seals were all intact upon receipt, entry having been made by cutting the seam of the bag and then carefully re-sewing.

8
2A/60

J.P.
Postmaster.

~~167~~ 167

No.

MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and date should be quoted.

22nd July, 19 60.

The Honourable,

The Colonial Secretary,

Postmaster,

STANLEY.

Stanley, Falkland Islands.

SUBJECT :-

F. I. Mails from Great Britain

I enclose herewith a copy of letter received from G.P.O. which is self explanatory.

While it is appreciated that G P O. are doing their utmost to find a satisfactory solution to our mail problem I dont think we should encourage them in their latest scheme, which in fact has already misfired. It appears that G.P.O. had ^{been} ready for despatch by 'Amazon' about 10th June but decided to hold back for a more favourable connection with 'Darwin' at Montevideo. This connection should have been 'Uruguay Star' sailing from London on 24th June and arriving Montevideo 14th July. No mail has been received ex 'Uruguay Star' and we have had no notification that any was infact despatched by this vessel. With perfect co-ordination the plan may be practicable during the winter months but during the summer, Naval and FIDS vessels provide a more frequent service to Monte, many of these voyages being unscheduled.

168
~~167~~

5-18

[Signature]
Postmaster

C O P Y

~~113~~
168

POSTAL SERVICES DEPT.
Headquarters Building,
St Martins-le-Grand,
London E C 1.

10th June, 1960.

Sir,

You will no doubt know that Sir Edwin Arrowsmith has recently visited this country and discussed with us and the Colonial Office the question of the recurrence of the violations of the Falkland Islands parcel mail

In a further attempt to establish the point at which these mistreatments occur the following arrangements for the despatch of parcel mails for the Falklands will take effect with despatch No 19.

1. Outer bags will be double sealed and inner bags single sealed.
2. The impression will be No 95.
3. String used will be dyed red

I should be glad if you would be good enough to ensure that, in every case where contents of bags have been violated the bag itself, the seal, and the whole of the string, including the odd peice which becomes separated in cutting through the two turns, are returned to us for examination.

You will also wish to be advised that we propose in future, not to send Falkland Islands mail by each sailing to Montevideo, but to hold it here and send it by the latest opportunity which will connect with the sailing of 'Darwin' from Montevideo

We very much regret these irregularities and hope that the steps we are taking will soon show some results

I am, Sir,
Your obedient servant,

(Sgd) B J ROSE

168⁹

Government House,
Falkland Islands.

29th July 1960

Dear Clive

Once again we had 9 out of 66 bags of parcel mail from England violated, and 4 out of 13 bags from Germany. This was discovered when the 'Darwin' arrived on the 19th July. As, I dare say, Aubrey told you, we discovered that it is possible to slip the string off the necks of the English bags, and to put it back again so the bag shows no evidence of having been interfered with. When we first reported the violation of mails from Germany, the Germans immediately stitched the string through the neck of the bags. The 4 bags I have mentioned above, were slit in the corners and re-stitched by hand, thus providing visual evidence that they had been violated. I have asked Sheffield in the C.O. to see whether the C.P.O. will agree to stitching the string through the necks of the English bags, and if they do so, and if these robberies continue, I think we shall have to arrange to have the bags inspected in the ship before it arrives in Montevideo, and again on the 'Darwin' as soon as they are put on board. If the bags are inspected before off-loading in Montevideo, and found to have been opened and re-stitched when they are put on board the 'Darwin', this will at least give us concrete evidence of where these violations take place.

As I told you when I was in Montevideo, the C.P.O. agreed to ship our surface mail by whatever ship from England connects most closely with the 'Darwin'. Something went wrong with their arrangement last time, because the last surface mail we received was despatched on the 26th May, and nothing was received in the 'Uruguay Star' which arrived on the day the 'Darwin' was due to sail. The Post Office here has telegraphed asking that all mail they now hold should be sent in the 'Amazon', due to arrive in Montevideo on the 14th September. If the arrangements work for the next 'Darwin' trip, surface mail should arrive in the 'Darro' which is due in Montevideo on 15th August, to connect with the 'Darwin' sailing on 16th August. I do not think we need make arrangements immediately for an inspection of the incoming and outgoing bags at Montevideo, because after the September mail, there should be direct sailings by the 'A.E.S.' and F.I.E.S. ships from the U.K., which should see us through

C.M. ROSE ESQ.

70
14

until after Christmas. If the robberies continue once the service through Montevideo is resumed, we will then have to consider this inspection idea, but if it is to be of any effect, it will obviously have to be kept secret. This may not be so easy to arrange.

There is one other matter on which you may be able to help us. The Post Master tells me that the Uruguayans are co-operative in seeing that our surface mail is promptly transferred from one ship to another after it arrives in Montevideo, when the 'Darwin' is in port. On the other hand, there does not seem to be liaison between the Airmail Department of the Post Office and the Surface Department in Montevideo. It has happened that airmail arriving in Montevideo in time to catch the 'Darwin' has not done so. For instance, if the Comet did arrive on time on July 15th, there would have been time for the mail it carried to have been sent here by the 'Darwin', which did not sail until Saturday morning. The Post Master tells me this sort of thing has happened more than once, and I wonder if there is anything that could be done about it?

Extracted
to
0604B.

Yours ever,
(signed) Edwin Arrowsmith


~~171~~
171

Y.E.

175

Herewith Verification Note from Uruguay kindly translated for us by Rev. Verestead. VN refers to bag 7 from Parcel Post despatch No. 10 dated 11th March from London. Bag 7 contained only wrappers when opened and should have contained 30 Dresses etc.

171 A


P.M.

This relates to a mail rec'd here in April 1960.

82/8

29.7.60

Uruguayan Postal
Administration

F

from England
by steamer "Durango"

Bulletin de Verification

(translation)

This is to inform you that on the arrival of bags containing parcels in transit for Port Stanley - corresponding to despatch No. 10 of your postal service, we confirm that Bag No. 7 arrived with its seals in perfect condition and that on the label it was stated to contain 5 parcels but that, judging from its little weight, contents must have been tampered with. On this account we requested the

presence of the General Inspectorate of Posts and of the Chief of the Port ~~Postal Dept~~ and ~~the enclosed certificate was made out~~ a certificate was made out of which we enclose a copy.

RECORD In Montevideo, ~~on the sixth~~ on the sixth of ~~April~~ April 1960 the undersigned having been appointed - Inspector Hector Malet assisted by Assistant Inspector Ramon Mario Gonzalez, ^{from} ~~in~~ the Foreign Dept. of Parcels Post, there being present the head of the same Dept. Senor Juan Pedro Arremon, the Head of the Port Branch, Senor Luis Lanza, Senor Santiago Mendez and the officials from the General Management of Customs - Parcels Post Section - Senores Juan Firpo and Walter Lezue - these proceeded to inspect the condition and fastenings of the bag of parcels proceeding from London in transit for Port Stanley which as stated on the label was No. seven, despatch ten, stating on the reverse side that it contained five parcels. On inspection the fastenings and state of the sack called for no comment; the weight on being checked was shown to be eight kilos two hundred and eighty grammes. Following this the seal was checked, and we certify that this was adjusted with a ^{clamp} clip number 45 with the inscription "London". There being no occasion for anything more, the certificate was made out and signed by those taking part, in an original and four carbon copies, on the date and in the place aforementioned

(signed)

~~116~~ 173

Government House,
Falkland Islands.

30th July 1960

Dear Sheffield

163

Please refer to Denton-Thompson's telegram No. 88 of the 15th June, about the further violations of our mails. We have since received a mail on the 19th July, and 9 out of 66 bags of parcel mail from England, and 4 out of 13 bags of parcels from Germany were violated. Denton-Thompson's telegram told you that we had discovered that it is possible to slip the string off the necks of the bags, and of the action of the Germans in stitching the string through the necks of the bags. The 4 German bags that were violated this time had been slit near the bottom, and re-sewn by hand.

I think it would be a good idea if the G.P.O. could stitch the string through the necks of the bags before sealing them. Although this may not prevent the robbing of our mail, it does at least provide visual evidence that a bag has been opened, as in the case of these German bags. If the violations continue, I think we will have to arrange for bags to be inspected on the ship immediately before it arrives in Montevideo, and to be examined again as they go on board the 'Darwin'. If we find that bags have been opened and re-stitched, it will provide the evidence we need that these violations are taking place in Montevideo, or on the ship before it gets there.

As far as the immediate future is concerned, we have telegraphed the G.P.O. to ask that all surface mail for these Islands should be shipped in the 'Amazon', which is due to arrive in Montevideo on the 14th September. The 'Darwin' also sails on that day, and so there should be very little opportunity for this mail to be interfered with. Something went wrong with the arrangements last time, because the last parcel mail received here on the 19th July was despatched from England on the 26th day. The 'Darwin' left Montevideo on the 16th July, and connected with the 'Uruguay Star', which arrived in Montevideo on the 15th. Our surface mail should have been despatched in the 'Uruguay Star', and there must have been some mistake in England.

The position will become easier in the next few months,

See 212.

A.H. SHEFFIELD ESQ.

~~167~~

174

for after the 'Amazon' in September, there will be direct opportunities for the Falklands by the 'A.E.S.' and F.I.D.S. ships, which should carry us through until after Christmas. The Post Office here is advising the G.P.O. of these sailings.

While I was in Montevideo, I investigated the possibility of Maclean & Stapledon receiving our mails and keeping them in safe custody, but they are not able to do this, and so we must concentrate on shipping them from England in the ship which connects with the 'Darwin'. The Falkland Islands Company prepare lists of 'Darwin' sailings, which also include particulars of the ships with which the 'Darwin' connects in Montevideo, and I am sure that they would make their 1961 list available to the G.P.O. as soon as it is prepared.

Yours sincerely,
(signed) Edwin Arrowsmith

~~175~~
175

H.C.S.

Letters to Sheffield at the Colonial Office and Rose
in Montevideo about our mails at at 166 - 169 in this file.

173

30.7.60

176

Hel. papers at 166-168 just. ? NFA
at present.

2/8/60

NFA
(Sofia Pat has also in the
agency)
5/8/60

COPY

DONALD J. ROSS, C.M.B.H.I.

Port Stanley, Falkland Islands, South Atlantic

The Honourable R.V. Goss,
PORT STANLEY.

29th July, 1960.

Dear Sir,

With the arrival of the last mail I feel that the time has arrived for drastic action to be taken in respect of same.

Being in business it is easy for me to arrive at the views of the public in general and without question there is general dissatisfaction in regards to the mail position.

In these day's of modern equipment and transportation it is fantastic to believe that the latest sea mail that was received by the last "DARWIN" was despatched from the United Kingdom on the 26th May. and what was received, reached I should think a new high level in regards to pilferage, this alone calls for drastic action to be taken and I beg to suggest that the Government should be approached with the suggestion that the "A.E.S." is subsidised or that part of the subsidy is transferred from the "DARWIN" contract so as to enable the "A.E.S." to undertake an extra trip making a total of five per year, so as all sea mail is despatched direct and Air Mail to continue as usual via Montevideo.

I think direct shipment is the only answer as at least it will cut down the avenues for pilferage which means safer delivery also there is the knowledge that there is no possibility of the mail being left in Montevideo for a extra month owing to transshipment.

I sincerely trust that you will do your best to press for direct shipment as I think you will agree that the Falklands must have the most inferior mail service of all the British colonies, if not in the world.

Yours sincerely,

(Sgd.) D. Ross

See 188

Reply at 197

H.C.S.

~~179~~ A

179

In your files.

J.I.B. advise Dina
connects with Dina
on 13th August.

J.I.B. P.M.

H.C.S.

~~179~~ A

179

In your files.

T.I.B. advise Dina
connects with Durim
on 13th August.

H.C.S. P.M.

GOVERNMENT TELEGRAPH SERVICE

989 180

FALKLAND ISLANDS

SENT

W. A. B. LTD

Number	Office of Origin	Words	Handed in at	Date
	ETAT PSY			30.7.60.
To ETAT POSTGEN CENT LONDON				

GRATEFUL YOU HOLD FALKLANDS SURFACE AND PARCEL MAILS FOR DESPATCH BY AMAZON SAILING LONDON 27TH AUGUST STOP YOUR LETTER 27353/59 of 10TH JUNE SURFACE DESPATCH S/N 18 AND PARCEL S/N 19 NOT RECEIVED PLEASE CONFIRM DESPATCH DATE BY TELEGRAM

POSTMASTER

Time

GOVERNMENT TELEGRAPH SERVICE

970
181.

FALKLAND ISLANDS

RECEIVED

(W. & S. 250 Pd/7/59).

Number	Office of Origin	Words	Handed in at	Date
4	London Etat ,	19/18	1142	2.6.60.
To				
POSTMASTER STANLEY				

SURFACE LETTER DESPATCH S/N 18 SURFACE PARCEL DESPATCHES
S/N 19 - 20 - 21 ON DRINA SAILLED 25 JULY

POSTMAN

Time

Y. E.

Please see 178, 180 and 181.

As regards 180 and 181 arrangements for next mail to come by DRINA seem satisfactory. What went wrong was that mail which should have come by URUGUAY STAR was held back a month for DRINA. Supt. P. & T. is taking this up.

Re 178. Mr. Goss spoke and lent me the original to copy. I doubt whether we could work the suggestion to transfer the subsidy so as to enable the A.E.S. to make an extra sailing. Anyhow we might watch result of present action.

One point Mr. Goss made was that although he knows that Government is doing its best to deal with this matter the general public does not know. He suggests that we should somehow make it known that we are trying to deal with the situation. Supt. P. & T. agrees but for obvious reasons thinks that we should not give too much detail of the steps we are taking. He thinks that there would be no harm publicising the fact that we have at last found out how they get the mail out of the bag without leaving traces. Supt. P. & T. suggests putting an announcement over the radio. Shall I ask him to carry on? Or do you think you or I should approve the wording?

ju

6/8/60

5th August, 1960.
RHDM/FH

183

Hes.

I agree that we shd. let the public know what we ~~are~~ have found out, and that we have asked the GPO to ensure that parcels mail from the U.K. is shipped by the connecting vessel. We shd. also reassure them about the Christmas mails being shipped direct by AES & FIBS ships until after Christmas.

2. Supt P & T could draft an announcement for us to vet.

BA. 6.8.60.

184

H. E. also mentioned to me
that the Monthly Review, which
it is hoped to ~~re~~ publish again —
perhaps next month, might be
a suitable place to put in such amendments.

Super post

Would you please draft


on 8/3/60

~~184~~ 185

Hon. C.S.

Draft notice at b.c. please.

I have purposely avoided
mentioning the method used in opening the
bags, as a general knowledge of this could
lead to mistreatment of local mails.

 9.8.60.

186

y. e. for approval.

This might go over the air and
could be repeated with a few words of
introduction in the monthly Bulletin
if/when it comes out on 1st Friday in
September

on 11/3/60

187

Shown to H. E. His fuller draft has been
given for the weekly news 10-day Friday. It
can be filed

on 12/3/60

Government is very conscious of the unsatisfactory state, to put it mildly, in which parcels mails are continuing to arrive in Stanley. The violation of our mails has been the subject of numerous letters to the G.P.O., and interviews have taken place in London with senior officials of the G.P.O., who are as anxious to put a stop to these violations as we are.

One of the problems that has baffled investigators, is how the thieves have managed to open the mail bags without harming the seal. Bags have been received in Stanley apparently intact, but with their contents rifled. As a result of investigations in Stanley, the apparently impossible has been accomplished, and this problem has now been solved. The G.P.O. has been asked to take certain measures which will prevent similar occurrences in future.

The discovery of how a bag can be opened without damaging the seal will not guarantee the safe arrival of all mails, for a thief can open a bag by cutting it and restitching it afterwards. However, when this happens, there is visual evidence that a bag has been violated, and if there are such violations in future, it is hoped that it will be possible to determine where they occur.

To minimise the risk of pilferage occurring during transhipment, the G.P.O. has been asked to ship our surface mails only on the vessels which connect most closely with the sailings of R.M.S. 'Darwin'. For instance, the September parcels will arrive in Montevideo in the 'Amazon' on September 14th, to connect with the 'Darwin' which is due to sail for Stanley on the same day.

After September, advantage will be taken of direct sailings from the United Kingdom, and surface mails will be despatched in the 'A.E.S.' sailing London about September 7th, due Stanley early October; the R.R.S. 'Shackleton' sailing Southampton September 27th, due Stanley November 5th; the R.R.S. 'John Biscoe' sailing Southampton October 24th, due Stanley November 22nd; and againⁱⁿ the 'A.E.S.' sailing London in

November, /.....

189

November, due Stanley about the middle of December. If space permits, surface mail will also be despatched in the 'Kista Dan', sailing London about 4th December, due Stanley about 1st January.

It is hoped that by taking advantage of these direct sailings all Christmas mails for the Colony from the United Kingdom will be received intact.

Dec 19.9 60

Copy sent to Hon. R.V. Goss Jll.

20.8.60.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED


(W. & S. Ltd.—250 Pd/7/59).

Number	Office of Origin	Words	Handed in at	Date
1	Darwin	73	2005	16.8.60.

To
Phone Fleetwing Stanley

Sailed 1000 Tuesday 9 airmail 340 letter parcel stop....., Advise government have rejected some mail suspected broached later officially opened in presence embassy staff and suspicions confirmed stop This mail now on board stop Require Postmaster attend on board on arrival before any mail will be landed stop Embassy report on proceedings to come next voyage

Master.

Time JC 

g. e. Telegram for information.

at least we have now proved that Monte Video has tried to hand over mail that has been tampered with. I think they are morally bound to make good any loss for if in fact it had been tampered with before it reached them they should have spotted it.

I was puzzled by the first ~~two~~ three words which of course mean "Please advise Government that I have rejected".

✓ ? NFA. till Darwin arrives
S P & T has noted to meet her

g.
17/9/60

HCS

192

It will be very interesting to receive the Embassy report. As you say, the inference must be that the violation occurred in Montevideo.

ZBA 17.8.60.

g.

bu 22860

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley,

17th August

19



The Colonial Secretary's Office,
Secretariat,
Stanley.

Dear Sirs,

For your information we quote text of
Master's sailing telegram concerning condition of
mails due on RMS "DARWIN" 20th August.

"....HAVE REJECTED SOME MAIL SUSPECTED
BROACHED LATER OFFICIALLY OPENED IN PRESENCE EMBASSY
STAFF AND SUSPICIONS CONFIRMED STOP THIS MAIL NOW
ONBOARD STOP REQUIRE POSTMASTER ATTEND ONBOARD ON
ARRIVAL BEFORE ANY MAIL WILL BE LANDED STOP EMBASSY
REPORT ON PROCEEDINGS TO COME NEXT VOYAGE STOP"

The Postmaster has been advised of this
news and we are requesting him to board the ship
with the Clearance Party immediately on berthing.

Yours faithfully,

The Falkland Islands Trading Co. Ltd.,

Shipping Department.

Ack.
dH. 18/8/60.

seen.

lots already shown to H.G.

P.S.

18/8/60

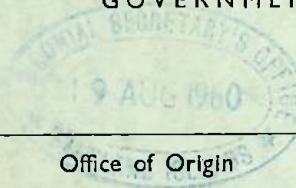
Bu2

195.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED



(W. & S. Ltd.—250 Pd/7/59).

Number	Office of Origin	Words	Handed in at	Date
42	London	42	1640	18.8.60.

To Postmaster Stanley F.I.

Parcel mail 19 20 21 due Stanley shortly stop Please open all bags of serial 19 by cutting canvas at bottom but avoiding seams leaving ties and seals intact stop return by airmail any bags which contained mistreated parcels

Postgen.

196
See
m

Time

JC

See 19.9.60 (mail) Due 22/8/60
Due 24/8/60

CONFIDENTIAL



1916

(1511/60)

BRITISH EMBASSY,
MONTEVIDEO

August 15, 1960

gr
26/8/60

Dear Edwin,

169. Thank you for your letter of July 29. I am very sorry to hear about these further serious violations of mail. I agree with your suggestion about inspections before the bags are unloaded in Montevideo, if you can get the G.P.O. to agree to the special stitching. I am not sure, however, how this inspection could be kept secret. Even if the G.P.O. sent an inspector with the bags in the ship, his inspection would probably be known about, and it might be better to ask the Uruguayan authorities to agree to a joint inspection when they took the bags over in Montevideo. By this means responsibility for any further violations could demonstrably be pinned down to the Uruguayans. However, I see that all this will not now arise until after Christmas and before then you will have had a chance to discuss the inspection arrangement further with the Ambassador when he comes to visit you in November.

I will look in to the question of transferring your air mail bags quickly to the "Darwin". One difficulty may be that the Comet has taken to arriving late and this may have caused delay.

*Extracted
to
0604/18*

Yours em
(C.M. Rose)

His Excellency
Sir Edwin Arrowsmith, K.C.M.G.,
FALKLAND ISLANDS.

Reply at 197.

CONFIDENTIAL

Government House,
Falkland Islands.

23rd August 1960

Dear Rose

196.

Thank you for your letter No. 1511/60 of the 15th August. You know all about the trouble there was with some bags in Montevideo last time, but our ordinary parcel mail from England was received here intact. I am sure that the quick transfer from the mail ship to the 'Darwin' in Montevideo will make a good deal of difference. We cannot make similar arrangements, unfortunately, for German mail, which at present seems to be the chief victim. It usually contains valuable things like cameras, and so must be a source of rich profit to the thieves.

Thank you for looking into the matter of our airmail bags, the fact that the Comet has taken to arriving late does complicate matters.

Extracted
to
0604/B

See 214

Yours sincerely,

signed Edwin Arrowsmith

8
26/8/60

198

D.J. Ross, Esq.,
Dean Street,
STANLEY.

7, Drury Street,
Stanley.
24th. August, 1960.



Dear Mr. Ross,

178
Thank you for your letter of the 29th. July, 1960, the contents of which I immediately discussed with the Honourable the Colonial Secretary. As a result of this discussion Government decided to issue a statement on the subject of mail pilferage which was broadcast as a "News Item" on the 12th. inst. I am enclosing a copy of this statement for your retention.

I regret to hear of further violations of the mail which arrived by "Darwin" on the 20th. inst., but assure you that Government is doing all that is possible to overcome this serious problem.

Yours sincerely,

Member of Legislative Council.

gr

(Copy to the Honourable the Colonial Secretary.)

199

R.M.S. "Darwin".

M.G.Creece, Esq.
Acting Manager.
The Falkland Islands Trading Co., Ltd.
Stanley.

17th August, 1960.

MAIL PILFERAGE.

Dear Sir,

Further to my telegram of the 16th instant, advising you of mail pilferage, I herewith report in fuller detail.

A total of 9 bags airmail and 340 bags assorted letter and parcel mail were loaded in Montevideo on 15/16th August, 1960. The 340 bags of assorted letter and parcel mail comprised 284 bags ex R.M.S. "Drina", arrived Montevideo 15th August, and 56 bags already in Montevideo awaiting shipment. This latter consignment consisted of mail from various places of origin, including Germany.

"Darwin" commenced loading mail at 2100 hours, 15th August, direct from "Drina". This transshipment operation was conducted under the close supervision of responsible officers from both vessels, and Mr. J. Drever of Messrs. Maclean & Stapledon, and the mail concerned was under their direct view at all times. Necessary transport and handling was effected by Uruguayan postal truck and workers, except where stevedores were involved. During loading the Chief Officer of "Darwin", Mr. W. Goss, noticed that a number of bags felt very light for parcel mail, and refused to accept three bags which he suspected of having been pilfered. These 3 bags were taken away by the Uruguayan postal workers for examination, and were left in the port post office overnight. When work ceased for the night 235 bags had been loaded into "Darwin", the remainder of "Drina's" mail (46 bags) was taken direct from that vessel to the port post office where it was left overnight, together with the 3 bags rejected from "Darwin".

At 0855 hours, 16th August, "Darwin" resumed loading the remaining mail from the port post office. 1 bag of German mail from this consignment was rejected by the Chief Officer and returned to the post office for examination. Mr. G. Toomer, and Mr. D. Reed, of the British Embassy, attended the post office for the opening, and examination, of the 4 rejected bags. 2 bags were found badly pilfered, - 1 bag registered parcels ex U.K., and 1 bag German mail. These 4 bags were re-sealed and placed on board "Darwin".

During the night of 15/16th August, and again immediately on completion of loading at 1045 hours, 16th August, all mail on board "Darwin" was securely locked up, and the keys held by Chief Officer. It is intended that the unlocking be witnessed by the Postmaster on vessel's arrival at Stanley. The 284 bags of "Drina" mail have been carefully kept separated into three lots, i.e. 235 bags loaded direct; 46 bags which remained in the Uruguayan post office overnight; and 3 bags sent back for examination. If care is exercised in maintaining this separation in Stanley it should be easily ascertained whether any pilferage occurred prior to arrival in Montevideo. Some of the "Drina" mail appears to have been lying in the U.K. for some time before shipment. I think it unlikely that pilferage took place in "Drina", but the conditions of carriage in this vessel are being investigated by Messrs. Maclean & Stapledon, and British Embassy. A report for the Colonial Government is in course of preparation by the British Embassy and should come forward next voyage.

Yours faithfully,

J.W. White.
Master.

c.c. Colonial Secretary. ✓
Postmaster.
File.

g. S. for info. 200
This would appear to indicate that the transferring
is NOT done at Montevideo after all.
S/P&T says in bags seen 20 for

Special stitching has NOT been used

Also it appears that the

4 bags spotted as short by
Chief Officer are NOT the only ones
tampered with. S/P or T will
you please to me later information
and I will inform you

sm
20/8

HCS

201

I understand the U.K. parcel mail was
void intact, and I think this was due to
the direct transfer from "Demia" to "Barwin".

JA. 22-8-60

DECODE.

TELEGRAM SENT.

202

From SECRETARY OF STATE to GOVERNOR

Despatched: 25.8.60 Time: 11.55 Received: 25.8.60 Time:

CONFIDENTIAL

No.90 Following from Sheffield. Mail.

All bags in despatch No.22 on 'Amazon' sailing 27th August will have in addition to normal red tie second red tie with single turn stitched eight times through canvas 4 inches from top, with same seal as normal tie.

2. Royal Mail Line will check mails specially on discharge Montevideo.
3. Please ask MacLean and Stapledon to check bags on receipt from Montevideo Post Office and challenge any showing signs of interference.
4. Please inform Post Master action proposed.

203

HCS

This is good. I have telegraphed & written to Sheffield.

GTC :

RA 26.8.60.

Reply at 205

No. _____

MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and date should be quoted.



25th August, 19 60.

The Honourable,

The Colonial Secretary,

STANLEY.

Postmaster,

Stanley, Falkland Islands.

SUBJECT :- Irregularities in Mail

fr

I have to report the following irregularities in the mail received per 'Darwin' on 20th August:

Surface mail from Great Britain

1 Bag Registered Mail transhipped direct from 'Drina' to 'Darwin' and opened in presence of Embassy and Postal Officials in Montevideo, contained the following mistreated packets:

- X | 14 Packets wilfully opened but contents unharmed.
- 1 Packet with part contents missing
- 1 Packet with contents wholly missing.

Parcel Mail from Germany

- 3 Bags violated (1 Bag opened in Montevideo by Embassy Officials)
- 9 Parcels mistreated as follows:
 - Contents completely missing: 2 Parcels
 - Contents partly missing: 2 Parcels
 - Contents unharmed but parcels wilfully opened: 5 Parcels

Parcel Mail from Uruguay.

- 2 Bags violated
- 7 Parcels mistreated as follows:
 - Contents completely missing: 5 parcels
 - Contents unharmed but parcels wilfully opened: 2 parcels

J. Paulin
Postmaster.

Government House,
 Falkland Islands.

26th August 1960

Dear Sheffield,

202

I was very glad to learn from your telegram of August 25th that the Post Office have agreed to stitch the string through the neck of our bags. I am sure this will make a lot of difference, for we shall be able to spot any bags that have been interfered with.

I think too, that sending our mails by a directly connecting ship is making a difference. There were no violations of the last parcel mail from the U.K., which was transferred direct from the 'Drina' to the 'Darwin', and this will be happening again with our September mail, which is being shipped in the 'Amazon'.

The German mails are at present the main sufferers. These come direct to Montevideo in a German ship, and may be there some time. German mails contain costly items, such as cameras, clocks, binoculars, and the like, and so the thieves reap a rich harvest. One bag of German mail was rejected last time by the Chief Officer of the 'Darwin', and returned to the Post Office for examination. Two officials from our Embassy were present when the bag was opened. It was found to have been pilfered. I have not yet received a report from the Embassy, but I expect to do so by our next mail. Since the Germans have also adopted the practice of stitching the string through the necks of the bags, it will be difficult for the Uruguayan Post Office to disclaim responsibility once they have accepted the bags from the incoming German ship without protest.

As a matter of interest, I enclose two labels and seals which were slipped over the neck of the bags here, and which could have been replaced so that there would have been no sign of interference; but since arrangements have now been made for stitching through the canvas, this will not happen any more.

Many thanks for all the interest you have been taking in this matter. I feel that we are now on the right road.

Yours sincerely

Signed Edwin Arrowsmith

DECODE.

206

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 27.8.60 Time : 0930 Received : Time :

CONFIDENTIAL.

202 Following for Sheffield. Your No.90. Many thanks
for our help and co-operation Post Office.

jc

GTC : MW

KIV 204

30th August,

60.

Gentlemen,

I am directed to refer to the question of mail violations that have been occurring from time to time and to inform you that with a view to preventing further violations all bags in despatch No. 22 from the G.P.O. have been shipped by R.M.S. Amazon with in addition to the normal red tie a second red tie with single turn stitched eight times through canvas four inches from the top with the same seal as normal tie. The Royal Mail Line will check mails on discharge at Montevideo.

2. It would be appreciated if you would check bags on receipt from the Montevideo Post Office and challenge any showing signs of interference.

I am,

Gentlemen,

Your obedient servant,

(Sgd.) D.R. Morrison

for

COLONIAL SECRETARY.

Messrs. Maclean & Stapledon, S.A.,
Casilla de Correo, 193,
MONTEVIDEO.

Copy to Postmaster.

*Reply at 216.**See 272.**By 19/9/60. (mail)*

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 17.9.60 Time: 1040 Received: Time:

No. 96. Following from Bourn begins.

Violation Mails.

General Post Office have passed on to us information from Maclean and Stapledon reference parcel mails 19 20 and 21, that

(i) on August 15th Chief Officer "Darwin" receiving mail from Drina challenged two bags one red label, one parcel, then locked up in port Post Office and examined following morning. Though both apparently intact one was then found to have been tampered with. 16 of 22 parcels had been opened but nothing was missing, while others had contents (lace mats) missing.

(ii) Your Postmaster has since telegraphed that these mails were received intact.

2. Grateful information on what roused Chief Petty Officer's suspicions, and exact identity of two bags examined. There must be some misunderstanding about Postmasters report; grateful clarification.

3. Copy correspondence follows by airmail. Ends.

Secretary of State.

Reply at 223.

210

SPT

6w refer please.

20/9/60

G.T.C. : DRM
Typed : LH

Hon. C.S.

211

There is obviously a misunderstanding between the description of parcel surface mails & McLeans appear to have referred to the whole mail as "parcel post", which of course is quite wrong.

Parcel serials 19, 20 & 21 were in fact carried by "Drina" but suffered no damage whatsoever. "Drina" also carried ~~SN 18~~ SN 18 - an ordinary registered surface mail (which included small packets), and it was this that suffered the damage referred to in (i) above. A full description of the irregularities is given by P.M. at X on (204).

The Chief Officer had been requested by this office to examine our mails & challenge any suspicious bags & although the bags are perfectly sealed it is possible to determine suspect bags by lack of weight or when one can feel broken packages & lose contents through the canvas.

20.9.60

Tel.: ABBey 1266

Division.....

Your Reference.....

My Reference COM 207/50/01



COLONIAL OFFICE 212

THE CHURCH HOUSE
GREAT SMITH STREET
S.W.1

22nd August, 1960.

Dear Arrowsmith

173 I am extremely sorry to learn from your letter of the 30th July that the mail violations are still continuing. I have ~~sent~~ sent a copy of Denton-Thompson's telegram to the Post Office on the 16th June and reminded Rose on the 3rd August that I had not had their comments. 163 I am writing to Rose again today with a request to let you know what is happening about your suggestion for bag stitching.

I will also ensure that the G.P.O. are following the ideas about shipment which you have telegraphed and I hope very much that there will be no interference whilst these special arrangements are in force.

I will write you again as soon as possible.

Yours sincerely

A. H. Sheffield

(A. H. SHEFFIELD)

Sir Edwin Arrowsmith, K.C.M.G.
Government House,
Port Stanley,
FALKLAND ISLANDS

COM 207/50/01



COLONIAL OFFICE 213

SANCTUARY BUILDINGS

GREAT SMITH STREET

S.W.1

25th August, 1960.

Dear Arrowsmith

212 Since I wrote to you on the 22nd August about mail losses I have had further news from the Post Office and by the time you receive this letter you will have seen the telegram I sent on the 24th August.

202

The Post Office were interested to learn about the method being used by the German administration and experiments have been undertaken with some of the Post Office bags which had been tied for some time and subjected to considerable handling and it was found that some of the neck ties had indeed become loose enough to be slipped off.

One of your bags which had been doubly sealed was found on arrival to have two rifled parcels. This bag had been secured by means of a bag tie stitched through the neck and sealed, and in addition, the bag was tied in the usual manner. It was found that while the normal bag tie was intact the other one was cut open. It seems that in this case the thief, having cut the stitching, slipped off the normal tie and replaced it so effectively that the bag opener did not observe anything wrong with it. The seal and string were in good order as was the bag.

The point of all this is of course, ^{that} the Investigation Branch will require to produce a method of bag closure that will render any interference immediately apparent to anybody receiving the bag. This should enable the investigators to discover the point at which the violations occur.

202

In my telegram I described the method of sealing which is to be tried for the Despatch No. 22 in which this letter may be carried. As it happens, on this occasion there will only be a short interval at Montevideo so the Post Office experiment may serve no purpose but they hope that this Despatch will reach you intact.

When we were discussing this matter on the 22nd May we considered the possibility of despatching mails as late as possible. It is unfortunate that the Post Office sent mail to the docks for loading on the Amazon due to sail on the 10th June but it was not loaded owing to a dock labour dispute and had to be brought back to the Post Office. The Post Office have assured me that they will do their best to arrange that all future despatches will be loaded on ships which should reach Montevideo very shortly before the Darwin sailings.

Yours sincerely

(A. H. SHEFFIELD)

Sir Edwin Arrowsmith, K.C.M.G.
Government House,
Port Stanley
FALKLAND ISLANDS



(1511/60)

BRITISH EMBASSY,

MONTEVIDEO

September 15, 1960

Dear Edwin,

I am sorry that I was not able to send by the last "DARWIN" a report on the examination of mail, which you mentioned in your letter of August 23.

197

215

I think that the best thing I can do is to send you a copy of the Minute written about this by Reed, our Administration Officer, who, in company with the Vice-Consul, Toomer, inspected the two suspect bags which arrived here on the "DRINA". This inspection is the subject of a not very informative "acta", produced by the Uruguayan Postal Authorities, signed by all concerned and sent to the Post Office in Port Stanley. I understand a copy has also been sent to the G.P.O. It does look from the enclosure as though the violation of the "DRINA" bags must have taken place before they left the U.K. I have not entered into correspondence on this subject with London because I think that if I write through the Foreign Office it may only confuse matters at this stage. But you may like to incorporate the gist of Reed's comments in your next report on the subject to the Colonial Office.

With regard to air mail, an example of the difficulty has arisen this time. The Comet arrived about 36 hours late, after all freight had been loaded on the "DARWIN" and she had moved out into the ante-port. We are trying to discover whether there is any mail for you and, if so, whether there is any chance still of getting it on board.

Extracted
to
0604/B

*Yours ever**C. M. Rose*

(C.M. Rose)

His Excellency
Sir Edwin Arrowsmith, K.C.M.G.,
FALKLANDS ISLANDS,
PORT STANLEY.

*Ps. I have doubtless we
have been unsuccessful on
the air mail.*

PORT STANLEY MAIL

As a result of a telephone call from Maclean & Stapledon on the morning of August 16, 1960, Mr. Toomer and I accompanied by Hugo Vazquez went to the Port Post Office to inspect two bags containing registered mail for the Falkland Islands.

2. The two bags in question had been unloaded the previous night from the "s.s. DRINA" and, together with the rest of the mail for the Falkland Islands from that ship, were taken directly to the "DARWIN" by the Uruguayan Postal authorities, in full view of Mr. J. Drever of McLean & Stapledon.

3. The Chief Officer of the DARWIN, who is responsible for the mail, refused to accept the two bags on the grounds that he suspected that they had been tampered with. The bags were kept in a secure place by the Postal authorities and next morning were opened in the presence of Mr. Toomer, Mr. Drever, the chief of the Port Post Office, Hugo Vazquez and myself.

4. One bag of mail was in perfect order, but the other had been rifled and several items were obviously completely missing.

5. While the bags were being repacked another bag was brought into the office from a consignment of German mail. This bag had also been sent back by the Chief Officer of the DARWIN and also proved to have been rifled.

6. The reports on both cases were made out by the Uruguayan authorities and one copy of each is attached. I understand that copies will be sent direct to the G.P.O. in London, to Germany and also Port Stanley.

7. After the inspections were completed, I went to see the Captain of the DRINA and explained what had happened.

8. The Captain was extremely co-operative and showed me exactly where the mail was stored during the voyage from London. As there is no mail room on the ship, all mail is stored in a hold directly in front of the bridge. There is no entrance to the hold, other than the hatch cover, which is composed of several lengths of timber (similar in size to railway sleepers), over which is placed a heavy tarpaulin, which in turn is retained by locking bars of iron, padlocked to the side of the hatch.

9. The only persons who hold keys to the padlocks are the Second Officer, who is responsible for all mail, and the Captain himself who keeps a spare set in the safe in his cabin. At no time is the hold open without being supervised by the responsible officer.

10. I think that it is quite impossible for the mail to have been tampered with during the voyage unless it was with the full knowledge of the Second Officer, which I think highly improbable especially in view of the very low value of some of the mail stolen.

11. It seems more than likely, therefore that the robberies were carried out in the U.K.

(Sgd) D. Reed,
12.9.60.

216

MACLEAN & STAPLEDON S.A.

ESTABLISHED 1901

P. O. BOX 193
COLON 1486-90

MONTEVIDEO

(URUGUAY)

TELEGRAPHIC ADDRESS
MACSTAPLE MONTEVIDEO
TELEPHONES 86382
85042
82940
T. T. 27

CODES USED
A. I. - A. B. C. 5TH. EDITION
NEW BOE CODE WITH "O" LIST
BENTLEY'S

15th. September, 1960.

Colonial Secretary's Office
Port Stanley.



Sir,

208

We are in receipt of your letter dated 30th. ult. regarding violations of mails for the Falkland Islands which have occurred from time to time.

We have today discharged from R.M.S. "AMAZON" 192 bags mail for the Falklands and these were forwarded directly from above vessel to a launch which in turn delivered them to "DARWIN", anchored in the Anteport.

The seals of all bags were in perfect condition on discharge from "AMAZON" as also on receipt on the "DARWIN".

Yours faithfully,
MACLEAN & STAPLEDON S.A.

217

JAD.

*y. E. M. submitted in file
as requested -*

See minute at 211

*The mails on our last outward
Darwin were taken direct to the
ship going to England*

*SM
26/9/60*

Bar

AGENTS OF:

Royal Mail Lines, Ltd. - The Pacific Steam Navigation Co. - Cia. Marítima Holandesa (Uruguay) S. A., Bs. Aires, Asunción - Rotterdam South America Line - Van Nievoit Goudriaan & Co's Stoomvaart Maatschappij N. V. - South America West Africa Line - Holland Interamerica Line - Holland America Line - Cory Brothers & Co. Ltd. - Salén Shipping Companies - Flota Mercante del Estado, Paraguay - Pna. Van Ommoren N. V., - Rotterdam - Naviera Chilena del Pacífico S. A. Valparaiso, Santiago - Cia. de Acero del Pacífico, S. A. (Sec. Marítima) Santiago - San Vicente - Naviera Coronel S. A., Valparaiso - Cia. Marítima Valck & Monckton S. A., Valparaiso - Johnson Bretland Ltd., Liverpool - Universal Shipping & Agencies Ltd., Liverpool - Improver S. A. (Reproa. Marítima), Madrid - The Falkland Islands Trading Company, Ltd. - Colonial Government of the Falkland Islands - Crown Agents for the Colonies - J. D. Hewitt & Co. Ltd., London - Vitalis L. A. Milanowski, Bs. Aires - Elmeco S. A., Bs. Aires - Comar S. R. L., Bs. Aires - Polar S. R. L., Bs. Aires - Sudatlántica S. A. Bs. Aires - Marlico S. R. L. Bs. Aires - Lucero & Bramante, Bs. Aires - Arnaldo Braggio & Cia. Bs. Aires - Trabol Emp. de Nav. S. R. L. Bs. Aires - The Liverpool & London & Globe Ins. Co. Ltd. - The Marine Ins. Co. Ltd. - Thamos & Mersey Marine Ins. Co. Ltd. - The Federal Ins. Co. Ltd. - The Vanguard Ins. Co. Ltd. - Compañía de Seguros "El Globo".

HCS.

Before anything else, I think we shd. get
 off a reply briskly to 209. Bouru, incidentally,
 is Sheffield's ho 2. 209 shd. have an
 "Action Required" flag on it.

THA 26.9.60.

219

Action needed & sent

26/9/60

220.

S.S.T

Would you put up a draft reply
 to 209 pl as it doesn't seem very clear
 to me. One of the bags opened in M.V.
 was from Germany - folio 204 - but 215
 soap bags were from Duna. The
 2 bags of parcel mail from Hungary shown
 at 204 are from Hungary and not instead?

all

26.9.60

Hon C

221

Draft Tel. at b.c. please.

Although the German mail was loaded on
 to "Dunin" with "Duna" mail it had in fact been carried
 separately by a German vessel & held at Montevideo P.O.
 for transshipment.

The parcel mail from Hungary was made up &
 bagged at M.V. & contained parcels from Warsaw (not G.B.)
 which had been sent to Montevideo for onward carriage in this
 manner.

This does not ²²² refer to Geneva
 mail telegram after 27/9/60

27.9.60

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 27.9.60 Time : 1215 Received : Time :

CONFIDENTIAL

209

No. 138. Your telegram No. 96. Following for Bourn begins.

Violated Mails. Confirm parcel mails 19 20 and 21 received intact. Macleans report refers to registered mail (small packets) contained in surface despatch 18 also carried on Drina. Post Office confirm one bag registered violated. Chief Officer requested by this administration to scrutinize mails and suspicions aroused by lack of weight and broken packages felt through canvas. Ends.

GOVERNOR

G.T.C.
HB/LH

Copy to Ag. S.P.T. *AM*

224

Government House,
Falkland Islands.

Your Ref: COM 207/50/01

7th October 1960

Dear Sheffield,

Many thanks for your two letters of the 22nd and 25th August. In the second one, you referred to our bag which contained two rifled parcels - one of these was a parcel from me to my tailor containing a suit and an odd pair of trousers. For some reason, the thief took the two pairs of trousers and left the jacket behind, putting a child's cotton frock in their place!

I think the method now employed of stitching the tic through the necks, and having the mails checked out of the ship bringing them to Montevideo, and onto the 'Darwin', as well as shipping them by a directly connecting ship, is getting results. We had no losses in our last two parcels mails received via Montevideo.

Thank you again for your interest, and the trouble you have taken in this matter.

Yours sincerely,

(sgd) Edwin Arrowsmith

A.H. Sheffield Esq.,
Colonial Office,
London, S.W.1.

Government House,
Falkland Islands.

7th October 1960

Dear Sheffield

Please refer to Bourn's telegram No.96 of the 17th September, and our reply No.138 of the 27th. I am afraid there was some confusion about which mails were actually involved. I think you will be interested to see the enclosed copy of a minute by Reed, the Administrative Officer of the British Embassy in Montevideo. It seems likely from his report that the registered bag was violated in the U.K. before it reached the ship.

You will see that Reed also refers to the violation of a bag of German mail, a similar occurrence to that to which I referred in my letter to you of the 26th August. I feel pretty sure that the violations of German mail occur in Montevideo.

Yours sincerely,
(sgd) Edwin Arrowsmith

A.H. Sheffield Esq.,
Colonial Office,
London, S.W.1.

226

Government House,
Falkland Islands.

Your Ref: 1511/60

7th October 1960

Dear Rose

Acc 225

Many thanks for your letter of September 15th about our mails. I was very interested in Reed's minute, and I shall incorporate the gist of it in our reply to the Colonial Office.

Thank you for looking into the matter of the airmail. I do appreciate that when the Comet arrives so late, there is really nothing that can be done. You must be rather worried about the irregularity of Comet flights, for they will not continue to be well supported if this goes on.

Yours sincerely,

(sgd) Edwin Arrowood

Bel 1/11/60

C. M. ROSE ESQ.

0604/A

230

CO.1

Savingram

CONFIDENTIAL

FALKLAND ISLANDS

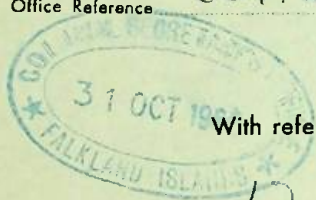
From the Secretary of State for the Colonies.
To the Officer Administering the Government of

Date 23 SEP 1960

No. 86

Colonial Office Reference COM. 207/50/01.

Your reference



With reference to my ^{despatch} ~~year~~ savingram No. 96 CONFIDENTIAL telegram

17.9.1960

96 CONFIDENTIAL
I enclose, for your
sm

of the information, consideration, a copy of the paper noted below. observations,

SE CER

Originator and date	Subject
<p>G. P. O. 13.9.60. REF. 27353/59</p>	<p>copy of letter to Colonial Office with enclosures re Mails to from Falkland Islands to Montevideo</p> <p>BUF</p>

CONFIDENTIAL

G P O

POSTAL SERVICES DEPARTMENT
Headquarters Building,
St. Martin's-le-Grand,
London E.C.1.

27353/59

Your Ref. COM 207/50/01

13th September, 1960.

Dear Sheffield,

You will be interested to see the enclosed copies of reports which the Royal Mail Lines have sent us from the master of the ship that carried Falkland Island parcel mails numbers 19, 20 and 21 to Montevideo and from Messrs. Maclean & Stapledon, concerning the transfer of the mails to the Darwin.

As you will see, these reports make it clear that at least one bag was violated, although the point at which this occurred has not been established. The two bags challenged by the Chief Officer of the Darwin were kept at the Post Office overnight but the fact that they were challenged (although we are not told for what reason) suggests that the violation had already occurred. We should therefore very much like to know more about this, but, as you will see from the copy of the telegram also enclosed, the Postmaster reported that the mails were received intact.

We should like if possible to follow up this violation but the original ties of the bags opened at Montevideo will have been cut, and they have not yet been returned to us. I wonder whether the Governor would be good enough to ascertain from Maclean & Stapledon the numbers of the two bags challenged and their precise reason for challenging them and also to obtain from the Postmaster an explanation of his report that the mails were intact.

H. Sheffield, Esq.,
Colonial Office,
Great Smith Street,
S.W.1.

Yours sincerely,
(Sgd.) B. J. ROSE

COPY

E 117
232

R.M.M.V. "DRINA"
La Plata.

25.8.60.

Captain E. Sandys, M.B.E.,
Chief Marine Superintendent,
Royal Mail Lines, Limited.

Dear Sir,

Falkland Island Mail discharged M. Video 15.8.60

I have to report that on the morning of 17th, an official from the British Embassy came onboard to make enquiries about two bags of mail - one Red Label and one parcel - to which the Chief Officer of the s.s. "Darwin" had taken exception, and had been sent to the Embassy for examination. On what grounds the exception was made I do not know, but on arrival at the Embassy the G.P.O. seals were intact. It was found that the two bags had been tampered with.

The Official was shown the stowage of the mail carried - No 2A hatch, and the conditions under which they were carried, and expressed his opinion that nothing could have happened to the mail while onboard. The mail was discharged after dinner on day of arrival as "Darwin" was due to sail next morning. After discharge, while the mail was on the wharf waiting for the return of the lorry, the 2nd Officer was on the wharf watching the pile of bags. Mr. Dreever of McLean & Stapleton's, accompanied each lorry on the trip to the "Darwin".

I was told that some of the packages in the registered bag had been posted as far back as June 7th, six weeks before we sailed, also that pilfered mail for the Falkland Isles has been received for some time. The Embassy is reporting the matter to the G.P.O. London, and I send this report in case the G.P.O. make any enquiries to you.

I am, Sir, Your obedient servant,

(sgd) F.A.C. Thacker
Captain.

233

MACLEAN & STAPLEDON S. A.

NOTA No 2

P. O. BOX 107
MONTREAL

//
Royal Mail Lines Limited, London

30/8/60

contents were apparently intact and one which had contained
two units was empty. The remaining 5 parcels were untouched.

The Uruguayan Post Office has informed the British
Post Office of these facts.

You may be certain that we shall do our utmost to
assist, in any way possible, the Post Office and the Governor
of the Falkland Islands, in this matter.

Yours faithfully,
MACLEAN & STAPLEDON, S. A.

JAD/vD.

E 3/17
234
CW 5/153/L

POST  OFFICE
CABLE & WIRELESS
SERVICES

VIA IMPERIAL
ISSUING OFFICE — LONDON

AU 23 23 40
D 08624

RECEIVED
PARTICULARS

VCP KCFB. 2248/23

The first line of this Telegram contains the following particulars in the order named.
Prefix Letters and Number of Message, Office of Origin, Number of Words, Date, Time handed in and Official Instructions, if any.

37 PORTSTANLEY 25 23 1515 -

ETAT - POSTGEN CENT LONDON -

PARCEL 19 20 21 RECEIVED IN PERFECT CONDITION STOP

AFTER AMAZON 27TH PLEASE HOLD ALL SURFACE PARCEL

MAILS FOR AES =

POSTMASTER .

COL 19 20 21 27TH AES .

Enquiry respecting this Telegram should be accompanied by this form

Mark your reply VIA IMPERIAL

to check in carefully
or also with the forms to check out. ✓
for.

5/11/60

5.11.60
for

2 239

2. Letter to Embassy for approval.

2. There has again been violation of
the German mail although the bags all
appear to be machine stitched. It looks as if
they had been machine stitched again
after violation. We are taking it up with
the German authorities.

7/11/60 240

for 7.11.60

236

Hon CS.

229 - I believe there is some possibility that the German parcel post may have suffered from a recent Dock fire in m/v. although there is as yet, nothing official on that. Perhaps SFT could make enquiries through Chief Officer of Division?

230/231 action has already been taken on these matters - see 209 + reply at 223

237.

4/11/60

2.2. The system of direct transfer from sub to sub both ways has been working since it started. There is still the foreign mail about which we know nothing but Division didn't bring anything and would be able in the case of next home ward bound Division arrangements have been made to transfer mail direct.

There is still the mystery of registered mail to the DMINA thought to have been ~~transferred~~ ^{transferred} to England. vide 231

As regards Christmas mail there is NO certainty about dates for A.E.S so I think we must send to Deneado as arranged.

✓ May we ask Embassy as special case

P&T 035/26

242

No. CS 0604/A

MEMORANDUM.

It is requested that, in any reference to this memorandum, the above number and date should be quoted.

5th November, 1960.

Postmaster,

The Honourable,
The Colonial Secretary,

Stanley, Falkland Islands.

STANLEY.

SUBJECT :-

Christmas Mail from Great Britain

Prior to the amending of "Darwin's" itinerary arrangements were made with G.P.O. to forward our Christmas Mail per "Deseado" connecting with "Darwin" in Montevideo on 10th December. "Darwin" is not now expected to sail from Montevideo until 15th December. This means our mail will be in the custody of the Uruguayan Post Office for four or five days. FIC Shipping Master advises that none of the other 'regular ships' connect favourably on this particular voyage. Should I now cancel the above arrangements and have our mail despatched by 'AES' arriving here about 30th December.

J.P.

Postmaster.

over

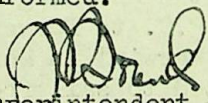
243


H.C.S.,
Overleaf.

We discussed and agreed that as the F.I.C. was not in a position to confirm that the "AES" would arrive on 30th December and not at a much later date, the following arrangements should be adopted :-

- (i) the Christmas mail should come forward on the "Deseado" as at present arranged
- (ii) Government would request the British Embassy in Montevideo to check the mail out of the "Deseado" on 10th December and into the "Darwin" on 15th December.

2. The Postmaster has been informed.


Superintendent,
Posts & Telegraphs.

5. 11. 60. 

Government House,
Falkland Islands.

8th November 1960

Dear Rose,

The recent arrangement of having our surface mails routed from Great Britain by either direct route or by the vessel which connects most closely with 'Darwin's' sailings, has proved most successful, and I am glad to say that apart from the 'Drina' affair in August, there has been little or no trouble with our U.K. mails, although this is not true of the German despatches which continue to arrive in varying stages of violation. We are discussing this with the German Administration, and no doubt they will follow the same line.

There is, however, one point worrying me at the moment, and this is our forthcoming Christmas mail, which we had hoped to ship out direct by the 'A.E.S.'. This vessel has since been delayed, and consequently will not now arrive until some days after Christmas, which leaves us with the 'Deseado' connection. Unfortunately 'Deseado' is scheduled to arrive at Montevideo on December 10th, and 'Darwin' does not sail until December 15th. This gives a transit period of five days, which I fear is too long to be comfortable, and I am wondering if you would again assist us in examining the mail on arrival, and we will arrange with the Master of the 'Darwin' to do likewise on loading.


(Sgd) R.H.D. Mauders

C.H. ROSE ESQ.

HNB/mw.

S.P.T.

● Will you please put up a report on "Shackleton's" mail. I understand the Gorman mail suffered pretty badly. ? air mail - is one bag short?

 7.11.60

ACS

Report att.

Air mail OK.



8.11.60.

246.

No.

It is requested that, in any reference to this memorandum the above number and date should be quoted.

MEMORANDUM.

8th November, 1960.

From The Superintendent,

Posts & Telegraphs,

STANLEY.

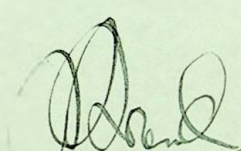
To The Honourable,
The Colonial Secretary,
Stanley, Falkland Islands.

SUBJECT :- Violated Mails.

Of the 14 bags of German parcel mail received by R.R.S. "Shackleton" on 6th November, 1960, three were violated and six parcels had been pilfered. This mail was collected at Montevideo and bore no outward signs of mistreatment on discharge here. The outer bags were sealed by the stitching method. Two of the inner bags, also sealed at the neck, had been slashed by a sharp instrument while the seal of the third inner bag had been cut and was loose inside the bag.

2. The 57 bags of English mail carried direct from the United Kingdom were in good order as were the two bags of air mail and three bags of South Georgia mail routed via Montevideo.

247 3. I attach, for information, a copy of a letter received from the General Post Office, London, regarding the despatch of the Christmas mails to the Falklands.


Superintendent,
Posts & Telegraphs

C O P Y

POSTAL SERVICES DEPARTMENT,
Headquarters Building,
St. Martin's-le-Grand,
London, E.C. 1

7th October, 1960.

Dear Sir,

I write to acknowledge your cable of 26th September, informing us that the "Darwin" will await the "Deseado", due to arrive at Montevideo on 10th December.

We have that the sailing of the "Deseado" is to be replaced by that of the "Darro" and we shall use this ship for the conveyance of the Christmas mails. The "Darro's" sailing schedule will be the same as that of the "Deseado". The bags in this despatch will be fastened by a method which should give any pilferer little scope of concealing his operations, but we hope that the short time during which the mails will be at Montevideo will prevent any mistreatment.

I am, Sir,
Your obedient servant,

(sgd.) N.G. PAGE.

The Colonial Postmaster,
PORT STANLEY,
FALKLAND ISLANDS.

Col-11-11
11/11

248

Honcs.

You will wish to see 246/247

10/11/60

249

Z.S.
for information.

11/4/60

250.

RA
11.11.60

S.P.I.

251.

As at X on 244 pl.

While I was in the Post Office it was suggested to the German Administration that they may wish to route their mails through G.B. & so take advantage of the short stay in M/V. Have we had any reply to this yet?

252

11/11/60

~~ABS~~
Yes - the German authorities state that as there are numerous German sailings direct from Hamburg to Montevideo they would prefer to hold the parcels in Germany & despatch only on ships connecting with "Darwin" at Monte. We have accepted this arrangement & have passed on the "Darwin's" itinerary to Germany.

14.11.60

Honcs.

253

RA
14.11.60

252 - this shd. reduce the chances of anything further happening in M/V.

254

Z.S. for information on 14/11/60

14/11

~~1007~~
255

EXTRACT FROM LETTER FROM MR. S. MILLER, ROY COVE, OF 28TH OCTOBER, 1960.
ORIGINAL FILED IN O270/W.

993 in
0604V

With regard to your earlier reply dated 17th September in connection with the pilferage of mails by the Uruguayan Post Office I can only say that I am very sad to learn that all Government can think of doing is to try another route, however inconvenient it might be to the inhabitants of this Colony to wait very many more weeks for reception. Many farms and we are one, get a large number of tractor spares by post; we have had notification from U.K. of vitally required parts posted between 15th & 23rd August. If these had come via Montevideo we should have had them towards the end of September. As it is they have (presumably) come by "A.E.S." and we are still waiting and cannot get them here before middle of November. You say that I do not realise that it is not easy to tackle the matter in the manner suggested. I cannot see why not provided of course that this Government is prepared to stir up some mud in the process. If proof is required as you suggest why not get the Chief Officer of the mail-carrying vessel UK/M.Video to weigh the bags ashore to the Post Office in Montevideo and the Post Office in Stanley, or better still the Chief Officer on "Darwin", weigh them again on receipt from the Uruguayan people; that should fix the blame somewhere. I admit it might cause some ill feeling in Montevideo but what does that matter; to me it seems weak to condone deliberate thieving because it is too much trouble to tackle it any other way.

However, Sir, it would appear that in this matter you and I do not seem likely to see eye to eye so for our part we must accept the present state of affairs - which can of course quite easily continue for many years.

Reply at 256.

0270/K

18th November, 60.

Sir,

255

I very much regret that it has taken such a long time to answer your letter of October 29th, 1960.

2. As regards the aircraft may I deal with the points one by one?

Avoidable delay: I am sorry I did not make it clear what I meant when I said that there had been no avoidable delay. You had implied that if steps had been taken earlier to obtain a missing part it would have been possible to put the aircraft in the air sooner, and that there had therefore been delay in putting the aircraft in the air which could have been avoided had the part been ordered promptly. My reply meant that this was not so. As you have raised the matter again I would like to take the opportunity of sending you a copy of the report of the Director of Civil Aviation on this point. He states that it is incorrect to say that the aircraft was ready for assembly in June and adds as follows: "the fuselage inspection was only commenced late in June, and a superficial inspection of the skin revealed patches of corrosion around some of the rivets and it was decided to reprotect the whole aircraft by respraying. This operation was not commenced until August and entailed two undercoats of zinc chromate and two top coats of sea plane lacquer". It is agreed that a spare was required from Canada to complete the overhaul but I do not think that this in any way retarded progress, since the spare was for the undercarriage and this could not be fitted until the fuselage was complete. The spare required was only ordered in July and was received in the Colony on the south bound run of the August "Darwin".

Progress Reports: I had not realised that whilst the service was being maintained people would require progress reports on the aircraft that was out of action. It is also a little difficult to see how useful such progress reports would be. However I will take this matter up again with the Director of Civil Aviation in view of what you say. I may mention that we have received information that the parts required for putting M1 in the air again will be ready for shipment on December 6th.

3. With/.....

S. Miller, Esq., J.P.,
ROY COVE.

MEM/LH

3. With regard to the violation of the mails I feel sure that we have misunderstood each other. I cannot see why we should not see eye to eye on this matter. I would entirely agree with you that it would be very sad if one learnt that Government could do nothing at all about the violation of mails except send them by another route, but I cannot imagine where you did learn this. It is true that we did take advantage of the fact that vessels were sailing direct from the United Kingdom to send mail, which I am sure you will agree was a prudent course, but I do not know why you assumed that Government was not taking any other action. You have made a suggestion about weighing the mail off the mail steamer at Montevideo and again on to the "Darwin" and it is in fact something very like this which is already being done and, although we cannot yet say that we are out of the wood there has been no violation of the mail from England since August; the September October and November mails being received intact. It is true that violations of the mail from Germany are still occurring and you will realise that it is not possible for us to take any single action which will ensure that this does not happen. We are however taking the matter up with the German authorities and it is hoped that even these violations will be prevented in future.

4. I hope I have now made the position clear about your two complaints. If not I wonder whether we would have any opportunity to discuss matters further verbally.

I am,
 Sir,
 Your obedient servant,

(SGD.) R.H.D. MANDERS
COLONIAL SECRETARY.

RFDM/III.

Copy in: 0604/A

RFDM
 23/1/66

258

1266



COLONIAL OFFICE

SANCTUARY BUILDINGS

GREAT SMITH STREET

S.W.1

17th November, 1960.

Reference COM 207/50/01

Dear Sir Edwin

I have consulted the Post Office about your two letters of the 7th October concerning violated mail.

There was unfortunately some confusion as to which bags were involved in the mistreatment discovered when the "Drina" reached Montevideo on the 15th August. Parcel bags and letter bags are numbered as separate despatches but, as the letter bags include "small packets", it is understandable that sometimes a "small packet" gets described as a parcel. It has been confirmed that parcel despatches Nos. 19, 20 and 21 did indeed arrive intact. The Post Office Investigation Branch are now making a full enquiry about the two bags included in letter mail despatch No.18.

Investigation Branch are also taking special measures with the parcel and registered letter mails to be despatched from London on the 18th November by the "Royston Grange" via Montevideo. It has been found that the system of stitching employed for the parcel despatches of the 27th August was unsuitable for use as a general rule but a new system of sealing has been adopted, involving the use of metal wire in addition to the string. The metal wire is double, with looped ends which, after being twisted by means of a special instrument, will have the string tie passed through the loops and sealed. This sealing will be done at the last minute under the surveillance of the Investigation Branch who will accompany the bags to the docks and keep them under close observation until they have been loaded on the ship. These precautions should establish beyond doubt that the mails are in good order when leaving this country. The Captain of the "Royston Grange" will ensure that there is no interference with the mail while it is in his charge; and the agents at Montevideo are being asked to exercise close supervision during unloading processes so as to see whether any of the bags bear evidence of tampering before handing over to the postal authorities there.

Your Postmaster has been told about these precautions and he has been asked to pass the information to the Chief Officer of the "Darwin" who will be fully aware of the points to look for when he takes over the mail. It is perhaps unfortunate that the "Royston Grange" will be due to arrive at Montevideo on the 8th December whereas the "Darwin" will not leave until the 15th, so the mail will have to be in the charge of the Uruguayan Post Office for a week. I am anxious to catch this mail so have not delayed this letter to enquire whether any approach has been made to our Embassy to arrange supervision of the mail during that week, but I will follow up this point immediately.

I understand your Postmaster has supplied the G.P.O. here with information about the "Darwin" sailings for the first quarter of 1961 so that despatches which have to go via Montevideo can be confined to those ships which will give favourable connections with the "Darwin" and the special precautions will continue for the time being on all mails which cannot travel by direct ship.

I hope that all these precautions will ensure that your Christmas mail arrives safely.

Yours sincerely

A. H. Sheffield

(A. H. SHEFFIELD)

Sir Edwin Arrowsmith, K.C.M.G.
Government House
Port Stanley,
FALKLAND ISLANDS

Reply at 259

259

30th November 1960

Dear Sheffield,

258

Many thanks for your letter of the 17th November, which arrived to-day. I am very grateful for all the interest you are taking in this matter, and for the co-operation we are receiving from the Post Office. Things certainly seem to be improving, and the special sealing, and the despatch of our mails by the ship connecting as closely as possible with the 'Darwin', is having good results.

I am afraid the Embassy in Montevideo will not be able to arrange supervision of our mail during the week it will be there between the arrival of the 'Royston Grange' on the 8th, and the departure of the 'Darwin' on the 15th. We have, however, written to the Embassy asking if they will assist in checking the mail out of the 'Royston Grange' and on to the 'Darwin'. If we do find any bags damaged when they are received in the 'Darwin', I think that in view of the precautions taken, we could take the matter up strongly with the Uruguayan Post Office.

I leave for South Georgia on the 6th December, and expect to be back again here on the 22nd.

Yours sincerely,

Signed Edwin Arrowsmith

A.H. SHEFFIELD ESQ.

Postamt 7

II 4 c

(24a) Hamburg 1, den 9th November, 1960.
Huhnerposten 1
Fernsprecher: 24 81 91/98 Nbst.

Postscheckkonto Hamburg Nr. 18 (Postamt 1 Hmb)
Bitte in der Antwort Geschäftszeichen, Tag und
Gegenstand angeben)

To
The Postmaster

Port Stanley
Falkland Islands.

Dear Sir,

We shall send our next despatch by S.S. "Montferland",
/ and leaving Hamburg on 19th of November (arriving at Montevideo
on 12th of December regular.

We should like to know whether there is a departure
from Montevideo about every fortnight in the middle and at
the end of each month.

Sincerely Yours,

? ? ? ?

For the chief of the office of Hamburg 7

Copied IM

POSTAL SERVICES DEPARTMENT
Headquarters Building
St. Martin's-le-Grand
LONDON, E.C.1.

COPY

In any reply please quote: 27353/59
Your reference: 035/24

15th November, 1960.

Dear Mr. Luxton,

Post office

I was pleased to learn from your letter of 20th October that the parcel despatches 22 and 23 both arrived intact.

You will by now have received our letter of 7th October saying that the "Darro" had taken the place of the "Deseado". I am sorry to say however that the plans have again had to be changed because the "Darro" will not now be calling at Montevideo; but fortunately the "Royston Grange" (Houlder Bros.) sailing on 18th November is due to reach Montevideo on 8th December, so will be in good time to connect with the Darwin.

I understand that the John Biscoe took a much heavier load than normal, so probably a good part of the Christmas mail was on this ship but since we gave the latest posting date for parcels as 7th November (9th for letters) there will doubtless be Christmas mail on the Royston Grange also.

I am glad to note that the "Darwin" will in future normally await vessels which connect favourably at Montevideo and thank you for the Darwin's itinerary for the first quarter of 1961 which will be most helpful to us. We, for our part, have arranged for the time being to take special precautions with the mails which cannot travel by direct ship. The system of stitching used for the despatches made on 27th August was found to be unsuitable for use as a general rule but starting with the despatch by the "Royston Grange" all parcel bags and Registered letter bags will be tied twice; firstly by a special double wire tie, and secondly by a coloured string tie closely anchored to the looped ends of the wire and sealed. Special surveillance is being arranged from the time the bags are made up here until they are taken over by the Shipping Co., who in turn have promised to keep a special watch on board and to set up supervision arrangements during unloading processes in Montevideo. I am sure you will be willing to cooperate by examining carefully each bag on arrival at Port Stanley to see whether it has been cut and re-sewn, or whether the wire or string tie shows evidence of mistreatment. All the bags used will be sound ones - that is, we shall not use any that have previously been repaired.

It would be appreciated if you would let the Chief Officer of the "Darwin" know of the precautions we are taking so that he will be well aware of the points to look for.

H.T. Luxton, Esq.,
Postmaster,
Port Stanley,
FALKLAND ISLANDS.

We/.....

We are for the present continuing to weigh the bags on despatch and we feel that it would be preferable for you to continue to do so on arrival if it is not too troublesome.

I am afraid I cannot help you much regarding the Enquiry forms you have sent to the Uruguayan Authorities, but I can confirm that we experience similar difficulties when dealing with this Administration.

Yours sincerely,

(J. B. ROSE)

Copied IM

263

No. _____

It is requested that, in any reference to this memorandum, the above number and date should be quoted.



MEMORANDUM.

1st December, 1960.

To The Superintendent,
Posts & Telegraphs,
Stanley, Falkland Islands.

From The Postmaster,
General Post Office,
STANLEY.

SUBJECT :- Mail Violations.

I have the honour to report that all the mail carried direct from the United Kingdom on board R.R.S. "John Biscoe" was received intact but unfortunately the German parcel mail which the "John Biscoe" picked up in Montevideo suffered violations. There were four bags in all and of the three opened, one contained broached parcels with part contents missing. The outer bags, sealed by the stitching method, showed no signs of having been tampered with. The string of the seal on the fourth outer bag was observed to be much looser than that on the other three bags, although the stitching and lead seal were intact. This aroused my suspicion and on closer investigation of the bag it was possible to feel that the two parcels contained therein had been tampered with, i.e. it was possible, even through the outer bag, to place ones hand in obvious holes in both parcels. The bag has not been opened.

2. In the absence of concrete evidence to the contrary the Falkland Islands Post Office cannot be above suspicion in the eyes of the German Postal Authorities, although they have been very tolerant in similar cases of violations in the past. As there is no German Consular representative here who we could call to witness the opening of the bag, it might be a good idea if we returned the bag unopened to Germany, together with a covering letter, in order that they may see for themselves how the bag was received here?

[Signature]
Postmaster.

Hon. Col. Sec.

I was present when the German parcel mail was dealt with and confirm the P.M.'s. statement. His suggestion to send the bag unopened back to Germany is a good one and I support it. But before proceeding further and having in view the high level at which the question of mail violations is being handled, I should be most grateful for your guidance.

[Signature]
Superintendent,
Posts & Telegraphs.

gm

264

Spoken to S.P. 7 re secured bag
now in Secretariat. nobody can imagine how
it could have been opened. but we can feel through
the packing that the parcels inside have been broken into.
P.W.

Mail from 260

now telegraph to an Ambassador at Monte,
are August no further violation of British mail
yet but violation of German mails continues.

by bags shipped on Biscon for Monte
contact

Post Office. I offered in fact no
me

opened & violated found still unopened
but obviously violated by method unknown

this bag is checked by me & was in my
possession

unopened ~~proper sending~~ stop may (send unopened)

to Monte by next Darwin for examination

by German authorities

GTC

2/2/60

DECODE.

266

TELEGRAM.

From Governor, Falkland Islands,

To Ambassador, Montevideo.

Despatched : 7th December, 19 60. *Time* : 1000.

Received : 19 *Time* :

After August no further violation of British mails yet but violation of German mails continues. 4 bags shipped on "Biscoe" from Montevideo Post Office 2 opened intact one opened and violated one still unopened but obviously violated by method unknown. This bag inspected by me and now in my custody. May I send unopened to Montevideo by next "Darwin" for examination by German Authorities.

Governor.

Reply at 271.

Lu 912.60

7th December, 60

Sir,

266

I confirm my telegram of even date, viz. -

"After August no further violation of British mails yet but violation of German mails continues. 4 bags shipped on 'Biscoe' from Montevideo Post Office 2 opened intact one opened and violated one still unopened but obviously violated by method unknown. This bag inspected by me and now in my custody. May I send unopened to Montevideo by next Darwin for examination by German Authorities."

2. The continued violation of German mails is now giving rise to increasing concern and is replacing to a certain extent the similar treatment experienced on British mails, which has fortunately declined rapidly since we were able to synchronise the connections with R.M.S. "Darwin". The German Authorities have now been advised of "Darwin's" sailings and have agreed to do likewise.

3. It still seems exceedingly desirable to try and detect the violation as soon as possible after it occurs, if for no other reason in order to prove conclusively to the German authorities that the violations do not occur here. It is for that reason that I have taken the action contemplated by my telegram and returned the suspect bag for examination if possible by the German Authorities.

4. One other point that is troubling me at the moment is this. I have recently received information that our air mail despatch S/N 19 which left here by R.M.S. "Darwin" on 8th November, 1960, did not arrive in London until 2nd December, the same date on which the accompanying surface despatch arrived. It would appear that our air bag must have been loaded on to the mail ship and carried all the way by sea. I am wondering if I can again seek your assistance to ask you to investigate the matter for me. If mails for which air mail rates have been paid to this government are in fact get sent by sea mail it placed this government in an embarrassing position.

5. You will have heard from Mr. Sheffield about the new arrangements for sealing our parcel mail from Great Britain but in case the information has not reached you I quote the following extract from his letter of 17th November:-

"a new system of sealing has been adopted, involving the use of metal wire in addition to the string. The metal wire is doubled, with looped ends which, after being twisted by means of a special instrument, will have the string tie passed through the loops and sealed. The Captain of the "Royston Grange" will ensure that there is no interference with the mail while it is in his charge; and the agents at Montevideo are being asked to exercise close supervision during unloading processes so as to see whether any of the bags bear evidence of tampering before handing over to the postal authorities there."

H.B.M. Ambassador,
British Embassy,
MONTEVIDEO

Reply at 277

Mr. Sheffield
is Head of
The Communication
Dept. in C.O. &
would not write
to Montevideo.

Perhaps you would be good enough to assist as far as possible in this matter and likewise take whatever precautions possible to ensure the safety of our January mail which is due to arrive in Montevideo by Brasil Star on 12th January and will remain there until lifted by "Darwin" on the 21st.

I am,
Sir,
Your obedient servant,

R. H. D. Mansel
(Sgd.) ~~H. L. Bound.~~

for COLONIAL SECRETARY

269

S.P.T.

This file has not been your way
for some time. You may wish to see
from 255 onwards.

See

270



10.12.60

Seen thank you.



12.12.60.

DECODE.

TELEGRAM.

From Henderson, Montevideo.

To Governor, Port Stanley.

Despatched : 9th December, 19 60. Time : 1157.

Received : 10th December, 19 60, Time : 1000.

266

Your telegram of December 7th.

I consider it would be better on this occasion to return only the empty bag and labels with report on contents and circumstances.

Henderson.

(Intld.)
DM

Crossed with 267.

f.a.

P/L : IM

MACLEAN & STAPLEDON S.A.

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MONTEVIDEO

(URUGUAY)

TELEGRAPHIC ADDRESS
MACSTAPLE MONTEVIDEO

TELEPHONES 88382
85042
82940
T. T. 27

December 9th 1960

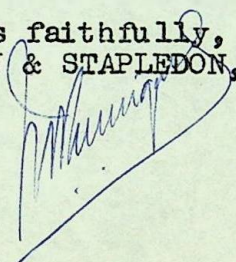
Colonial Secretary
PORT STANLEY

Dear Sir:-

208

We beg to acknowledge receipt of your favour No. 0604/A dated 30th August last, contents of which have been noted and regarding same have acted accordingly. We trust all the bags in question arrived without pilferage.

Yours faithfully,
MACLEAN & STAPLEDON, S. A.



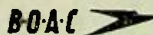
JAD/vD.

Handwritten initials and date:
22/12/60

AGENTS OF:

Royal Mail Lines, Ltd. - The Pacific Steam Navigation Co. - Cia. Marítima Holandesa (Uruguay) S. A., Bs. Aires, Asunción - Rotterdam South America Line - Van Nievelt Goudriaan & Co's Stoomvaart Maatschappij N. V. - South America West Africa Line - Holland Interamerica Line - Holland America Line - Cory Brothers & Co. Ltd. - Salén Shipping Companies - Flota Mercante del Estado, Paraguay - Phs. Van Ommeren N. V., - Rotterdam - Naviera Chilena del Pacífico S. A. Valparaiso, Santiago - Cia. de Acero del Pacífico, S. A. (Sec. Marítima) Santiago - San Vicente - Naviera Coronel B. A., Valparaiso - Cia. Marítima Valck & Monckton S. A., Valparaiso - Johnson Brelland Ltd., Liverpool - Universal Shipping & Agencies Ltd., Liverpool - Improver S. A. (Repres. Marítima), Madrid - The Falkland Islands Trading Company, Ltd. - Colonial Government of the Falkland Islands - Crown Agents for the Colonies - J. D. Hewett & Co. Ltd., London - Vitalis L. A. Milanowski, Bs. Aires - Simeco S. A., Bs. Aires - Comar S. R. L., Bs. Aires - Polar S. R. L., Bs. Aires - Sudatlántica S. A. Bs. Aires - Marfice S. R. L. Bs. Aires - Lucero & Bramante, Bs. Aires - Arnaldo Braggio & Cia. Bs. Aires - Trobol Emp. de Nav. S. R. L. Bs. Aires - The Liverpool & London & Globe Ins. Co. Ltd. - The Marine Ins. Co. Ltd. - Thames & Mersey Marine Ins. Co. Ltd. - The Federal Ins. Co. Ltd. - The Vanguard Ins. Co. Ltd. - Compañía de Seguros "El Globo".

Also GENERAL SALES AGENTS FOR



No. _____

It is requested that, in any reference to this memorandum, the above number and date should be quoted.



22nd December, 1960.

To The Superintendent,
Posts & Telegraphs,
Stanley, Falkland Islands.

From The Postmaster,

STANLEY.

SUBJECT:- Violated Mails.

I have the honour to report as follows on the mail which arrived on R.M.S. "DARWIN" yesterday :-

All the English parcel mail bags and Registered letter bags received were tied twice; firstly by a double wire tie and secondly by a coloured string tie closely anchored to the looped ends of the wire and sealed with lead seals. All the bags were sound ones which had not been previously repaired. No outward signs of violation were apparent but on opening one of the parcel bags, three parcels were violated with part or entire contents missing. The remainder of the parcel and registered mail sealed by the wire method was intact.

2. One bag of letter and small packet mail (not wire sealed) had part of its contents pilfered. The bag was in perfect condition but it was observed that the seal differed somewhat from the seal normally used by the G.P.O. London.

3. Of the 155 bags of mail shipped under special surveillance by the "ROYSTON GRANGE", four (one Registered and three letters) failed to arrive and two bags (one parcels and one letters and small packets) were violated as set out in the preceding two paragraphs.

4. One bag of 2nd Class air mail which should have left London on 1st December did not arrive on "DARWIN" nor did the mail which the German authorities had arranged to ship on the "MONTEERLAND" due at Montevideo on 12th December. The "DARWIN" did not sail from Montevideo until 17th December.

H. Ruxton
Postmaster.

H.C.S.

The above report from the Postmaster is submitted for information.

2. The G.P.O. London and the German Postal Authorities are being advised by telegraph.

[Signature]
Superintendent,
Posts & Telegraphs.

274

- S/P 7 The following questions arise in my mind
1. What was the special surveillance of the Royston Grange mail?
 2. Where could the violation of the mail have taken place?
 3. In the case of the parcel bag, how could it have taken place?
 4. Suspected forgers of seal. Is anything distinguishable about the seal left?
 5. If we could we for the forgers, but we have experienced this before, we have a specimen seal with which we can compare & reject forgeries?
 6. How delivery of 2nd class air mail. General

immediately and a telegram to Embassy & ask her
to ~~invest~~ enquire & report.

7. We have had some success in this war against
the thieves but now we are suffering reverses and final
victory seems to be no more in sight than it was.

It is intolerable that we should go on paying
this toll indefinitely & it seems to me that we
must try & think of some more drastic action.
One sees films etc about the work of Interpol INTERPOL
& I should have thought that this was enough &
400 for them. C.C. might have some helpful
ideas & also tell us how we should get them in
perhaps he could do it himself?

Perhaps you would like to speak.

son

28/12/60

Y.E.

Vide 273

I discussed the violations etc. of the mails on the last "Darwin" with S/PT and Postmaster.

1. 3 parcels from a parcel bag were violated. One was apparently for Port Howard store one for Philomel Store the third I forget. As regards contents: leather belts and head squares were mentioned - there was nothing really valuable.

2. A bag containing packet mail had part of its contents pilfered. As package mail does not contain anything except letters and small packages and is not usually valuable the precautions are not taken with it.

(i) We do not know what was stolen. The seal had been renewed and a CUBAN one stamped on. This could perhaps have been done anywhere. The seal was an old one which might have been picked up and clamped on.

(ii) As regards precautions taken with the "Royston Grange" mail of which this formed part please see 258.

(iii) As regards the parcel bag at no stage - even when it arrived here was there any evidence of tampering.

(iv) We can now think of no explanation except that it was an inside job at the G.P.O. (We also remember that in the case of the registered mail which came by the "Drina" some time ago it was found violated when being landed for the "Drina").

(v) The G.P.O. have been informed and are presumably investigating and we could await a further letter from them but perhaps Y.E. would like to write again to Mr. Sheffield to get things hotted up a bit. Could there perhaps be somebody in the G.P.O. paid to steal things of little value as a blind?

(vi) I wondered whether this was a matter for Interpol of whose doings one sometimes sees exciting films.

(vii) The other thing is that of second class airmail ^{from} ~~for~~ England and also the German mail that failed to arrive. This is being followed up and no further action is needed at present.

Obvious hints, J wd. think.

to ...

RHDM/LH
3rd January, 1961.



(1511/60)

BRITISH EMBASSY,

MONTEVIDEO

December 29, 1960

267
Dear Manders,

Thank you for your official letter 0604/A of December 7 addressed to the Ambassador about mail.

h of the G.P.O.

I am glad to hear that the situation of the mails from the United Kingdom has improved and was interested to see the extract from the letter from Sheffield of the G.P.O., which had not otherwise reached me. Although I note that the G.P.O. are now trying to synchronise the arrival in Montevideo of mails for the U.K. with the monthly DARWIN sailings, I have reinstated the system of checking here. This is only possible, however, if the Uruguayan postal authorities notify us of the arrival of a consignment of mail as soon as they receive it. I have recently made this clear again to them and, provided they do let us know, someone from the Embassy will inspect the bags. If the consignment is a small one, it may be possible to look at them all and even seal them all (with simple lead seals fixed round the neck containing the one word "Montevideo"). But if there is a large number of bags, I am afraid it will be quite impossible for us to inspect them all and we shall only be able to make an arbitrary selection, which will of course be entirely "hit or miss". I understand, for example, that the JOHN BISCOE carried about 300 sacks of mail for Port Stanley and a number of this order is quite beyond our scope. I should also add that it is, in my view, pointless for us to check the bags after they have been in the custody of the Uruguayan authorities for several days; our check, on arrival, should relate to the period before they get into Uruguayan hands and, if you wish, they might be checked again on board the DARWIN to cover the period in Montevideo.

I am sorry to hear you have been having trouble with German mails. This is, I am afraid, not a matter which we can do much about here and it was for this reason that we suggested, in our telegram of December 9, that the bag, which you considered had been violated, should be opened at your end and the contents removed. The despatch of German mails is the responsibility of the German postal authorities and remains so until they reach their destination. If, as a result of reports from you, the German authorities in Bonn decide to instruct the German Embassy here to investigate violations of German mail for the Falkland Islands and to do so in co-operation with us, we shall of course be glad to help. But in the absence of any such arrangement, neither we nor the Uruguayan postal authorities feel competent to open the bag which you returned to Montevideo. It shows no outward sign of having been violated and, as the Uruguayan official to whom we showed it commented, it is possible that the parcels inside which feel as if they had been opened, have simply got damaged in transit. In any case if there has been a violation, which can only be discovered by opening the bag and examining the contents, it seems, on the face of it, quite probable that it happened in Germany, possibly in the Post Office itself, in which case there is nothing that either we here or the Uruguayans can do about it.

/We ...

R.G. Manders, Esq.,
Colonial Secretary,
Falkland Islands,
PORT STANLEY.



We are returning the bag to you in the KISTA DAN, exactly as it was sent and I hope that the above explanation will show you why we have not been able to do more in this case.

This brings me to the question of examination of mail coming from countries other than the United Kingdom. If the Uruguayan authorities have no objection to our doing so, we will try to look at this too on arrival in Montevideo. But naturally we cannot put our seal on the bags, nor can we take any official action here in the case of violations being spotted. All we can do is inform you of anything unusual which we discover. But we may well find that the quantity of mail involved makes it quite impossible for us to undertake the examination of bags coming from anywhere else than the United Kingdom.

As regards the complaint about your air mail despatch S/N19 which was sent on from Montevideo by surface means, I have spoken to the Director General of the Post Office about this and followed up with a letter. Obviously nothing can be done about this particular case but I hope that my intervention will ensure that more care is taken in future. In fact I understand from McLean & Stapledon that a good part of the blame must rest with the ship's officer who accepted a mail bag clearly marked for despatch by air, and they will take steps about this. But of course the bag should never have been offered to him in the first place.

One final point concerns your Christmas mail about which you wrote to me in your letter of November 8. In fact it was the DARRO which arrived in December not the DESEADO and unfortunately the ship did not call at Montevideo but went on straight to Buenos Aires. I believe, however, that your mail may after all have been put on the JOHN BISCOE which carried a large number of bags for Port Stanley. In any case I hope that with the consignment which is going in the KISTA DAN, you will now have received all you expect.

We will certainly carry out an inspection of your January mail which is due to arrive in the BRAZIL STAR and I hope that the new method of sealing will ensure that violations are made virtually impossible.

With all good wishes for the New Year,

Yours ever
Chis Rose

(C.M. Rose)



Port Howard,
West Falkland Islands.

December 30th. 1960.

The Colonial Secretary,
Stanley.

Handwritten mark

Dear Sir,

I have received notification from the Postmaster that a parcel ex U.K. addressed to me was received at the Post Office in a violated condition, the bulk of the contents missing. As you must be fully aware this violation of Her Majesty's mail has been going on for years.

I understand that strong representation has been made to the Postmaster General and one is told that everything possible is being done to remedy this serious state of affairs, but the pilfering still goes on and one is forced to wonder for how much longer.

I have been told unofficially that the mail on arrival in Montevideo is just dumped in an open fronted building with no apparent care being taken as to its safe keeping, on the other hand it could be broached in transit, but the fact remains that it is the mail via Monte that suffers.

Before I came to the Falklands in 1958 I had conversation with Col. O.E.Crosthwaite Eyre M.P. for the New Forest Division of Hampshire (no doubt a personal friend of yours, as indeed he was of my fathers) and he told me not to hesitate in contacting him if at any time he could be of service to me, therefore it is my intention to write to him by the next outgoing mail and see if he can stir up some action to prevent this continued pilferage.

It has got to the stage now where one is almost afraid to order anything from the U.K., as there is no guarantee that it will be despatched by direct shipment.

Yours sincerely,

c.c. Postmaster, Stanley.

Stanley J. ...

Ack'd
JH
3/1/61.

~~S.E. The from 273 for information.~~

S.E. 275 & 276 onwards for information.

276 (vii) The 2nd class air mail has arrived & there was no German mail sent by MONTFERRAND. German mail sent has arrived.

Please see also 266 & 267 & 271 we had no time to wait for 271 & send the bag.

Our idea which they seem to have missed was that it should be examined by German embassy.

However the bag came back & I myself provided me the opening of this & the bag which came by Kister Dan. The bags had been stitched & sealed & appeared quite intact but the inner bag in both cases had been slit and almost everything valuable had been stolen - from the two bags above & ^{Cameras} worth altogether about £200 - leaving empty cardboard

boxes. We are all quite stumped as to how entrance had been effected into the through the outer bag. We ourselves slit the outer bag so the seals & stitching of both inner & outer bags in both cases are intact. They will be shown to C.L. in case he has any bright suggestions to send to Germany. I have written to Mr. Stan Miller (who comes from our village May). (I have not yet met him) explaining the position & trying to discourage him from writing to Mr. D.

Sr 2/1/61

281



Port Howard,
West Falklands.

January 3rd. 1961.

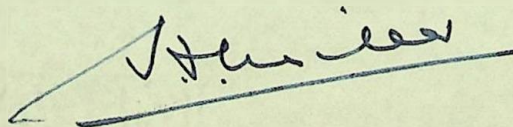
The Colonial Secretary,
Stanley.

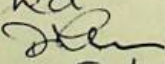
Dear Sir,

282

I enclose copy of letter which I have forwarded to Col. Crosthwaite
Eyre, M.P.

Yours sincerely,

A handwritten signature in dark ink, appearing to read "J. H. Crosthwaite", written over a horizontal line.

Ack'd

S. I. 61

COPY.

282

SOUTH ATLANTIC.

January 2nd. 61.

Col. O. E. Crosthwaite Eyre, M.P.,
"Warren",
Bramshaw,
Hants., England.

Dear Sir,

My father, the late Ald. H. F. Miller J.P., was a personal friend of yours and you recall having conversation with me in the New Milton Conservative Club on the occasion of their annual dinner early in 1953. I then told you that I was soon going to the Falkland Islands, after wishing me good luck, you then said that if at any time you could be of assistance to me I was to let you know.

My problem is not a personal one by any manner of means, it affects the whole of this Colony. For some years now our incoming mail from U.K. arrives violated, in some cases the whole contents of parcels have been pilfered.

If insured, one can claim, if not insured, a dead loss, in either case we are without the goods.

The "powers that be" out here have time and again reported the state of affairs to the Postmaster General, what action has been or is being taken I am not in a position to know, the fact remains that the pilferage still continues. The mail that comes direct by m.v. "AES" (charter boat) R.R.S. John Biscoe and R.R.S. Shackleton seems to get through alright but that which comes via Montevideo does not, so it appears that that is where the trouble lay.

Would you please on behalf of all Falkland Islanders use your good offices and see if something can be done to once and for all stop this violation of Her Majesty's mail.

I have forwarded a copy of this letter to the Colonial Secretary of these Islands.

With kind regards and best wishes for 1961,

Yours sincerely,

S. F. Miller.

c. c. Col. Sec.

5th January, 1961.

Dear Mr. Miller,

I am exceedingly sorry about the violation of your mail, it was a blow to all of us since for some time lately there had been no violation of English mail (though German mail is still suffering severe losses through theft). I can assure you that the authorities in England have been treating the matter very seriously indeed and now when they hear of this they will no doubt increase their efforts.

Thank you for sending me a copy of your letter to Colonel Crosthwaite Eyre.

Yours sincerely,

R. H. D. Manders.

S. F. Miller, Esq.,
PORT HOWARD

RHDM/MT

H. C. S.

This is all pretty discouraging. It is difficult to understand how the specially sealed bag could have been opened and the parcels violated, but it is equally hard to understand why parcels containing contents of such small value should be pilfered in the U.K. I really do not see why anybody in the G.P.O. should steal things of little value as a blind, and from what I saw myself at Mount Pleasant, I do not think pilferage in any case would be very easy.

x

I understand that the four bags (one registered and 3 letter), which were shipped under special supervision by the 'Royston Grange' have still not been received. Do we know, in fact, that they were shipped and off-loaded at Montevideo?

x |

x It is surely significant, too, that, as far as I know we have never had a loss in a direct shipment.

SPH

5th January 1961

S.

~~284~~ 285

SPH

✓ 8

You may wish to see this file again. Have you anything definite on X about it?

6.1.61

~~285~~ 286.

nos

No - we have no means of telling at this stage. We immediately telegraphed the facts to the G.P.O. London & as is normal practice with mails of English origin, enquiries would be instituted from London.

Q

6.1.61.

287
287

No. 014/C/70

MEMORANDUM.

It is requested that, in any reference to this memorandum, the above number and date should be quoted.

5th January, 19 60.

From: Postmaster,
STANLEY.

To: Superintendent,
Posts & Telegraphs,
Stanley, Falkland Islands.

SUBJECT:- Violated Mails

I have the honour to report the following in connection with the mail received per mv 'Kista Dan' on the 3rd January.

All English Parcel and Surface mail received in good condition.

2. One bag German Parcel Mail, loaded in Montevideo, contained four violated parcels. This bag was sealed by the stitching method and outwardly appeared intact. It was however possible to feel through the bag that the contents had been tampered with. The bag was opened in the presence of The Honourable, The Colonial Secretary, the value of the missing items amounted to some £300.

3. The bag of 2nd class Air Mail reported missing in my Memo dated 22nd December was received intact per 'Kista Dan'. This bag had been over carried to Buenos Aires.

J.P. [Signature]
Postmaster.

~~288~~ 288

See

Submitted for inf. & record, pl.

~~289~~ 289

6.1.61

N.B.

The one bag of Registered & three bags of ordinary letters mail which formed part of the "Royston Cruise" despatch which failed to arrive case "Darwin" did not come forward on "Kista Dan"

5

290

Hon. C.S.

286 onwards pl.

9.1.61

K.I.V. 286

Shown to SPT & Postmaster. There is now no
 certainty of Paraguay star catching February
 Darwin. This means sending mail by Amazon
 with a 3 week wait in Mank. I do not think we
 can contemplate the alternative which is 10

hope had Paraguay star will catch Darwin,
 facing the probability that she will miss it gives
 a 4 week delay in Mank & a 2nd number
 wasted. In my opinion we must now explain
 to British authorities (a) that the packet stitching
 was failed to warn ~~Paraguay star~~ ~~to~~ ~~be~~ ~~sent~~
~~on the 1st of Mank~~ (b) that the
 which indicates that the buffers are controlled by
 people who have the opportunity to restrict or reveal.
 (c) that the fact that the buffers to English
 & German mail points to Mank.

The time has come when we must either (i) make a
 detection or (ii) examine ^{whether} all mail into one
 of Mank post office or ⁽ⁱⁱⁱ⁾ have the security arrangements
 in Mank Post office overhauled.
 It is ~~(a) (b) (c)~~ ⁽ⁱⁱⁱ⁾

This seems to be essentially a FTO for British
 postal authorities & we should / think ask
 in Sheffield to arrange for this.

S/P7 do you agree 2

Hans you asking to add 2

gz

10/1/61 -

H.C.S.,

I agree.

The incidence of theft from Falklands mail has reached such an extent that I feel it is time more drastic measures were taken to put down the violations.

The thefts cannot in my opinion be the work of amateur crooks. The pattern of events leads one to believe that a highly organised gang (possibly international) are operating over the route which our mail has to travel. In considering the evidence from one angle the finger points immediately to Uruguay as only mails which suffer violations are those routed via Montevideo. But there are other facts which put Uruguay in the clear and leads one to suspect that the thefts are occurring in the offices of origin of the mails in question. I refer to both German and English mails which are received here with specially prepared stitched seals intact; but on opening the bags the inner bags are slit and valuable contents such as cameras and watches removed from the parcels. Take for instance the parcel mail shipped 'under special surveillance' by the "Royston Grange". I am not aware what the special surveillance entailed but whatever measures were taken failed and one bag of parcels was violated. The seal (specially stitched, wired and lead sealed) was in perfect condition as was the outer bag.

I am quite convinced that the violations do not take place on board the ship which normally carries our mail from Montevideo to the Colony. In support of this, I travelled on the route with the mail recently and was completely satisfied that the security measures taken by the Captain and Chief Officer of R.M.S. "Darwin" precluded access to the mail until the hatches were lifted and the mail discharged in Stanley. Postal officials were present before the hatches and mail locker were opened and the bags kept under surveillance until the seals were broken in the Post office. My contention regarding security on this part of the voyage is also borne out by the fact that H.M.S. Protector carried mail for us from Montevideo on one occasion and mounted a Marine guard over it during the voyage. This mail was found to be violated on opening - the seals being intact.

One reads of similar types of mail violations on air routes elsewhere - the one case which attracted my attention was a series of mail violations which involved thousands of pounds worth of diamonds sent from Tel Aviv by normal passenger flight to Teheran where the mail remained overnight before being sent on to Hong Kong by another airline. B.O.A.C. security men got on to this and a Teheran Post Office Clerk was convicted of the theft. Is there not some similar security organisation which could be employed on our mail route? Perhaps the matter could be raised at Colonial Office/P.M.G. level?

Supt., P. & T.
10.1.61.

293

ACS can I have dates of sails of R Darwin of
Amazon & date of sails of Darwin

12/1/61

~~ACS~~ Amazon arrived M/R on ~~14 Feb~~ Jan 31/61
Darwin sailed ~~14 Feb~~ Feb 23rd

14.1.61

294

Harc.

Amazon arrives M/V Jan. 31st
+ Darwin sails Feb. 23rd.



295

G.E. last seen by G.E. at 284

287 is hostmaster's report on 4
violation of the German mail which
I had referred to at 280

293 is SPT's general report. I don't think
it is any use for me to speculate further

the mail arriving ^{MONTE} ~~Monte~~ for St. with, I hope,
be brought by Protector but that takes it for about
a week in Monte which I imagine is long enough for
the thesis, if indeed they are there.

Shall I now put up a draft to the Sheffield?

The points to be included are I think as follows:

1. Refers of the violation of the last mail from England
2. Emphasis that the special stipulations was failed.

3. Mention of the violation of the German mail

(to help them with as much information as possible)

4. ~~A request that the case should be~~
emphasis that the violation does not
occur in the Darwin

5. We should also mention the Moxton group of boys which have
not arrived

6. A request that the whole progress of the
mail be followed up to find out what can really
be happening.

5
16/1/61

H. C. S.

I see at 259 in this file in my reply to Sheffield's letter at 258, I said that we have, however, written to the Embassy asking if they will assist in checking the mail out of the "Royston Grange" and onto the "Darwin"; but it does not seem that this was done, for the only mention I see of it is at the foot of 267 and at the top of 268. This letter would not have reached Montevideo in time for the Embassy to take action, and although the shipping company may have taken action in accordance with the G.P.O.'s request, as set out in 261, I am not clear whether any special measures were taken by the Embassy in this instance.

I see that at 244 we mentioned the Christmas mail arriving in the "Desarado", which was apparently replaced by the "Darro" and ultimately by the "Royston Grange". Unfortunately, the Embassy may not have been aware of these changes.

18th January 1961

AA

197

296 A.

y. e. No. The Embassy had been asked to check the Desarado at 244. The Royston Grange had not been referred to until connection 258 and the official intimation that the Desarado was not carrying the mail came at 261 to the Postmaster. I think 272 makes it clear that the Embassy were not aware of the fact that this was mail on the Royston Grange.

It appears however that the position is not such that for the Embassy to see the mail in & out is not sufficient since the violations of the Royston Grange mail could not be detected as were not in fact detected even by our Postmaster until the bag was open.

perhaps it is only convenient to keep the Embassy informed of what we are doing and if we write to the Sheffield or S.P.O (sorry I had missed the fact that they separate) we will I think have to inform them and also of the new arrangements for Feb namely Amazon to make Peru - if Post Protector agrees - by Protector

su
18/1/61.

2968

No. _____

MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and date should be quoted.

26th January, 1961.

To The Superintendent,

From The Postmaster,

Posts & Telegraphs,

General Post Office,

STANLEY,

Stanley, Falkland Islands.

SUBJECT :- Mail Violations.

I have the honour to report that all mail received by "DARWIN" on 25th January was intact with the exception of one bag of parcels from London. This bag contained three parcels all of which had been broached. As in previous cases of mail violations the outer bag and seal bore no signs of mistreatment but the inner bag was slashed.

[Signature]
Postmaster.

H.C.S.

Above for information and record, please.

296c

[Signature]
Supt. P. & T.
26. 1. 61.

[Handwritten notes]
John - have 2
shown.
to P.A.
over S.P.T. have so into 2.

Extracted

DECODE.

297

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched : 30.1.61 Time : 10.40 Received : 30.1.61 Time : 1500

PRIORITY

REPLY URGENTLY REQUIRED

Confidential No.12. Following from Sheffield begins.

Your letter November 30th have been led to believe 'Royston Grange' mail was rifled. Would welcome any information about result of check on transfer from 'Royston Grange' to 'Darwin' and whether Master of 'Darwin' challenged any bags. We are now preparing approach through Foreign Office. Ends.

298

HCS

Pl. have blanks filled in in attached draft Tel.
I would like to get it off tomorrow

CYPER 'E' & GTC : MW

DA 30.1.61.

DECODE.

TELEGRAM SENT.

299

From GOVERNOR to SECRETARY OF STATE

Despatched : 31.1.61 Time : 2000 Received : Time :

PRIORITY

No.17

CONFIDENTIAL

Following for Sheffield. Your telegram No.12.
Following are details of mail ex 'Royston Grange' received Stanley
December 21st:-

All English parcel mail bags and registered letter bags received were tied twice. Firstly by a double wire tie and secondly by a coloured string tie, closely anchored to the lead ends of the wire, and sealed with lead seals. All bags were sound ones, which had not been previously repaired. No outward signs of violation were apparent, but on opening one of the parcel bags, three parcels were found violated, with part or entire contents missing. Parcels contained nothing of particular value - leather belts and headsquares.

One bag of letter and small packet mail (not wire sealed) had part of its contents pilfered. The bag was in perfect condition, but it was observed that the seal differed from that used by the G.P.O., London. The seal had been renewed, and a Cuban one stamped on. The seal was an old one, which might have been picked up and clamped on.

Apart from the above incidents, of the 155 bags shipped in 'Royston Grange' four (one registered and three letters) failed to arrive, and have not yet appeared. The G.P.O. telegraphed on January 26th that the 'Royston Grange' had a clear discharge for the correct number of bags at Montevideo.

2. 'Royston Grange' mail was in Montevideo from discharge on December 8th until taken on board 'Darwin' on December 17th.
3. 26 bags British parcel mail received 'Darwin' January 25th bag of parcel mail containing 3 parcels had been rifled. Parcels contained respectively cheap clothes (probably), tools and stationery (including ball point pens). I examined this bag personally. It felt light and it was possible to feel loose packing from outside. Seal and wire tie appeared in perfect condition. Bag appeared to be handstitched with black thread and there was no sign that any stitching had been removed and re-sewn. Inner bag had been cut. These 26 bags of parcel mail had been in Montevideo from January 12th to January 21st.
4. All parcel mail received direct by 'John Biscoe' November 30th 'Kista Dan' January 3rd and 'A.E.S.' January 5th received intact.
5. It continues to look like Montevideo but how do they get round the wire tie?

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 3.2.61 Time : 1500 Received : Time :

NO. 22

CONFIDENTIAL

Following for Sheffield. My telegram 31st January, and my letter 30th November. I am afraid that owing to a misunderstanding Embassy, Montevideo, were not specifically asked to check mail 'Royston Grange' but in this particular instance inspection would have made no difference since when the bag of parcel mail was received here there was no outward sign that it had been tampered with. As mentioned in telegram No.17 the four missing bags (one registered and three letters) were apparently received in Montevideo and have not yet appeared here.

CYPHER 'E' : MW

SECRET

301

Government House,
Falkland Islands.

7th February 1961

As no doubt you know, in spite of the precautions that the G.P.O. are taking by putting special fastenings on bags of parcel mail directed to the Falklands, two bags have arrived here with the seals apparently perfectly intact, but with the contents rifled. I enclose copies of telegrams between Sheffield and myself on this matter. A.N. Sheffield is head of the Communications Department in the Colonial Office.

We had intended to ask your Embassy if they could take special precautions to check the mail from the 'Royston Grange', but unfortunately, owing to a misunderstanding, this was not done. Even if special precautions had been taken and if, by any chance, the one bag of parcel mail had been violated before arrival in Montevideo, I do not think this could possibly have been spotted, for the seal appeared to be perfectly intact when it arrived here, and until this bag was opened there was no indication that the contents had been interfered with. By this mail also four bags of letter mail (one registered and three letters) have apparently disappeared in Montevideo, for the G.P.O. informed us that the 'Royston Grange' had a clear discharge for the correct number of bags at Montevideo. You will also see from my telegram to Sheffield that one bag of letter and small packet mail had its contents pilfered, and a Cuban seal had been clamped on the string instead of an English one.

The indications are still, I think, that these violations occur when bags spend some time in the Montevideo Post Office, but the 64 dollar question is how do they get round the wire tie? We found that an ordinary string tie could be slipped over the neck of the bag, and could be worked back on, but I do not see how this could be done with the special wire fastening.

When I was in London I went round Mount Pleasant Post Office to see how Falkland Islands mail is handled, and I cannot believe these violations occur there. In the first place, all parcel mail sent direct to the Falklands from England has arrived intact, and the way in which contents of bags are pilfered seems to indicate that the person doing the job does not understand English. As far as the English mail goes, items of comparatively small value seem to be stolen, and

H. E. SIR MALCOLM HENDERSON, K. C. M. G.

Reply at 309
in Vol II

SECRET

302

it always seems rather a hit and miss business. We are satisfied that adequate precautions are taken to safeguard our mail on the 'Darwin', and these robberies definitely do not occur in the Falklands.

Apart from the English mail we have had, as you know, some very serious losses in German parcel mail destined for the Colony. This mail contains items such as cameras and binoculars of quite considerable value, and the theft of these is not altogether surprising. The idea in sending the bag of German mail back to Montevideo was to have it opened in the presence of a member of the German Embassy, because the postal authorities here felt that the German Post Office could not be as sure as we are that those robberies do not take place in the Falklands. Rose wrote to Manders about this, and I agree entirely that in the absence of any special arrangements it would have been quite impossible for the bag to be opened in Montevideo.

Just to make things more difficult, our last consignment of parcel mail from Germany of nine bags, some of which had been in Montevideo for over a month, was received intact!

I do not know just what the "approach" through the Foreign Office, which Sheffield mentions, will be. While I was in London we discussed in general terms the possibility of a Post Office detective accompanying the mail all the way through from England to the Falklands, but since he could not have the bags under his eye if they were in Montevideo for a week or so, I do not know if this would get us much further.

I am sorry to worry you with all this, but I think I should put you as fully in the picture as I can. I am marking this letter secret, because the telegrams, of which copies are enclosed, were sent in cypher.

Copies of telegrams sent:

297
299
300

on file 0604/A

~~8.2.61~~

303

S.P.T.

You may wish to see the recent action taken on this file.

8.2.61

304

HeS

Thank you

9/2/61

HeS
KIV
to Sheffield