

0588/II

AGR/AJG/1 # 12

PROPOSED ESTABLISHMENT OF A FREEZER IN THE FALKLAND ISLANDS.

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 14. 4. 49 Time: 10.15 Received: .....Time: .....

No. 125. Following for Hydrographer to the Navy. Begins:-

Penfold and party with launch returning in Biscoe 8th June approximately. Wish if you see no objection to employ him on small survey about 10 days in Falkland Sound with assistance provided from Biscoe. Ends.

Reply at 109

GOVERNOR

G. T. C.

LJH

13th April, 49.

Sir,

I am directed by the Governor to request that that you will carry out a hydrographic survey of Port Sussex when the "John Biscoe" goes to the West Falklands in the near future.

I shall be pleased to give you more detailed information at your convenience.

I am,

Sir,

Your obedient servant,

*K. Hunter*  
Acting Colonial Secretary.

Lieut. Cmdr. D. Penfold, D.S.C.,  
u.f.s. Commander H. Kirkwood, D.S.C.,  
STANLEY.

VP.



My Reference 19889/54/49

Your Reference .....

Colonial Office,  
The Church House,  
Great Smith Street,  
S.W.1.



23rd March, 1949.

Personal and Confidential

My dear Clifford,

84  
Thank you for your letter of the 6th January with which you enclosed a copy of a letter to Stockdale and some notes by T.O. Norris, which we have found very interesting. We understand that an expert from the Colonial Development Corporation is now with you and I think that this disposes of the rumour that they are no longer interested. No doubt you have been discussing with this expert the modification of the original scheme which it appears that you now favour.

Yours sincerely  
J.S. Bennett

(J.S. Bennett)

F&PA (is there a file?)  
me.

Miles Clifford, Esq.,  
C.M.G., O.B.E.



# COLONIAL DEVELOPMENT CORPORATION

33, DOVER STREET  
LONDON, W. 1

PIS/1

His Excellency Miles Clifford,  
Government House,  
Falkland Islands.

25th March, 1949.



Dear Mr. Clifford,

*Personal* Thank you for your letter about Tinker. I am so glad he has gone down well, and that you are pleased with our choice.

We are expecting him back in the fairly near future, and I shall be writing to you again as soon as we have examined his recommendations

We have the shipping very much in mind, and I am sure we shall find our way round it.

I look forward to seeing you in June.

Yours sincerely,

*Hugh Weeks*

H. T. WEEKS.

CONTROLLER OF PLANS.

*For me.*

*FA. H. H.*

0580  
GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number

Office of Origin

Words

Handed In at

Date

23. 4. 49.

To

MR TINKER DARWIN

As you are not returning by jeep your charter of Philomel accepted stop  
Vessel will arrive Tuesday

Time

DECODE.

TELEGRAM RECEIVED.

No. 79.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 22. 4. 49 Time: 23.20 Received: 23. 4. 49 Time: 09.30.

No. 90. Your telegram <sup>106</sup>No. 125. Following from Hydrographer to the Navy begins:-

No objection to your proposal. Ends.

SECRETARY OF STATE.

E/L.  
LJH.

Inform Cdr. Penfold early pl.  
(Intld) M.C.

Commr Kirkwood informed  
(Intld) R.W.

23/4.

26th April, 49.

Sir,

I am directed to inform you in confirmation of my telephone message that the Hydrographer to the Navy has no objection to Lieutenant - Commander D, Penfold, D.S.C., R.N., carrying out a hydrographic survey of Port Sussex.

I am,

Sir,

Your obedient servant,

*R. Hunter*

Acting Colonial Secretary.

Comdr. H. Kirkwood, D.S.C. R.N.,  
STANLEY.

VP.

90/244  
2/20/49



~~112~~ 113

C.

There was a letter from Weeks  
in reply to 101 — please insert and  
return early.

mc 1/v

Please find draft d/o letter at cover.  
2 copies to Mr. J. S. Bennett under brief  
d/o coming letter.

mc.

*Canine analysis of Killings at DARWIN*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Killed.	Place of Origin.	% fit to freeze	No. fit to freeze	Sound Livors in lb.	Hearts in lb.	Tongues in lb.	Tallow in lb.	Sweet-breds in lb.	Casings Sound	Kidneys No.	Reject Sheep	Sound Livors in lb.	Hearts in lb.	Tongues in lb.	Tallow in lb.	Casings Sound	Kidneys No.	Weight of cut legs and shoulders	Average weight of all skins.
198	Darwin ewes	43%	85	36	26	26	85	10.6	85	170	113	90½	35	35	339	90	226	90½	990
332	Darwin ewes	62%	515	521	161	161	515	61.37	515	1,030	317	25½	99	99	951	25½	63½	2,536	4,160
856	Darwin ewes	61%	522	528	165	165	522	61.5	522	1,044	331	267½	104½	104½	1,002	267½	668	2,672	4,280
316	Lively ewes		266	269	85	85													1,736
85	Lively wethers	77%	65	75	28	24	493	61.75	494	986	148	120½	46½	46½	144	120½	296	1,184	425
211	Darwin wethers		162	182	70	60													1,055
200	Walker Creek wethers	49%	98	110	42	36	423	52.87	423	846	442	35½	138	138	1,326	35½	88½	3,536	1,000
665	Walker Creek ewes		325	329	101	101													3,525
385	Walker Creek ewes	50%	122	121	60	60	257	32.25	256	514	258	206½	80½	80½	774	206½	516	2,064	1,925
131	Darwin ewes		65	66	20	20													655
147	North Arm rams	88%	129	159	64	48	129	16.1	129	258	18	14½	5½	5½	54	14½	36	144	735
100	North Arm wethers		58	62	25	21	390	48.75	390	780	283	226½	80½	80½	049	226½	566	2,264	500
573	North Arm ewes	58%	332	336	103	103													2,865
1,006	North Arm ewes	60%	603	610	188	188	603	75.37	603	1,206	403	321	126	126	1,209	321	806	3,224	5,050
886	North Arm ewes	53%	513	519	160	160	513	61.1	513	1,026	373	298½	116½	116½	1,119	298½	746	2,984	4,430
101	Darwin wethers	79%	79	88	34	29	79	9.87	79	158	22	18	6½	6½	66	18	44	176	505
61	Fitzroy rams	50%	30	37	15	11	30	3.75	30	60	31	25	9½	9½	93	25	62	248	305
400	Fitzroy wethers	38%	152	171	74	57	152	19.0	152	304	248	198½	71½	71½	744	198½	496	1,984	2,600
181	Darwin wethers	79%	142	159	62	53	142	17.75	142	284	39	30½	12	12	117	30½	78	312	905
182	Fitzroy ewes	72%	131	132	40	40	131	16.37	131	262	54	40½	16	16	153	40½	102	408	910
980	Fitzroy ewes	67%	656	664	205	205	656	82.0	656	1,312	324	260½	101	101	972	260½	648	2,592	4,900
355	Darwin ewes	88%	312	253	97	97	312	39.0	312	624	43	34½	13½	13½	129	34½	86	344	1,775
432	Walker Creek ewes	59%	254	257	79	79	254	31.75	254	508	178	143	55½	55½	534	143	356	1,424	2,160
80	Walker Creek wethers	48%	38	41	16	14	38	4.75	38	76	42	34	13	13	126	34	84	336	400
290	Darwin wethers	79%	229	257	100	85	229	28.6	229	458	61	49	19	19	183	49	122	488	1,450
100	Walker Creek ewes	59%	59	59	18	18	59	7.5	59	118	41	33	12½	12½	123	33	62	328	500
752	North Arm wethers	78%	586	646	256	219	586	73.0	586	1,172	166	133	51½	51½	498	133	332	1,328	3,760
99	Darwin rams	90%	89	108	44	33	89	11.0	89	178	10	8	3	3	30	8	20	80	495
148	North Arm wethers	78%	115	129	30	43	115	14.5	115	230	38	30	12	12	114	30	76	304	740
398	North Arm ewes	58%	220	222	69	69	220	27.5	220	440	179	143	55	55	537	143	358	1,432	1,990
120	Darwin wethers	88%	105	118	46	39	105	13.0	105	210	15	12	4½	4½	45	12	30	120	500
298	Darwin wethers	88%	262	294	114	98	262	32.75	262	524	36	29	11½	11½	108	29	72	288	1,490
11,598		65.7%	7,389	7,679	2,615	2,445	7,389	922.75	7,389	14,778	4,213	3,375	1,308	1,308	12,639	3,573	8,426	33,704	57,990



B 1 Name of Farm	2 Owners of Farm	3 Total No. of sheep held by each Farm.	4 Rams.	5 Breeding Ewes.	6 Wethers.	7 Maiden Ewes Cast Ewes	8 Lambs	9 Lambs at marking time.	10 Numbers killed annually.	11 Wethers killed.	12 Ewes killed.	13 Suitable for Manufacturing killed.	14 Lambs killed	15 Cattle Held by each Farm.	16 Manager's Name
Darwin.	F. I. Co.	165,247	1973	57,950	53,062	15,534	36,728	40,006	16,083	2,809	1,676	11,598	nil	3,785	T. Gilruth
Fitzroy.	" " "	37,087	380	12,090	12,165	3,797	8,655	9,083	4,084	4,084 for Stanley	(included in Darwin)		"	903	J. Clement.
Sea Lion.	W. J. Hutchinson	1,723	12	604	377	224	506	566	256	180	26	50	"	40	W. J. Hutchinson
Totals.		204,057	2,365	70,644	65,604	19,555	45,889	49,655	20,423	7,073	1,702	11,648	"	4,728	

113 C

C

	lbs.		lbs.		T.	cwt.	qr.	lbs.
Livers	= 11 $\frac{1}{2}$ x 1062	=	12213	=	5	9	-	5
Hearts	= 4 $\frac{3}{4}$ x 1062	=	4513	=	2	-	1	5
Tail	= 1 $\frac{1}{2}$ x 1062	=	1593	=	-	14	-	25
Sweetbread	= $\frac{1}{2}$ x 1062	=	531	=		4	2	27
2 Kidneys	= 2 x 1062	=	2124	=	-	18	3	24
Tongue	= 3 $\frac{1}{2}$ x 1062	=	3717	=	1	13	-	21
Belly	= 20 x 1062	=	21240	=	9	9	2	16
Caul etc.	= 7 x 1062	=	7434	=	3	6	1	14
Hides.	= 60 x 1062	=	63720	=	28	8	3	20

- - - - -



Tons cwt's qrs lbs.

130

Swes 23535 = Average weight 45 lbs, = 472 15 0 15

Wethers 18248 " " " 60 " = 488 15 2 24

Rams 636 " " " 80 " = 22 5 1 12

42419

983 16 0 25

Cattle 1062 Average weight 500lbs. 237 1 0 8

1,220 17 1 5

=====

2nd May, 1949.

Dear Weekes,

X93 832

Tinker is back having wound up his comprehensive tour of the Islands with, as planned, a close inspection of the annual killing at Darwin, his analysis of the latter - it deals only with the Company's sheep on the East Falkland - is, I think you will find, most encouraging. I am hoping to get him off by a P.S.N.C. vessel which is putting in unexpectedly to clear some salvage. He should be back in England about 15th May.

I expect to leave on 10th June via Canada and should be home about the end of that month. Meanwhile I would like to offer a few observations on various ~~/related~~ problems should the project materialise:-

SITE: It must be on the East Falkland (and preferably on the Falkland Sound). The only 2 real possibilities appear to be Port Sussex and Derwin, though Newhaven might also be worth looking at. I have

H.T. Weekes, Esq., C.M.G.,

Controller of Plans,

Colonial Development Corporation,

33, Dover Street,

LONDON, W.1.

/instructed

instructed Penfold, the Naval Hydrographer seconded to me, to make a survey of Port Sussex in sufficient detail for your purpose: I am also arranging for some air photographs but these will not be as good as I would wish as we haven't the proper equipment yet.

WATER: There is no fresh water at Darwin adequate for the Freezer's needs but in most places here it should be possible to get water by boring; there is said to be plenty at Port Sussex, with the further ~~possibility~~ possibility of a dam.

LABOUR: Tinker estimates his requirements at 40 and they are not obtainable locally, the farms already being 100 short. If the Freezer comes they will need more labour. Tinker proposed seasonal labour from either Chile or Uruguay; I have made enquiries, in other connections, about both and do not recommend. Wages in both countries are inordinately high, which would upset the

/local



local economy, and there would be difficulty in getting them down. We are now reduced to the "Fitzroy" which takes only 16 passengers and I doubt if the Company would relish having their new accommodation turned over to passengers of this calibre. It would seem best therefore to recruit in the United Kingdom (Anglesea? Outer Hebrides?) in the certain knowledge that they could be absorbed into the Faras for the rest of the year. If we cannot recruit in the United Kingdom then I would suggest the possibility of exploring Sudetenlanders who are I believe now in the American Zone of Bavaria - they are fine agricultural stock I'm told; these could doubtless be got at the same rates as local workers which would be a great help. They are not handled by the International Refugee Organisation. There might be opposition from the local Labour Federation but this we should have to be prepared to meet. The Colony is greatly in need of new blood.

/HOUSING:



HOUSING: Housing would have to be pre-fabricated either in the United Kingdom, or, as successfully tried out by the Falkland Islands Company, in Sweden. The same applies to the factory. Labourers would have to be brought in for the work; with a considerable programme of public works ahead of us none could be spared from Stanley.

FUEL: For the factory and for domestic use. Either oil or coal. Peat is time-wasting and extravagant in use. Coal (South African or Montevideo) is about \$10 per ton delivered Stanley.

SHIPPING: (a) To port of destination or onward shipment. As mentioned earlier, the Falkland Islands Company with only one ship are "out," and from all points of view this is just as well. The alternatives seem to be Houlder Bros. or possibly Royal Mail; but it might be worth seeing if United Whalers would play - I cast this fly over Vivyan Board when I was in London last year and he was inclined to nibble at it.

(b) Internal. A medium sized Tank Landing Craft seems to be the answer.

/CATTLE:

CATTLE: There is no doubt that production of fat cattle off the tussock islands could be stepped up appreciably, possibly to 1,500 within three years, or even two. It would be capable of greater expansion. Here again the Tank Landing Craft, or some such craft would be indispensable. We should aim at a single, suitable breed for these islands.

INSPECTION: You will I am sure agree with us that a high standard of inspection is of the first importance; that "first quality" carcasses, bearing a distinctive mark, should, from the very beginning establish themselves on the market, against the time when the latter becomes a buyer's and not a seller's part. Any other policy would, I feel, be very short sighted. My Agricultural Officer, Oliver, is a good all-round man, popular with the farmers; I do not think we could do better than send him to do a concentrated course on meat and stock inspection; the latter he already knows quite a bit about.

/DUAL



DUAL ECONOMY: You enquired of Tinker I think as to whether the farmers could be persuaded to switch over from wool to meat. I do not think that they could with wool at its present price (there seems to be a demand for Falkland wool), nor would I advocate such a step. The Colony has suffered all along from having all its eggs in one basket and I see no virtue in exchanging one basket for another. I think they should go for both wool and meat as in New Zealand, but kill earlier i.e. be content with 3 or at the most 4 clips.

FINANCE: While Tinker's analysis has doubtless impressed those who have seen it (it was a very thorough piece of work and, I repeat, you could have chosen no better man for the investigation) it is too early yet to forecast to what extent the Sheep Owners, mostly absentee, will wish to put up capital. My impression is that the Falkland Islands Company with their present Chairman (Markham Dean) may jib if as seems possible the Freezer is not established at Darwin, and if,

/as

as would then follow, the venture should entail a capital expenditure a good deal in excess of Young's "cockshy"; but they will all send their sheep to it! The Government would certainly be disposed to take a hand but its own finances are not altogether rosy and the extent to which it could participate will be discussed by me with the Secretary of State's advisers when I am at home. Several ideas occur to me.

MANAGEMENT:

Finally, much will depend on the prestige and personality of the manager and, in the initial stages at least, there would be great advantage in employing Tinker if he can be lured away from his other interests.

Yours sincerely,

(sgd) MILES CLIFFORD



124

4th May, 1949.

Dear Bennett,

114-120

I enclose herewith two copies of a letter I have addressed to Weekes of the Colonial Development Corporation regarding the investigation by Tinker into the possibilities of establishing a freezer. He (Tinker) is reckoning on about 1,000 tons of mutton and up to 1,500 beef carcasses which is highly encouraging.

Yours sincerely,

(sgd) MILES CLIFFORD

J.S. Bennett, Esq.,  
COLONIAL OFFICE.

122

CO.

Mr. Raymer should see this file in who under  
the despatch on Agricultural policy.

There are some papers to go back in here ; I  
sent them down yesterday - they had been loaned to  
Mr. Benton.

mc 5/v

RECEIVED 23 JUN 1960



A24 11 have  
Kehner minutes  
20-30/8  
Keh  
4/8

# GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
49	London	16	1749	12.5.49.
To	Le Governor Government House Stanley			

107 would you please cable date Tuckers departure

Velop Piccy

*Reply at 124*

*Tinker*  
*Reply / Lett in + has 11th due Montarado 14/15. Expects*  
*spend 2 days visiting Buenos Aires. Should <sup>back</sup> ~~leave~~ <sup>arrive</sup> for UK*  
*about 20th*

*Governor.*

Time

## GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number

Office of Origin

Words

Handed in at

Date

13. 5. 49.

To

VELOP PICCY LONDON

Your telegram <sup>123</sup> No. 107 Tinker left here 11th due Montevideo 14/15th stop  
Expects spend 2 days visiting Buenos Aires stop should arrive United  
Kingdom about 20th.

Time

GOVERNOR.

LJH



File "Frazier"

DARWIN HARBOUR.  
FALKLAND ISLANDS.  
17th. April. 1949.

Thos. Tinker Esq.,  
Government House.  
Bort Stanley.

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Dear Sir,

You indicated that the Colonial Development Corporation might be interested in any proposal put forward with a view to improving the Sheep Farming Industry.

If financial assistance is to be granted to the Farmers of this Colony, I am of the opinion that this could be effected in three ways :-

- a. Financial assistance in procuring Pedigree Stud Stock from abroad.
- b. Financial assistance towards the erection of more fences so as to subdivide the existing large paddocks.
- c. Financial assistance towards the ploughing and re-grassing of virgin land.

With a view to producing more and better meat and wool I am of the opinion that improving the land by ploughing will bring the best results.

In the early part of this Century, these Islands were carrying about 800000 sheep and to-day the number does not much exceed 600000. These figures show that the quality of the pasture is deteriorating and it is certain that as the number of sheep carried becomes less - the poorer the land will become.

Hitherto there has been no export market for meat and wool was the only commodity the Farmer had to sell. In consequence, little has been done to improve the outside sheep Camps because of the high cost of ploughing and introducing new grasses.

In 1946, I ploughed a 7 acre strip of virgin land in one of the Darwin Sheep Camps and broadcast Yorkshire Fog seed directly on the upturned furrow, Disc harrowed it once, then rolled it. This strip was not fenced off in any way and the 800 sheep carried on the block of Camp had access to it at all times.

I see no reason why it should or why they should expect it.

That they should do themselves out of their considerable profits.

They have frequently been reminded of this

The result has been remarkable and at the time of writing the Fog has formed an almost solid mat which is grazed very hard. The fact that the Fog is eaten down indicates that the grazing stock are finding it more palatable than the surrounding native heath and without doubt the Fog is higher in nutritive value.

If more strips could be ploughed and treated in the same manner it would do much to improve the carrying capacity of the land.

The cost of ploughing virgin land varies with the type of Tractor and equipment used, but may be put down at between 30/- and 35/- per.acre, while the cost of N.Z.Fog, Ribgrass and Yarrow seed would work out at 35/- to 40/- per.acre. Therefore, the total cost of laying down strips on the lines indicated above would be approximately 65/- to 75/- per.acre.

Say 75/-

Yours faithfully,

*J. A. G. Smith*

	lbs.		lbs.		lb.	oz.	oz.	lbs.
Livers	= 11½ x 1062	=	12215	=	5	9	-	5
Hearts	= 4½ x 1062	=	4515	=	2	-	1	5
Tail	= 1½ x 1062	=	1595	=	-	14	-	25
Sweetbread	= 1 x 1062	=	554	=		4	2	27
2 Kidneys	= 2 x 1062	=	2124	=	-	13	3	24
Tongue	= 3½ x 1062	=	3747	=	1	15	-	21
Belly	= 20 x 1062	=	21240	=	9	9	2	16
Caul etc.	= 7 x 1062	=	7434	=	3	6	1	14

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128

							Tons	cwts	qrs	lbs.
Ewes	23535	=	Average weight	45 lbs,	=	472	15	0	15	
Wethers	18248	"	"	"	60 "	=	488	15	2	24
Rams	636	"	"	"	80 "	=	22	5	1	12
	<u>42419</u>						<u>983</u>	<u>16</u>	<u>0</u>	<u>25</u>

Cattle	1062		Average weight	500lbs.		237	1	0	8	
						<u>1,220</u>	<u>17</u>	<u>1</u>	<u>5</u>	<u>=====</u>

PA. K.L. 4/5



## COLONIAL DEVELOPMENT CORPORATION

DEPUTY CHAIRMAN'S OFFICE

33, DOVER STREET.

LONDON, W.1.

DCH.

25th April, 1949.

His Excellency G. Miles Clifford, Esq.,

C.M.G., O.B.E.

Government House,  
Stanley,  
Falkland Islands.

Dear Clifford,

Thank you for your letter of 4th January and its enclosures. I am afraid I have kept it some time unanswered as I wished to pass it on to those Divisions in this Corporation who are interested.

I think you will eventually be satisfied with the backing which this Corporation is giving to Tilbury's sealing venture. Tilbury junior certainly has capacity and we expect him to do a good job in co-operation with the Corporation.

With regard to the freezer, we are awaiting the full report from Tinker. We had expected him to arrive about 15th April, but there is no news of him so far. We hope that when he does come he will have a cut and dried proposal for the erection of a freezer, and from the preliminary information which has been supplied to us we are inclined to feel that his proposals are both sensible and practicable.

Norris' idea of a peripatetic freezer would certainly not be economically possible. We have gone in some detail into a similar project for a canning ship in the West Indies and found that costs would be considerably higher than the establishment of small canneries for canning fruit juices etc. I have little doubt in my own mind that the same results would be obtained if we examined the costings of a freezing ship as opposed to land based freezers.

In your letter you say you expect to go on leave in June, and if you do manage to get away from your duties in the Falklands, please do not hesitate to ring me up when you arrive in London and I will arrange for discussions here. By that time we should have received Tinker's

/report

130

-2-

report, and I hope we shall be ready to go straight ahead.

?FIC X We have heard rumours that someone is interesting himself in the possibility of shipping live sheep across to the mainland, but I hope no decision will be taken until the freezer project has been fully and carefully examined. I have always been a believer in the freezer project and have held that no permanent improvement in sheep husbandry will be undertaken on any scale until a freezer has been established.

Hoping that you are enjoying your tenure of office in the Falklands and looking forward to seeing you again soon,

I am,

Yours sincerely,

*F. A. Stockdale*

F. A. Stockdale.  
Deputy Chairman.



131

CONFIDENTIAL

report, and I hope we shall be ready to go straight ahead.

Y.E.

129. We have heard reports that someone is interested in the project, but I have no decision will be taken until the project has been fully and carefully examined. I have always been a believer in the project and have held that permanent improvement in the industry will be taken on any scale which has been established.

Plan send d/b at once.

mc

7/

vi

Hope that you are in the position and look forward to seeing you again soon.

I am,  
Yours sincerely,

W. A. Brocklebank  
General Manager



8th June, 1949.

Dear Stockdale,

129

Thank you for your letter of 25th April. In regard to your penultimate paragraph the interested party, Hogben on behalf of Vesty's, has been down here trying to persuade people I think of the unprofitability of a Freezer and how much better it would be to ship the surplus to the Coast.

I had anticipated some such move and am introducing legislation to provide for an export tax on livestock.

I am leaving tomorrow and hope to be in London early in July. I shall look forward to seeing you again.

Yours sincerely,

(sgd) MILES CLIFFORD

Sir Frank Stockdale, K.C.M.G.,  
The Colonial Development Corporation,  
Dover Street,  
LONDON, W.1.

DECODE.

133

TELEGRAM.

*From* ..... VELOP LONDON .....

*To* ..... COLONIAL SECRETARY .....

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*Despatched* :      June 22nd                      19 49      *Time* : 1710Z

*Received* :      June 23rd                      19 49      *Time* : 1000P

182 Awaiting aerial photographs Port Sussex and hydrographic  
report to estimate cost. Please advise dispatch.

P.L.  
W.R.

VELOP

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

**S E N T.**

Number	Office of Origin	Words	Handed in at	Date
				23.6.49
To	VELOP LONDON			

Y our No 182 Hydrographic report sent by last mail arriving  
U.K. end July stop Aerial photographs being sent next air mail.

O.A.G.

Time



DECODE.

TELEGRAM.

From Godfrey Faussett, Colonial Development, Corporation  
Velop, London.

To: COLONIAL SECRETARY.

---

Despatched : 19 Time :

Received : 26.7.49. 19 Time :

No. 242. Governor agrees our Freezer Project. Most grateful y ur  
advice and information by cable of firstly, likely availability and  
rates of wages unskilled and semi-skilled labour and skilled building  
tradesmen s condly availability and costs building materials particularly  
cement, sand, timber, thirdly advice regarding sources approved. Local  
prefabricated housing for staff with unit costs fourthly probable unit  
costs erection typical buildings including large steel framed factory  
and refrigerator structures Port Sussex.

Godfrey Faussett,  
Colonial Development Corporation,  
Velop London.

E. E. f. o.

(Intld) R. W. 26/7/49.

See 138

36

A.

E.C.

H.C.S. would be glad of your observations  
on (35) pl

A.C.S.

B.

W. Jones  
5.8.49

1. Availability of skilled and unskilled labour-incl.
2. Rates of wages
 

(a) unskilled local	1/3 <sup>d</sup> per hour
Semi-skilled "	1/11 <sup>d</sup> " "
skilled "	2/1 <sup>d</sup> " "
3. Availability of building materials
 

(a) cement	none available
(b) Timber	none available
(c) Sand	I do not know position regarding Sand near Port Sussex - perhaps Mr. Tucker should be consulted.

(Other than Stone and Sand all materials are imported from England.

4. local prefab housing - no data available
5. Steel frame buildings - no data available

W. Jones  
6.8.49.

Y.H.

135 The reply submitted.

Largest delay is now to difficulties in training file.

R.H.

6/8.

C.S. ✓ *from* R. 6/8.



DECODE.

TELEGRAM.

From THE OFFICER ADMINISTERING THE GOVERNMENT.

TO: FAUSSETT, VELOP LONDON.

Despatched : 9.8.49. 9.8.49. 19 ... Time : ..

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

135 Your telegram 26th. July.

Following for Faussett: (1) Availability labour nil.

(2) Wages unskilled 1/8d. semi skilled 1/11d, skilled 2/10  
an hour.

(3)

Cement and timber none available. Tinker can advise on sand  
at Port Sussex. All building materials other than stone and sand  
imported from England.

(4) No information available local prefabricated housing and steel  
framed buildings.

G. T. C.

OFFICER ADMINISTERING THE GOVERNMENT.

TELEPHONE : MAYFAIR 7494

139 ~~176~~  
TELEGRAMS: VELOP. PICCY. LONDON  
CODE: BENTLEY'S SECOND

0497/11  
**COLONIAL DEVELOPMENT CORPORATION**

DEPUTY CHAIRMAN'S OFFICE

33. DOVER STREET,  
LONDON. W.1.

2nd August, 1949.

Sir Miles Clifford, K.C.M.G.,  
The Birch Hotel,  
Haywards Heath  
Sussex.

Dear Clifford,

No copy  
Many thanks for your letter of the 29th July which  
I have received on my return to the office to-day.

I note that you will look into the question of  
Tinker's use of your boat about which I wrote you last week,  
when you return to the Colony. We shall of course be  
grateful for any assistance that you can give us, and I hope  
that during your further service in the Falklands you will  
see the establishment of the freezer which has been under  
discussion for such a long time.

28/8.  
With kind regards to Lady Clifford and yourself,

Yours sincerely,

C.S. for frozen file.  
F. A. Stockdale  
Deputy Chairman

ONG.

Felt M.

I received this letter this morning &  
this evening word of Stockdale's death in  
his sleep. Last night. He was greatly  
suffered in the Falklands would be a sad loss to us. Mc. 3/11

# COLONIAL DEVELOPMENT CORPORATION

33. DOVER STREET.  
LONDON. W.1.

0588

DCH.

27th July, 1949.

Sir Miles Clifford, K.B.E., C.M.G.,  
Birch Hotel,  
Haywards Heath,  
Sussex.



Dear Miles Clifford,

I hate to worry you whilst you are on leave, but there is one matter which came to my notice this morning about which I feel I should consult you before you return to the Falklands.

It has been reported to me that the Corporation has been charged £44.15.0. for the use of a boat for Tinker from Darwin to Port Stanley.

At a meeting on 17th August, 1948, when it was decided to send a C.D.C. employee to investigate the Freezer project in the Falklands it was understood that you promised to provide all facilities, including the use of your boat. Tinker was transported by boat on numerous occasions and accounts for the use of this were rendered to him. These were, however, cleared without payment on Tinker mentioning that you had agreed to the use of the boat. At the end of his tour, however, he was asked to pay £44.15.0. to be brought from Darwin to Port Stanley.

Briefly, the position was that before going on the last tour Tinker arranged with the Colonial Secretary that towards the end of the survey he would notify him so that he could be brought from Darwin to Port Stanley prior to his return to the United Kingdom. A week before he was ready to leave he phoned to the Colonial Secretary, and it was then suggested that he should either walk or ride. The Colonial Secretary would not send the "Philomel" until Tinker had agreed to pay for it. The only alternative was for him to wait for the "Fitzroy", and this would have entailed a waste of four or five weeks. The question of payment

/was

C.S. File  
G.V. for  
H.E. i  
return.

17/4.

This is not correct.  
Considerable time  
has spent in  
endeavouring to  
arrange for him  
to come in by  
ship on boat. K.H.

Reply at 192



141

-2-

was, I gather, raised with you and it was understood that the matter was one for the Harbour Master, who insisted that the account should be defrayed. This was done, but in view of your earlier promise to provide facilities, I have to ask whether you think it would be possible to obtain a refund of this money to the Corporation.

I know that this is not a question which I should put to you whilst you are on leave, but I feel that I should raise it so that you can give us some indication of your views and deal with the matter as soon as possible after your return to the Colony.

Hoping that you are having a pleasant rest in what is for England gloriously warm weather,

I am,

Yours sincerely,

*F. A. Stockdale*

F. A. Stockdale.  
Deputy Chairman.

*Not.*

*Replied upholding Harbourmaster's action.*

*Matter can be re-examined on my return,*

*huc 31/vii*  
*Bur. 25/11*  
*1949*



Tel. : Whitehall 2366  
Extension



142  
COLONIAL OFFICE  
SANCTUARY BUILDINGS  
GREAT SMITH STREET  
S.W.1

Your Reference

My Reference 19889/54/49

27th August, 1949.

*Dear Sir Miles,*

We expect next month to receive from the Corporation their proposals about the refrigeration project in the Falkland Islands and also the terms under which they think the Colony should assist.

Our knowledge of these terms is pure guesswork at present, but we understand from certain letters which you have addressed to the Mediterranean Department that they will either expect the Colonial Government to subscribe towards the total estimated cost in the form of a loan, or possibly grant the Corporation certain concessions.

*Yes.*  
The adoption of the latter method would require to be carefully considered from the point of view of the position of other Companies in relation to the C.D.C. not only in the Falklands, but also in other parts of the Colonial Empire. As regards financial participation, however, I believe it is your view that every effort should be made here to raise the total sum which the Falkland Islands Government would be required to loan on the U.K. market. But before we can approach the Treasury on this point, we shall have to satisfy them, amongst other things, that all local resources are tapped.

It

SIR MILES CLIFFORD, K.B.E., C.M.G.

142a

It seems to us that an assurance of this nature will be hard to give because, even if the local population are not prepared to subscribe, we do know that the Falkland Islands Government still possesses a certain amount of financial reserve in the Land Sales Fund, which at the end of the last financial year had over £200,000 standing to its credit.

I understand that one of your objections to the utilisation of this Fund is that you do not wish to lose the revenue which the Colony at present derives from it. We are not altogether happy that this would be an effective answer to the Treasury view and the purpose of my letter is to ask you whether you can furnish us with any additional arguments.

I am sorry to trouble you in the midst of your leave on what might perhaps seem to be a hypothetical question. But I gather that the C.D.C. are almost certain to ask for some sort of financial participation, and I felt it would save time on this urgent matter if we could clarify the position now.

Yours sincerely,

N.L. Mayle

(N.L. Mayle)

OAG.

Replied to 29/iii. Company likely to get its concerns at very reasonable figures; some firms may contribute to capital cost. Only chance they find to do so would Govt. contribute itself or consider tax remission during exceptional periods.



TELEPHONE: MAYFAIR 7494

TELEGRAMS: VELOP. PICCY. LONDON  
CODE: BENTLEY'S SECOND

# COLONIAL DEVELOPMENT CORPORATION

33, DOVER STREET,  
LONDON, W.1.

COPY



PLS/1

*C.S. In file*  
*22/10*

1st September, 1949

The Falkland Islands Sheep Owners Association,  
Southernhay,  
Cavendish Road,  
Weybridge,  
Surrey.

Dear Sirs,

As arranged at the meeting held here on 26th August, we have pleasure in sending you for consideration (and, of course, without commitment) a suggested payment scale on a grade weight basis for the purchase of sheep suitable for freezing.

At our meeting on Tuesday, 6th September, at 2.30 p.m., we should like to obtain the views of representatives of your Association upon the acceptability of a schedule on these lines.

You will notice that the proposed price for reject sheep is fixed at 2d a lb. Our tentative estimate is that about 30% of the sheep offered in the early stages are likely to fall into the reject class.

Our understanding of the sense of the meeting was that those present would prefer an outright price to a lower price and share of profits. We should like to make provision for farmers to have some share in the profits of the enterprise and to discuss with you the acceptability of a scheme on the following lines:-

Over the first 3 years every supplier to the freezer would be entitled to leave half his cash receipts from the freezer for the purchase of Ordinary shares at par. If all farmers took full advantage of such an offer, the effect would be that by the end of the third year, between 20 and 25% of the capital of the freezer would be held by suppliers.

Yours faithfully,

(Sgd) H.T. WEEKS  
Controller of Plans

OAG

*The meeting on 6th went quite smoothly  
and my impression is that the Farmers will accept  
the price. I pressed for a modification which would  
abolish discrimination against the West farmers by doubling  
the cost of transport to the project offering a flat rate to all, on the hoof. I would like to see*

*the share held as to 51% by the Corp & balance between Farmers & Govt.  
MC. 9/9*

PROPOSED PAYMENT SCALE ON A GRADE/WEIGHT BASIS

Class & Quality	Estimated Average Weight in lbs.	Price per lb.	Price per Sheep
Wethers under 50 lbs 1st quality	45	$3\frac{3}{4}d$	$14/0\frac{3}{4}$
" " 50 " 2nd "	45	$3\frac{1}{4}d$	$12/2\frac{1}{4}$
" 51 - 60 " 1st "	55	$3d$	$13/9$
" 51 - 60 " 2nd "	53	$2\frac{1}{2}d$	$11/0\frac{1}{2}$
" over 60 lbs.	65	$2\frac{1}{2}d$	$13/6\frac{1}{2}$
Ewes under 50 lbs. 1st quality	40	$2\frac{7}{8}d$	$9/7$
" " 50 " 2nd "	40	$2\frac{1}{2}d$	$8/4$
" over 50 " 1st "	53	$2\frac{1}{2}d$	$11/0\frac{1}{2}$
" " 50 " 2nd "	53	$2\frac{1}{4}d$	$9/11\frac{1}{4}$
Rams and rags all weights	80	$2d$	$13/4$
Rejects	42	$2d$	$7/-$



PROPOSED BASIS FOR PURCHASE OF CATTLE IN THE  
FALKLAND ISLANDS

		<i>£</i>	<i>s</i>	<i>d</i>
Bullocks - first quality	600 lbs @ 4½d	11	5	0
" - second "	600 lbs @ 4d	10	0	0
Cows - first "	500 lbs @ 4d	8	6	8
" - second "	500 lbs @ 3½d	7	5	10
Old cows and bulls	600 lbs @ 2½d	6	5	0

B.V. 28/11  
K.L.  
27/10  
Mail form 142



146  
DECODE.

No 60.

TELEGRAM.

From VELOP LONDON.

To THE GOVERNOR FALKLAND ISLANDS.

Despatched: 12th November. 19 49. Time: 1455.

Received: 13th November. 19 49. Time: 0900.

No 520. Freezer Project Port Sussex. Hope despatch first shipment equipment January 1st but uncertain whether can be unloaded at Port Sussex there for your being able help reconnaissance at site by your engineer at corporation's cost provide answer following vital question.

FIC | Firstly, can ( ? ) scow be available for unloading stores one month from middle of February. Ship will collect if necessary.

Secondly, is nature of beach sandy or rocky.

Thirdly, is shore shelving rock, steep.

Fourthly, is slope gentle to higher ground. Heaviest lift about 30 cwt and maximum size package about 6 feet by 6 feet by 4 feet concrete mixer frame.

Fifthly sandy sand available immediately local or where?

Sixthly, can rock be quarried by hand or is blasting and compressed air necessary.

U/S | Seventhly, can men live in tents for a few days pending erection nissen huts. Shall probably need minimum labour force thirty men from February 15th success of venture depends on their availability. Lastly most grateful for advice whether you can help and request answer by November 28th.

VELOP, LONDON.

Col. Fuller

I believe you went to Port Sussex area. Can you answer any of the questions asked above?

18/11/49.

Reply 1148

147

HCS

Following answers are as accurate as possible but I have only flown over Port Sussex so the information has been obtained from John Biscoe as well.

- question 2 Mostly rock but small sand patches.
- 3 Above high water no but shelving steeply below high water
- 4 No on whole about 50 foot steep climb but there are a few less steep valleys. Loads could be either manhandled or got to top on skidways
- 5 Yes about  $\frac{3}{4}$  mile from landing point there is long sandy beach.
- 6 Mostly by blasting some might be done by hand.

H.W.B. 19/11

Harbour Master.

Ref. overleaf. Can you advise as to 1 - comment on Col. Butler's 2, 3, 4, 5 & 6 above.

H.C.S.

1. I regret that I shall have too much work in Stanley for the next two or three months to be able to carry out a good recon of Port Sussex.
2. Never having been to Port Sussex I am unable to comment on the above but the only snow we have is that of F.I.D.S. and that will probably be down South in the middle of Feb.
3. I am somewhat worried about the demand for labour. I have already reported a mild availability (136 B in this file) and I anticipate a somewhat similar demand from the sealing venture.



148

DECODE.

TELEGRAM.

From His Excellency the Governor.

To VELOP, LONDON.

Despatched : 26.11.49 19 Time : 1230

Received : 19 Time :

146 Your telegram No. 520.

Paragraph 1. Services engineer will be made available at your cost. Aerial photographs follow by next mail. As to question of air.

- (1) Regulation scow not available but can provide two small degutt ed launches 45' long X 10' wide and 24' long X 8' wide which will take heaviest lift described in your para. 4. Ship should collect from Stanley.
- (2) Rocky, some sand at Head of Sussex Creek.
- (3) Generally shelving not very steeply.
- (4) No. Generally about so steep a climb loads could be manhandled or got to top on sheerlegs.
- (5) "Sandy" sand not understood. There is sand available at low water at Head of Sussex Creek.



149

(6) Blasting\*compressor preferable.

(7) Men can live in tents.

Minimum labour force such as you suggest might be assembled for short period, e.g. 14 days. I must remind you that this is busiest time on farms and that Government which absorbs bulk of Stanley labour has heavy Public Works programme which cannot be disrupted. I explained to you personally that I did not think it would be possible to release more than half-a-dozen men.

GOVERNOR.

G.T.C.  
WH.

See 151

DECODE.

150

TELEGRAM.

*From* His Excellency the Governor.

*To* VELOP, LONDON.

---

*Despatched :* 28.11.49 19 *Time :* 1100.

*Received :* 19 *Time :*

Following personal for Fowler from Governor. Understand that Rowe who is apparently under impression that he is your agent has written to you advocating Naval Wireless Station at Head of Bay in Stanley as site for Freezer. Possibility of Stanley or environs previously discussed by Tinker and dismissed. I have no indication that Admiralty are prepared to dispose of building for which I should, in any case, have other use and would also observe that Head of Bay is unapproachable for vessels exceeding 3 feet draught.

If you require any further information in this direction suggest you consult Captain Roberts, care of F.I.C., Southernhay, Weybridge.

G. T. C.  
WH.

GOVERNOR.

DECODE.

151

TELEGRAM.

From VELCP LONDON.

To: His Excellency the Governor.

---

<i>Despatched :</i>	28.11.49	19	<i>Time :</i>	1845
<i>Received :</i>	29.11.49	19	<i>Time :</i>	0930

148 No. 560. Most grateful your cable 26th.

FL.. WH.

VELCP.




152

HCS.

There is another telegram in today for this file  
in answer to p. 150. A second volume should  
be bound for this file - papers from p. 105  
inclusive placed therein.

File sh. then return to (Vol II only).

  
20/6/49.

DECODE.

153

TELEGRAM.

From Mr. Fowler, London.

His Excellency the Governor.

---

<i>Despatched :</i>	29.11.49	19	<i>Time :</i>	1618
<i>Received :</i>	30.11.49	19	<i>Time :</i>	0930

G.T.C.

150

No. 562. Grateful your cypher telegram. Taking no further action

Naval W/T Station.

G.T.C. WH.

FOWLER.

154

E.E.

H.E. has instructed that you should go to Fort Sisson and have a look round, with a view to providing more definite answers to the queries on p. 146 previously answered at p. 148. You should arrange to go any time before 10.1.50, and, weather permitting, the aircraft should be available to you. (Cost of the flight chargeable to C.D.C.) Perhaps you would consider - let me have your views in detail.

2/12/49.

H.C.S.

1. We spoke today and I said that in order not to take up too much time I would go over a weekend - The date to be fixed as soon as Leg Co. meeting was fixed. I also said I would prefer to go in the jeep in order that Mr. Lumsden could go as it may be necessary to do a little summary work

*Eff* S. XII. 49.

2. Leg Co. being now fixed for 16/17 Dec. Mr. Lumsden & myself will leave on Friday afternoon. I have spoken to A.O. who knows the tracks and the site and suggest that he go too as he is very interested.

*Eff* 6. XII. 49.



Mr. Winter.

I should be grateful if you would record what you know of  
the matter raised at H 140-141 herein.

10/12/49

K.C.I.

All the details are of course rather hazy as it was  
impossible to keep a record of the many telephone  
conversations with Mr. Tinker - sometimes after 10 pm -  
but I remember he told me after his return to Stanley  
that his great task to get here was to enable him  
to call Mr. Fowler before the mail arrived as he was  
expecting a telegram letter from Mr. Fowler.

2. During 2 days I had at least a dozen ~~to~~ phone  
calls with L.C. T. Gilchrist and K. Hutchinson  
endeavouring to make arrangements for T. to  
come in: Hutchinson was to bring him by  
kef which became unserviceable at the last  
minute.

It was then arranged that L.C. would go  
by kef to Ligon, where Gilchrist could bring  
T. - he could then have made the journey in  
one day - but Gilchrist either wanted a Grant's  
kef.

That is correct.

3. I am not quite clear as to why Williams could not



156

to the Danes but believe it was the intention  
of the parent: E.E. will be able to reach the reason.

I distinctly remember T. saying 'I will  
charter the boat' and his impression I formed at  
the time that T. was determined he would have  
'Philomel' sent out especially for him.

4. I said that T. could ride in - he could have  
ridden to Elgway and been picked up there - but  
he refused to ride

He cannot  
reach good on  
a horse.

He said he could walk it but later and  
not intended to be taken seriously as I knew.  
He could not have done it.

<sup>14/6</sup> Our conversations on the phone were not  
amusing and I had occasion when he returned  
to tell him what I thought of him for some of the  
things he had said when several people were listening  
in. He apologized.

5. It is not correct that the only alternative was for T.  
to wait for 4 or 5 weeks - Hutchinson could have  
been sent out as soon as his vehicle was  
ready at a cost of about £10 - but for the money  
given in prize I T. wanted to return immediately.  
He was in Minter about 5 weeks after his return  
before he left the Colony.

Kia.

10/12.

E.E. Ref 140-141, can you do anything to Mr. White's mind about?

2/12.

H.C.S. I can add nothing to the White's minute above except that the Tinker  
was most adamant about the Philomel.

H.C.S.

15.  
With reference to 146 and the reply 148 in this file, I visited Port Sussex on Wednesday 28. XII. 49.

1. As in reply at 148.
2. Nature of beach rocky.
3. There are several creeks with gently shelving beaches where stores could be landed.
4. The slope is not gentle to higher ground but providing specifications of weight and size of maximum package are as stated, loads could be manhandled by using ropes and timber.
5. No good building sand immediately available along the whole north coast of the island.
6. Compressor & crusher necessary.
7. Men can live in tents for a few days but no tents available in the islands.

ETH 31. XII. 49.



19889/54/49

**Saving.**

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLAND ISLANDS

Date 18 November, 1949.

No. 148 Saving.



0588

I enclose the original of a letter dated the 4th October, 1949, addressed to Sir M. Clifford by Dr. Fowler of the Colonial Development Corporation regarding the Corporation's Freezer Project. A copy of it has been retained here.

You have already been informed that the scheme has been approved.

SECR.

*Me* *8 1/2* *Hs.*

## COLONIAL DEVELOPMENT CORPORATION

33, DOVER STREET,  
LONDON, W.1.

ANP/1

4th October, 1949.

Sir Miles Clifford, K.C.M.G., O.B.E.,  
29, St. James Street,  
Piccadilly.

Dear Sir Miles,

Enclosed is copy of letter from Mr. Young and copy  
of the outline of the Freezer Project which was sent to the  
Sheepowners' Association.

To keep you informed I will send you details of what  
transpires at tomorrow's meeting.

May I express my personal appreciation for the most  
valuable assistance which you have so readily given to us in  
connection with this project.

Yours sincerely,

*A.B. Fowler*

A.B. FOWLER,  
Manager, Animal Products Division.

Dear Ben,

You will wish to see this - after which I  
can go out to The Falklands for OAG.

I have not yet heard the result of today's  
meeting.

*McG*



FALKLAND ISLANDS SHEEPOWNERS' ASSOCIATION

160

"Southernhay",  
Cavendish Road,  
WYBRYDGE,  
Surrey.

28th September, 1949.

Colonial Development Corporation,  
53 Dover Street,  
London, W.1.

Dear Sirs,

The Members of this Association at present in London have met and considered the proposals of the Colonial Development Corporation for the establishment of a Freezing Plant in the Falkland Islands and I am instructed to advise you that they desire to again express their appreciation of the project and of their intention to give it their support.

*Bargaining!* They do, however, desire to put on record that, whilst the project should benefit the Colony, the development of a Sterling source of supply of Meat, however small, is of some importance to the British Government.

2. Finance. The estimated Capital outlay appears to be heavy in view of the limited numbers likely to be dealt with and whilst it may be held that as the Colonial Development Corporation is providing the Capital, this aspect does not concern the Association, the interest and amortisation charges which must be met out of the proceeds of the products will be high and must therefore materially affect the price the Colonial Development Corporation can pay for Sheep/Cattle, over a long period. The Colonial Development Corporation has stated that the estimates of receipts for Meat per annum were:-

Commencing	£17,000 - £20,000
In full operation	£52,000.

To enable the Association to get a better picture of the prospects, they request they may be advised if these figures are gross or net and if they represent the total receipts anticipated, i.e. from Meat, Offals, Skins, Hides, Tallow and other by-products.

Should the Plant run at a loss, how will the loss be met?

Investment. Members will not commit themselves at present but they are agreeable to assist the financing of each season's working by awaiting payment until the Meat has been shipped and paid for by buyers. They do, however, suggest that a time limit for settlement be made and suggest not later than four months from the date the killing season ceases.

*They will indeed!* 3. Direction and Management. There should be a Supervisory Board both in Falkland Islands and in London with adequate Falkland Islands Sheeponers' Association representation. Although the Falkland Islands Sheeponers' Association Members may not invest, they will have a considerable stake in project as they have to supply the Sheep/Cattle and allow credit. Moreover, anticipate they will have to incur considerable Capital Expenditure in making such changes in their Farming policy as may be necessary to increase the number of Sheep/Cattle available for delivery to the Freezing Works.

4. Price Schedule. The Association will comment after receipt of the Colonial Development Corporation's reply to my letter dated 20th September 49.

*X* 5. The Association is of opinion that the minimum delivery of Sheep/Cattle to the Freezer should be 40,000 and 500 which quantities should slowly increase. No allowance has been made for the additional butchery requirements necessitated by the requirements of the Colonial Development Corporation Sealing Company and Freezer employees.

See (179)

*It is intended to note that Mr. Young's scheme envisaged 17,000 !!*



1611

6. Labour. Since operation of the Freezer will increase labour requirements in the Falkland Islands by about thirty men, there are two alternatives to be considered:

- (a) The importation of labour by the Freezer and so far as possible their absorption by the farmers in the off season.
- (b) The engagement by the farmers of additional labour which could be employed by the Freezer in its busy season.

Since this additional labour is required by the Freezer it seems reasonable that the Colonial Development Corporation should pay cost of travel leaving the farmers to maintain these men in the off season if section (b) above is decided upon.

*Cumming.*

7. Sheep/Cattle required for Port Stanley consumption. Port Stanley butchery requirements are taken care of by three concerns, the Falkland Islands Co.Ltd., W. Hutchinson and J. McGill; their source of supply is the Falkland Islands Company's, certain East Falkland and Islands Farms. The price charged for meat is low and has been stable for many years. The Association is strongly of opinion that it is most advisable that this price structure should be maintained as an increase would result in pressure for higher wages in Stanley which would be difficult to resist and which would doubtless be paid for indirectly in increased charges for services rendered to the Farms by Stanley. It is apparent that Producers would be averse to selling sheep to Stanley Butchery in view of the better prices paid by the Freezer and the Association will consider a quota scheme which would have to be worked on a co-operative basis. The Freezer may be asked to co-operate by providing a small chamber to hold frozen mutton for consumption between May - October when live sheep are in poor condition, and which they would sell to the Butchery at a price which would enable present retail prices to be maintained.

*Not a business.*

*Why should F.I.C. do this?*

8. The Association would like to be given more information regarding the Colonial Development Corporation's proposals for the transport of sheep from West to East Falkland. From their knowledge of local conditions Members urge that very careful consideration be given to this important matter. A serious breakdown or constant delays might throw the whole programme out and involve both Farmers and the Freezer in heavy losses.

The Association also enquires how sheep from outlying Islands will be dealt with. Islands usually have excellent surplus sheep for disposal and their sheep would certainly make a profitable contribution to the Freezer. The Sub-Committee having examined the qualification of L.C.M.S. proposed for inter Sound and Islands transport of stock have no confidence in this type of craft. They propose that if Sheep and Cattle are to be collected from the outlying Islands and West Falklands it would seem that a sea-going boat is essential. It is suggested that a Scotch fishing vessel about 100 ft. overall with a beam of 20 ft. will be a better proposition than the two landing craft originally proposed. A vessel of this type would work in almost all weathers whereas the L.C.M.S. would not.

9. Two or three Members of the Association would like to call on you, on the Association's behalf, for an informal discussion on the points raised herein and on certain other matters arising out of this project and suggest 11 a.m. on 5th or 7th October, whichever day is convenient to you. Will you kindly let me hear by the morning of the 30th instant?

Yours faithfully,

(Signed) L.M. Young.

Hon. Secretary.

528.

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				16.11.49.
To	VELOP, LONDON.			H.O. A/C.

Following for Fowler begins if you have not already contacted  
 BARNES advisable you do so early as understand other calls on  
 his services pending stop Ends.

GOVERNOR.

Time

DECODE.

0588.

TELEGRAM.

*From* COLONIAL DEVELOPMENT CORPORATION (VELOP)

*To* HIS EXCELLENCY THE GOVERNOR.

*Despatched :* 19.11.49 19 *Time :* 1246

*Received :* 21.11.49. 19 *Time :* 1400

119 162  
No. 539. Thanks your 16th. Grateful your advice  
whether or not engineer can report as requested in my  
cable No. 520.

VELOP.

P/L.  
WH.



DECODE.

TELEGRAM.

121  
164

*From* VELOP, LONDON.

*To* GOVERNOR, STANLEY.

---

*Despatched* : 28/11/49 19 .... *Time* : 1845.

*Received* : 29/11/49 19 .... *Time* : .....

No 560. Most grateful your cable 26th.

VELOP

P/L.  
S. S.

DECODE.

TELEGRAM.

123  
165

*From* Fowler, LONDON.

*To* GOVERNOR. STANLEY.

*Despatched* : 29.11.49. 19 .... *Time* : 1618.

*Received* : 30.11.49. 19 .... *Time* : .....

No 562. Grateful your cypher telegram taking no further action Naval  
W/T Station.

FOWLER.

G. T. C. W. H.  
Typed -S. S.

0588/IL

124  
166

21st December,

49.

Sir,

I am directed to refer to your telegram No. 539 of the 19th of November, 1949, and to enclose herewith, in the hope that they may be of some assistance to you, seven aerial photographs of the Port Sussex area, taken approximately one month ago.

I am,

Sir,

Your obedient servant,

(Sgd) MICHAEL R. RAYMER,

Colonial Secretary.

Geoffrey Fawcett, Esq.,  
Colonial Development Corporation,  
c/o Colonial Office.

WHL

Reply at 166.



125  
167

CS.

I don't know if Mr. Carson has seen 158-161 110-117 herein;

if not I would like him to do so at an early opportunity.

mc 31/xii

Letter at once to Sir S. Wood - wh. I should like to  
discuss with you.

ACS.

Pl find diff. at once for H.E.'s signature.

4/1/50.

DECODE.

TELEGRAM.

From THE COLONIAL SECRETARY.

To VALOP, LONDON.

Despatched : 30th December.

1949. Time : 1600.

Received : .....

19 .... Time : .....

Following for Sir Ernest Wood from Governor Begins.

1. Grateful learn when Engineer may be expected.
2. Site. Respective merits. Port Sussex and Ajax Bay are still subject to good deal discussion locally and I suggest it would be wise leave final decision to Engineer on arrival.
3. Agency. Strongly recommend Falkland Islands Company as your Agents no other body having in my opinion adequate organisation render official service.
4. Inspection. Propose that inspector should be provided by Government.
5. Management. Understand Tinker not coming and suggest you might care refer to Jones Manager Rio Seco Patagonia who should be able find competent man. Ends.

COLONIAL SECRETARY.

G.T.C.  
S.S.

DECODE.

TELEGRAM.

From WOOD, LONDON.

To GOVERNOR. FALKLAND ISLANDS.

Despatched : 4.1.50. 19 50. Time : 1356  
Received : 5.1.50. 19 50. Time : 0900

167<sup>a</sup> No 682. Your cypher telegram December 30th. Engineer sailing  
January 7th. Hope to fly new Manager VENTER to confirm site and return.  
Working close<sup>with</sup> to ( ? ) Falkland Islands Company<sup>? clearance</sup> no agents required.  
Agree Government meat inspection.

WOOD.

Early.

G.T.C.

(Intld) M.R.R. 5/1/50.



C.S.

Paul of this correspondence seems to have got into another file.

A further reply to 146 shd. now issue based on EE's minute at back cover following his recent visit.

We might add that both sand and stone are available in close vicinity Ajax Bay and that EE will examine at first opportunity and report.

As to 140-141 - it was never my intention, captured or implied to place Philmel at Tucker's service. But to give him

a free trip whenever he used her. Chauteau for hours all in another matter but I think we had better explain as in London & various or gratis. W.D.

TELEGRAM.

From THE GOVERNOR.

To MELOP LONDON.

Despatched: 4th January. 1950. Time:....

Received: ..... 19 $\frac{1}{2}$ .... Time:....

148

146

148

146

Your telegram No 520. Further to my telegram of 26th November Executive Engineer has now visited site and confirmed answers given in my telegram of 26th November with following modifications.

- (2) Observed no sand.
- (3) There are several creeks with gently shelving beaches where stores could be landed.
- (4) Slope is not gentle to higher ground but loads as indicated in your telegram could be manhandled by using ropes and timbers.
- (5) No good building sand immediately available along whole north coast of inlet.
- (6) Compressor crusher necessary.
- (7) Yes, but no tents available locally.

Both sand and ~~tim~~ stone available in close vicinity AJAX BAY. Engineer will examine and report first opportunity.

GOVERNOR.

G. T. C.  
S. S.

160  
170

EE.

Repat on  
Port Sussex side?

McC 2/1/50

KIV 159.

H.C.S.

1. My 'report' which I have deliberately confined to the specific questions asked is at 157.
2. I cannot be more precise without having the detailed soundings taken by the Naval Hydrographer on the exact site.

CH 5. Jan. 50.



171

Y.E.

One d.o. letter to Sir Ernest Wood & Co. at back cover fl.

7/1/50.

Sqd.

There is a later telegram?

MC 7/1

Office

Some letter - type - enclose telegram at cover

Return file early fl.

7/1

GOVERNMENT HOUSE,

STANLEY.

6th January, 1950.

Dear Wood,

I write to confirm my telegram which read:-

"Your telegram No. 520. Further to my telegram of the 26th November Executive Engineer has now visited site and confirms answers given in my telegram of 26th November with following modifications.

- (2) Observed no sand.
- (3) There are several creeks with gently shelving beaches where stores could be landed.
- (4) Slope is not gentle to higher ground but loads as indicated in your telegram could be manhandled by using ropes and timbers.
- (5) No good building sand immediately available along whole north coast of inlet.
- (6) Compressor crusher necessary.
- (7) Yes, but no tents available locally. Both sand and stone available in close vicinity Ajax Bay. Engineer will examine and report first opportunity.

There is, I think a good deal to be said for the argument in favour of Ajax Bay as a site for the Freezer (a) there is protection from westerly gales which can be extremely violent (b) it is handy to San Carlos station which may be an advantage (c) there is building sand available nearby. Fresh water I am less certain about but it might pay to try and sink a well anyway as the surface water, which is heavily peat-stained, is pretty rough on pipes. In any event I do think you would be wise to leave the decision till Dean gets here. You have had my Engineer's reply to your questionnaire and I propose sending him out to Ajax Bay too.

It is a little unfortunate that you did not follow my advice in regard to getting in touch with Barnes who is by far the best contractor here and there is some danger that unless you do so soon his services will not be available.

We have a motor ketch 45 ft. with new Ruston Hornsby diesel which you might find useful for sheep shifting - it would carry about 100 I should imagine. It belongs to the Falkland Islands Dependencies Survey but has been declared as unsuitable for the rigours of the Antarctic. The hull (it was built in the Baltic and is very strong) cost £2000 with a further £2500 for reconditioning and the engine £1200 plus fitting; refit was only completed in June last.

Sir Ernest Wood,  
Colonial Development Corporation,  
33, Dover Street,  
LONDON, W.1.

/The



The total cost was £8000 odd and a reasonable offer would be considered; it is fully found (R/T; galley etc.) though may require additional ballast and other minor adjustments but it might be worth acquiring, and the main thing is that it is on the spot. The Falkland Islands Company are in the market for the hull for sheep-shifting but I am in no hurry.

I had a letter ad misericordiam from Tinker but the general opinion seems to be that however good he was as a butcher he would have made a poor manager. I suggested reference to Jones of Rio Seco as he should be in a position to put his hands on a man with the experience you need. I hope you will not think that all this is "butting in" but I am as anxious as you are that the venture should be a success.

I have seen Tilbury and gather he is setting about the sealing task very energetically; I hope to visit his station when I get back from the Antarctic.

With kind regards and good wishes for 1950.

Yours sincerely,

(Sgd) Miles Clifford



DECODE.

TELEGRAM.

0588/II

*From* Velop. C.D.C. London

*To* His Excellency the Governor.

---

*Despatched :* -6.1.50 19 *Time :* 1759

*Received :* 7.1.50 19 *Time :* 1000

169 704. Most grateful your cable of 5th.

VELOP.

P/L.  
WH.

DECODE.

X X

TELEGRAM.

0588/II

*From* Mr. Fowler, C.D.C. London.

*To* His Excellency the Governor.

---

*Despatched :* 6.1.50 19 *Time :* 1310

*Received :* 7.1.50 19 *Time :* 1000

No. 693. Require urgently against order of Radio Telephone frequency allocation. Can you please arrange this cabling frequency allocated.

FWLER.

S.P.T.

Please advise.

(Intld) M.R.R.  
7.1.50.

175<sup>a</sup>

Am C.S.

This refers to the 40 R/I sets?

Frequencies for these sets were fixed by the EST Committee on advice of the O.I.C. Ionospheric Station and are 2. and 4.5 mcs.

In view of tel No <sup>48</sup> ~~63~~ from Sops application for frequencies was not made because the sets have a power output of only 10 watts, and the frequencies will be used on a noninterference basis.

or cover

Draft tel submitted for your approval Pl.

AM S.P.T.

7.1.50.

P.S.  
MP 0647 Page 68

refers.

AM.

S.P.T.

No. I think it must refer to an order which the "Freezer" people have placed or are placing for R/I sets themselves. We should inform them of the frequency & in which our 40 R/I sets will operate, because it would be



S.P.T.

176

P.172

Fisher is one of the "Freezer" men.

I don't think it does refer to an 40 R/T sets, but it would obviously be best if they operated a similar set. We have allowed in the 40 for one or two spares, a H.E. agrees that they can have one. Pl Dept telegram stating that we can let them have a set similar to those which are about to be installed all over the islands for inter communication, give price & short details & suggest that this would be most convenient. Sets are expected to arrive here about March. The file is with you, I think.

10/1/50.

Hon. C.S.

I am afraid I had some difficulty in finding out what the cost was but have taken the figure of £3300 for the 40 sets.

Draft let attached P.P.

Wm. S.P.T.

19.1.50

Replaced in freezer file

177

TELEGRAPHIC ADDRESS:  
"CARLOS, PORTSTANLEY"

Port San Carlos,

Falkland Islands, S.A.

Jan 7

1950

Mr Michael,

~~How~~ 178

Many thanks for the envelopes.

Had in fact seen it but read it again with interest.

No useful comment. Para 3 on page III is perfectly sound - but the estimate in Para 4 seems a little optimistic. They look for a very substantial improvement in five years - but they won't see it unless there is more labour on the farms and much too much too  
must depend on the price of wool -

Yr Norma.



COLONIAL DEVELOPMENT CORPORATION

33, Dover Street,

London, W. 1.

30th September, 1949.

Falkland Islands Sheepowners' Association,  
Southernhay,  
Cavendish Road,  
Weybridge,  
Surrey.

For the attention of Mr. Young, Hon. Secretary

Falkland Freezer

Dear Mr. Young,

I regret the delay in sending you the information on the above abattoir, but we have been extremely busy arranging the final details as to estimates etc. for the equipment and shipping rates to the Falklands.

It is my intention to place the whole matter before the Board of the Corporation on Thursday, 6th October. I will be extremely grateful, therefore, if your select committee of the Association would go over the Project proposals with me at 11 a.m. on Wednesday, 5th October. The Board are asked to consider the erection of the freezer, including abattoir, cold storage, ancillary operational and residential buildings, all of which must be of imported materials at a cost of £107,440, together with plant and machinery at a cost of £77,507; working capital and other charges, including freight and contingencies, amount to £86,731, making a total of £241,678.

Sheep and cattle will be purchased on a grade-weight basis for the first two years (which must be regarded as somewhat experimental), see Appendix A. Thereafter it is intended to arrange purchase of the sheep by long-term contract, which would be on a comparable basis to that offered to the Corporation by the Ministry of Food.

It is proposed to erect the abattoir at Port Sussex, shipping authorities having examined the hydrographs have stated that the port offers a suitable anchorage for their purpose, and have agreed that they are prepared to make two lifts per killing season. The point of delivery proposed for the East Falklands stock is the abattoir; for the West Falklands stock the holding ground at Port Howard. The Corporation undertake to transport all livestock at cost between the two points and deduct this cost as a general charge on all slaughter stock from both islands. Suitable sheep will be exported to the U.K. as frozen carcasses, the reject sheep being utilised to provide cut mutton, i.e. legs and shoulders, for export to the U.K. and the rest of the carcass rendered for tallow. Edible by-products, and skins, will also be exported to the U.K.

The cattle on the islands are of good quality and all beef, together with edible offal and hides, will be exported. Inedible offal from sheep and cattle will be converted into fertilisers and sold locally.

Programme of Development

It is estimated that 18 months will be necessary for all building construction and plant installation and that the Freezer will begin to operate on 1st April, 1951. This is two months later than will thereafter be the case; sheep owners have agreed to withhold disposal of their sheep until this date to allow for a start being made in 1951. From the data compiled by visits to each farm and attendance at cross sections of the 1949 killings (see Appendix B) it was possible to estimate from the 1948 figures of sheep killed, the numbers which would be suitable for freezing.

Total sheep killed 1948	55,155
Required for internal consumption	12,419



1179

Estimated carcasses suitable for freezing	30,000
Reject carcasses	12,736
Cattle slaughtered	1,062

30,000 suitable sheep can be taken as the minimum throughput of the freezer in the first four years of operation. It is estimated that 6 lbs of cut mutton will also be available from each of 12,700 reject sheep.

*The object.* || With the erection of a freezing plant farmers would at last have an incentive to alter their present type of sheep farming, from solely wool production to wool and mutton production as in New Zealand.

Under the present system of management the lamb death rate is very high, only 50 lambs being marked per 100 ewes and little or nothing is done to reduce this high mortality rate. Owing to the fact that sheep are kept solely for wool production. It is visualised that in the future the number of wethers could be reduced and replaced by breeding ewes which would have the effect that while the total sheep stocking on the Falklands would be reduced the number of lambs produced annually for slaughter would be increased. Once an outlet is provided it is hoped that steps will be taken to reduce the lamb mortality rate and that cost sheep for killing will be disposed of at an earlier age and that cross lambs would be produced for slaughter in the last year of the ewes' life.

*Camara is breeding from quummers.* || It is estimated that from the fifth year there will be a minimum 50,000 sheep and lambs suitable for freezing. Cattle for freezing will increase to 1,500 per year from the third year of operation.

#### New Materials

Apart from sand, all materials for building will have to be imported. In view of this, housing will be prefabricated either in U.S. or Sweden. Production buildings will mainly be of concrete block construction, ancillary buildings being partly Hissen Bars with concrete foundations, cement being imported from U.S.

Fencing wire and sheet iron requirements will be imported from U.S. as relatively small quantities are involved, no difficulties are anticipated.

Timber for construction and fencing posts will also be required to be imported from U.S. or Sweden.

#### Labour

As the Colony is at present 100 men short of its labour requirements, workers will have to be imported. Seasonal labour from Chili or Uruguay is undesirable as high wage rates for this class of worker would upset the local economy. Workers will, therefore, require to be recruited from U.S., preferably Anglesey or the Outer Hebrides. Workers will only be employed on the project for three or four months in the year and will require to be employed on the farms for the remainder of the year.

Due to the seasonal nature in operating the freezer necessitating long hours of arduous work, and to create the incentive for workers to emigrate, it will be essential to pay a high rate of wages during the operative season and in order to ensure that there will be no unrest in normal farm labour while our operatives are employed on farms, it is intended to pay local farm wages during the off season. In addition it was agreed at a meeting with the Falkland Islands Sheeppowners' Association that the Freezer would not employ local labour without the written consent of the employer.

The normal practice in recruiting labour for the Falkland Islands is to offer a 5 year contract to single men. This is necessary due to the cost of transport to the Islands and the fact that living quarters with board and lodging are being provided.

It is estimated 50 workers will be required. If made available, workers from the Sealing Project can be utilised, which would reduce the number required to be recruited from Europe.



112  
180

### Fuel, Power and Water Supplies

Since all fuel supplies require to be imported, oil will be used for boilers and heating arrangements. Power and light requirements will be met by the installation of diesel driven generators.

An adequate supply of fresh water can be secured near the site, with the construction of a small dam and erection of a header tank.

### Communications and Transport

No roads exist on the Islands. The sheep will travel on the hoof to the holding grounds, being transported from Port Howard to Port Sussex by barges of the Tank Landing Craft type. Sheep and cattle from the small outlying Islands will be conveyed by barge or ship from the Sealing Project.

The erection of a jetty to allow the direct loading of ocean going vessels is ruled out by expense involved. A landing stage will require to be erected for the unloading of equipment and livestock, but meat shipments will require to be transferred from the Landing Stage to ship by lighter. The Royal Mail Shipping Line has been approached and after studying the hydrographs has agreed that Port Sussex provided suitable anchorage for their ocean-going vessels. They have also agreed to transport the frozen mutton in two cargoes which is to the advantage of the Freezer as this means that we have been able to reduce by approximately half the cold storage necessary. Should the Islands' internal mutton requirements be handled by the Project, shipment to Port Stanley would be by the Service Steamer.

### Equipment

Equipment consists of Abattoir and refrigeration equipment on which there is a delay of 18 months on delivery. If the project is to be mounted to cope with the 1954 killing season, delivery of this equipment would have to be guaranteed on an 8 months' basis. This feature will be the determining factor as to the commencement date of the project.

### Markets

Frozen meat and edible by-products will be sold F.O.B. Port Sussex to the Ministry of Food.

### Management

The Project will be initiated as an executive undertaking from Headquarters until a definite decision is reached by the Falkland Islands Sheeppowners' Association as to their participation and the formation of a Company. In this case the Corporation would make available over the first 3 years to every supplier to the freezer, the opportunity to leave half his cash receipts from the freezer for the purchase of Ordinary Shares at par. If all farmers took full advantage of this offer, the effect would be that by the end of the third year, between 20 and 25% of the capital of the freezer would be held by suppliers. In this case a company would be formed and the Sheeppowners' Association asked to nominate a Director who would be supported by an Advisory Committee of sheep farmers.

A Project Manager designate has already been appointed and he will need one clerical assistant. Authorisation is requested to the immediate appointing of a Construction Superintendent at a salary range of £700 - £850 U.K. basic.

### FINANCE

The estimated Capital Requirements amount to £241,676, all of which will be expended in the first operational year. (See Table I)

### Revenue

The Ministry of Food have agreed that they will purchase the mutton



43  
181

and beef at prices to be determined by quality. It is estimated there will be considerable improvement both in quality and yield, especially when the local farmers are encouraged to alter their present system of breeding only for wool, and introduce breeds for meat and wool. This would offset any lowering of prices in the long term. Allowance has been made for increasing quantities to be handled on a progressive scale.

### Working Capital

The farmers have agreed to wait for payment for sheep and cattle supplied until after revenue from sales has been received. Although wages may not be drawn for a long period owing to peculiar conditions in the Falkland Islands, provision has been made for a half year's salaries and wages.

### Estimate of Capital Requirements

TABLE I

<u>Buildings &amp; Constructions</u>	£	£
Main Productive Buildings & Structures	58,550	
Ancillary Operational " " "	6,090	
Transportation " " "	2,020	
Residential "	33,650	
Dispensary & Shop	230	
Engineering Supervision	<u>6,900</u>	107,440
<u>Other Fixed Assets</u>		
Directly Productive Equipment	41,230	
Ancillary Operational "	13,513	
Transportation "	14,812	
Household Furniture	<u>7,952</u>	77,507
<u>Development Costs &amp; Intangible Assets</u>		11,060
<u>Liquid Assets</u> (Initial purchase of Stores)		11,135
<u>Working Capital</u>		10,000
<u>Contingencies</u>		
Buildings & Constructions		
(excl. Freight 16 2/3 %)	14,745	
Operational Equipment (excl. Freight) 10%	4,295	
Remainder 10%	<u>5,426</u>	24,536
		<u>1241,670</u>

Labour Force calculations based on 58 men. 52 sent out and 6 borrowed from Sealing Project. 10 men to be retained all the year round and 36 men and 6 boys to be hired to Local Farmers in the non-operative period. Recovery is calculated on a rate of £8 per month per man and £4 per month per boy in a decreasing ratio ranging from 40 weeks in the First Year to 36 weeks in the Fifth Year.

The whole sheep industry will financially benefit by the scheme as it will mean additional revenue with the exception of the price of skins and will give an incentive for better methods of sheep management and farm improvements. It will, in fact, remove a long-standing grievance of the Falkland Islanders against the mother country.

I trust that the foregoing will give you an adequate picture of what is proposed and as I think it answers most of the queries brought up in your letter of 28th September, we can well leave it to the discussion on the 5th to clear up any point which you feel has not been sufficiently



clarified.

Thanking you again for all your assistance and helpful advice and criticism,

Yours truly,

*L. van der Post.*

For A.B. FOWLER,  
Manager, Animal Products Division.

*Supplied on behalf of Dr. Fowler  
but not checked by him.*

44  
182

45  
183

Proposed Basis for purchase of  
CATTLE IN THE FALKLAND ISLANDS.

				£	s	d
95%	{	Bullocks - first quality	600 lbs @ 4½d	11	5	0
	{	" - second "	600 lbs @ 4d	10	0	0
	{	Cows - first "	500 lbs @ 4d	8	6	8
5%	{	" - second "	500 lbs @ 3½d	7	5	10
	{	Old cows and bulls	600 lbs @ 2½d	6	5	0

Average Price: £10

-----



PROPOSED GRADE/WEIGHT BASIS FOR SHEEP PURCHASES

APPENDIX A.

Est.No. Available	Class & Quality	Est. Av.weight in lbs.	Price per lb.	Price per Sheep	Est.Total weight in lbs.	Estimated Total Value
500	Wethers under 50lb.1st Quality	45	3 $\frac{3}{4}$ d	14/0 $\frac{1}{2}$	22,500	\$ 351.11. 3
1,500	" " 50lb.2nd "	45	3 $\frac{1}{4}$ d	12/2 $\frac{1}{2}$	67,500	914. 1. 3
1,500	" 51 - 60 lb. 1st "	55	3d	13/9	82,500	1,031. 5. 0
1,500	" 51 - 60 lb. 2nd "	53	2 $\frac{1}{2}$ d	11/0 $\frac{1}{2}$	79,500	828. 2. 6
10,000	" over 60 lb.	65	2 $\frac{1}{2}$ d	13/6 $\frac{1}{2}$	650,000	6,770.16. 8
10,000	Ewes under 50 lb. 1st Quality	40	2 $\frac{7}{8}$ d	9/7	400,000	4,791.13. 4
1,500	" " 50 lb. 2nd "	40	2 $\frac{1}{2}$ d	8/4	60,000	625. 0. 0
1,500	" over 50 lb. 1st Quality	53	2 $\frac{1}{2}$ d	11/0 $\frac{1}{2}$	79,500	828. 2. 6
1,500	" " 50 lb. 2nd "	53	2 $\frac{1}{4}$ d	9/11 $\frac{1}{4}$	79,500	745. 6. 3
500	Rams and rigs all weights	80	2d	13/4	40,000	333. 6. 8

1561,000

17,219. 5. 5

Estimated Average Weight = 52.3 lbs.

" " Price = 11/5 $\frac{1}{4}$ d.



47185

Results of 1949 Killings

Place of Origin	Numbers Killed	Fit to Freeze	No. Fit to Freeze	No. Reject Sheep	Weight of cut Mutton from Reject Sheep lbs
Darwin ewes	198	43	85	113	904
Darwin ewes	832	62	515	317	2,536
Darwin ewes	856	61	522	334	2,672
Lively ewes	346)		266)		
Lively wethers	85)	77	65)	148	1,184
Darwin wethers	211)		162)		
Walker Creek wethers	200)		98)		
Walker Creek ewes	665)	49	325)	442	3,536
Walker Creek ewes	385)		192)		
Darwin ewes	131)	50	65)	258	2,064
North Arm rams	147	88	129	18	144
North Arm wethers	100)		58)		
North Arm ewes	573)	58	332)	283	2,264
North Arm ewes	1,006	60	603	403	3,224
North Arm ewes	886	58	513	373	2,984
Darwin wethers	101	79	79	22	176
Fitzroy rams	61	50	30	31	248
Fitzroy wethers	400	38	152	248	1,984
Darwin wethers	181	79	142	39	312
Fitzroy ewes	182	72	131	51	408
Fitzroy ewes	580	67	656	324	2,592
Darwin ewes	355	88	312	43	344
Walker Creek ewes	432	59	254	178	1,424
Walker Creek wethers	89	48	38	42	336
Darwin wethers	290	79	229	61	488
Walker Creek ewes	100	59	59	41	328
North Arm wethers	752	78	586	166	1,328
Darwin rams	99	90	89	10	80
North Arm wethers	148	78	115	33	304
North Arm ewes	398	58	220	179	1,432
Darwin wethers	120	88	105	15	120
Darwin wethers	298	88	262	36	288
	11,598	63.7	7,389	4,213	33,704



#186

res.

info. - then the  
let there is another  
page file in action  
? with EE 1 block

1-17-6 BW 2/1/50

0297 C.D.C. & food corporations  
Forming of

187

GOVERNMENT TELEGRAPH SERVICE  
FALKLAND ISLANDS AND DEPENDENCIES.  
SENT.

Number	Office of Origin	Words	Handed in at	Date
				23.1.50.
To				
XXXXXXXX	VELOP LONDON.		HOA/C.	

175

Your telegram No 693. This Government has an order forty R/T Transmitter /Receivers from Berrys with frequencies of two and four point five mc/s stop Intention is to distribute to farms on repayment and establish efficient and uniform system of inter-communication stop Farms have agreed to take up stop Can let you have two or three out of the forty sets ordered if you wish stop Sets operate from twelve volt car type batteries stop Transmitter has output of ten watts and includes masts and aerials for above frequencies stop Further details could be obtained from Crown Agents stop We expect sets arrive March stop Cost in Stanley excluding batteries and wind chargers for batteries about ~~xxx~~ eighty five pounds.

GOVERNOR'S DEPUTY.

Bu 5/2/50

Time

Bu. ref 168 (Tinker) for HES return



DECODE.

TELEGRAM.

*From* Mr. Fowler. London.

*To* The Governor.

---

*Despatched :* 2nd February. 19 50 *Time :* 1127

*Received :* 3rd February. 19 50 *Time :* 1000

805 Regret Venters unable to travel final decision reabattoir  
Site left to engineer Metcalfe in Consultation Sheepowners  
Association.

Fowler.

189

6th February

50

Sir,

I am directed to advise you of the following telegram which has been received from the Colonial Development Corporation in connection with the Freezer project.

"Regret Venters unable to travel final decision re abattoir site left to engineer Metcalfe in consultation Sheepowners Association.

Fowler".

I am,

Sir,

your obedient servant,

(Sgd.) MICHAEL R. RAYNER.

COLONIAL SECRETARY.

The Chairman,  
Sheepowners' Association,  
STANLEY.

See 190

BUL 187  
12/2/50

190

The Falkland Islands Sheepowners Association,  
(LOCAL COMMITTEE)  
STANLEY, FALKLAND ISLANDS.



8th February, 1950.

Sir,

189 I have to acknowledge receipt of your letter No. 0588/II dated 6th February, 1950 transmitting copy of a telegram received from the Colonial Development Corporation in connection with the Freezer project, for which I thank you.

I am,

Sir,

your obedient servant,

A handwritten signature in dark ink, appearing to be "J. Green".

Secretary.

The Honourable

The Colonial Secretary,

Stanley.

*Handwritten notes:*  
18  
9/2 file

Note. Petreffe, Engineer, arrived by "Fitzroy" on 16/2/50.

117 FEB 1950



COLONIAL DEVELOPMENT CORPORATION

33. DOVER STREET.  
LONDON. W.1.

ENG/3

January 6th, 1950.

The Colonial Secretary,  
Colonial Secretary's Office,  
Stanley,  
Falkland Islands.



Dear Sir,

166 Thank you very much for your memorandum No. 0588/II, dated 21st December, 1949 with which you were good enough to send seven aerial photographs of the Port Sussex area.

Yours faithfully,

*W.L.D. Martyn*  
W.L.D. MARTYN.  
Divisional Manager,  
Engineering & Works.

16 FEB 1950

18th February, 50.

Sir,

140 I am directed further to refer to the late Sir Frank Stockdale's letter of the 27th of July, 1949, addressed to Sir Miles Clifford, on the subject of a bill of £44. 15. 0, charged to the Corporation for the use of a boat for Mr. Tinker from Darwin to Port Stanley.

2. The facts of the case are not exactly as stated in the late Sir Frank Stockdale's letter. Mr. Tinker was most insistent on the necessity of his returning to Stanley by a date some 3 weeks before he left the Colony, apparently as he wished to cable Dr. Fowler before the mail arrived because he was expecting a particular letter from Dr. Fowler.

3. It was not convenient at the time to send the Government owned vessel "Philomel" on a special trip to Darwin, and it would have been more convenient and cheaper to send a jeep for Mr. Tinker. On the particular day in which he insisted on returning the jeep was under repair, but had he been content to wait a day or two it would have been available. Alternatively he could have ridden in by horse. But Mr. Tinker would neither wait nor ride. He insisted on having the "Philomel" sent for him and said that he would charter the boat.

4. The Governor wishes that you should be acquainted with the facts of the case, but has given instructions that the claim for £44. 15. 0. should be waived ex gratia.

I am,

Sir,

Your obedient servant,

(Sgd) Michael R. Raymer

COLONIAL SECRETARY

Reply at 214 on Vol. III. PA. R.

Deputy Chairman,  
Colonial Development Corporation,  
33, Dover Street,  
LONDON, W.1.



193

A.C.S.

A.

H.T. should see 192 for information u.r. 168.

*[Handwritten mark]*

21 FEB 1950

B

H.M.

to you accordingly, pl

*[Handwritten signature]*  
22/2/50

H.C.E.

192 seen by.

*[Handwritten signature]* 22 Feb 1950.

Reply of 21st Nov 1949.



## COLONIAL DEVELOPMENT CORPORATION

194

33. DOVER STREET  
LONDON, W. 1

ANP/1

5th January, 1950.

Sir Miles Clifford,  
Government House,  
Falkland Islands.

22/1

H. only H.

Dear Sir Miles,

*Personal*

Thank you very much for your cable and your letter of 4th December. The reason that I have not got in touch with you personally is the fact that I have been in South Africa during the past month and only returned to the office on 21st December.

*Good idea.*

I possibly missed this one that you sawable refers to the quarry sent you by new Engineer Division in charge of the section. *Yes.*

Regarding the question of labour, the new outlook on that angle is that C.D.C. are prepared to pay the passages of a number of immigrants to be given guaranteed employment by various farmers, who are prepared to sign a contract that they will make available to C.D.C. their own skilled men during the three or four months that the Freezer is in operation. This would get over the difficulty of the Freezer having to find alternative accommodation for the major part of the year. It means too that these men with the assisted passages would be retained on the farms at agricultural wages, while the Freezer would pay increased wages for skilled employees from the farms during the killing season.

*Any how this will require you of the new line & proposed supply of labour for the Freezer.*

With reference to your second point regarding the agency I am rather at a loss to understand what this means and can only imagine that it was due to an error in the letter from Mr. Daly to Mr. Rowe, appointing him agent for the sealing project and not for C.D.C. as a whole. As I see it I have no need or desire for an agent for the Falkland Islands.

I am seeing Mr. Blake of the Falkland Islands Company tomorrow morning and I am hoping, as I said in my cable, to work in collaboration with him regarding shipping facilities. This might mean a saving to us in our not having to provide barges. However, I will let you know the outcome of the meeting.

The Higher Appointments Committee decided not to confirm

/the

ANP/1

5th January, 1950.

the appointment of Mr. Tinker. He has, therefore, been superseded by a Project Manager with vast commercial experience, Mr. Venters. I am hoping to send Mr. Venters out by air for a preliminary survey and to return him to London to finish up the purchasing details, etc.

I could not agree with you, however, on the question of meat inspection, that it should be by a Government official.

I regret very much to note that you have been laid up since your return journey. I noticed in the Press that you had a very rough time of it and I am so sorry to note that you have had a relapse since landing. I trust, however, that you are now well on the way to recovery.

I will cable you as soon as I am definite that Mr. Venters is flying. Meantime I understand that our Engineering and Works Division are sending out an engineer who will act as Resident Engineer during the building operations.

My kind regards and best wishes for the New Year.

Yours sincerely,

Alex. B. Fowler

A.B. FOWLER  
Manager, Animal Products Division

Have had a meeting today with Mr. Blake but did not get anywhere. This must await Mr. Fowler's return.

In view of this, it is not possible to proceed with the project at present.

The only way to proceed is to wait until Mr. Fowler returns.

At this stage, it is not possible to proceed with the project at present.



196

Y.C.

A

submit 194-195 for Y.C.'s direction, pl.

D. Jones  
24/2/50

B

No action required. except to note that we shall require an Inspector when the project gets going; he will work under the Regional Officer.

M.C. 24/2

C

? General

AO Baber. Will you please keep this in mind

D. Jones  
24/2/50

H.C.S.

Yes. will have to be started some few months before the first killing starts, or alternatively some persons sent home & trained on a short course to do the job. John P. Blair  
20. 27/2/50

We might be able to get a man from the Coast?

Mr. McLeese seen 25th & 27th. Wants to run at once and 12 ft about 12 miles: advised to see F.E.

Also wants letter assistance at Ojoe Bay - which side he recommends - for 2 days and also wants hydrographic topographical survey of this. I will arrange. M.C. Th



197.

# Falkland Islands Labour Federation

FORMED 28TH OCTOBER, 1943

---

Registered under the Trade Union and  
Trade Disputes Ordinance, 1942

---

Church House,

Port Stanley,

Falkland Islands,

27th February, 1950.

The Honourable,

The Colonial Secretary,

STANLEY,

A

Sir,

EE

I am directed by the General Committee to inform you that a discussion has been held with Mr. Metcalfe, of the C.D.C., we understand, from this discussion, that he requires approximately fifty men to construct the "Freezer" Plant, if the necessary labour cannot be obtained locally he will have to resort to importation. The General Committee therefore request you to ask His Excellency to kindly meet a representation from the Federation, to discuss this question.

11/2

I am,

Sir,

Your obedient servant,

R. J. Goss.  
General Secretary.

B

198.

A

Note

H.C. will meet a delegation (Mr. Mr. Lupton, Mr. R. Nells & the Secretary, Mr. R. V. Goss) at 5 pm on Wednesday the 1st March

Alf Goss  
28/2/50

B

Y/C

A above. I have so informed the Secretary.  
F.I.L.F. pl

Alf Goss  
28/2/50

You should be present and I have also warned EE

mc 28/11

Seem - are unexcused but affable discussion. The

upheld in that anyone who wants to go and work of

hulceff. will be free to do so.

mc 2/10



199

1st March, 1950.

Notes taken at an interview given by His Excellency the Governor to a delegation of the Falkland Islands Labour Federation, namely Messrs. M.J.Luxton, R.W. Hills and Mr. R.V.Goss. The Executive Engineer was also present.

Mr. M.J.Luxton, Deputy Chairman of the Falkland Islands Labour Federation informed His Excellency that the interview had been sought to discuss various questions in connection with the employment of labour to construct the freezer plant at Ajax Bay, San Carlos.

Mr. Luxton stated that at an interview on Saturday the 25th of February, Mr. Metcalfe, the freezer engineer, had intimated to the Committee of the Federation that he would require some 50 men to construct the freezer plant, and that if these were not forthcoming he would have to resort to the importation of labour. The Labour Federation felt that before the importation of labour was resorted to, the possibility of obtaining the required numbers locally should be fully explored.

In reply His Excellency informed the delegation that so far as he was aware Mr. Metcalfe's immediate requirement from the Public Works Department was for six men, but that another 12 would be required for 12 months subsequently. His Excellency emphasised, however that with the extensive building programme on hand in Stanley, Government would be unable to permit its labour force to be depleted to the extent of slowing up the C.D.W. programme.

Mr. R.Hills enquired whether it was the intention to employ only P.W.D. men at the freezer, or whether the work would be available to all workmen, no matter where they are employed. He felt that if the wages offered were sufficiently attractive, the flow of labour from the P.W.D. would almost certainly slow down the C.D.W. building programme.

In reply His Excellency stated that he did not think the wages to be paid by the Colonial Development Corporation would show any material difference to those paid in Stanley, but workers would probably receive a bonus on the completion of the job. His Excellency saw no reason why the labour force required should not be drawn from any source whatever in Stanley including F.I.C. He thought that some would be released by the Farms.

Mr. Hills enquired whether it was possible to put any of the Government building programme in Stanley out to contract or piece work with a view to releasing more P.W.D. men for the freezer.

In reply the Executive Engineer stated that for other than block-making or digging he saw no possibility of putting any part of the building programme out to contract or piece work.

Mr. Bunting also stated that in response to his previous intimation to the P.W.D. men regarding employment with the freezer, only 5 had volunteered to date.

His Excellency informed the Delegation that as they were aware, Mr. Metcalfe was at present at Port Howard where he hoped to meet and obtain the views of the Farmers at the West Falkland Sports Meeting. The question of the provision of labour from the camp would almost certainly be discussed, and His Excellency suggested that the results of Mr. Metcalfe's meeting with the Farmers should be reported.



before any further action on the question of employment of Stanley labour was taken.

The Delegation accepted His Excellency's suggestion.

His Excellency went on to say that when the erection of the plant was completed, a comparatively large labour force (some 40-50 men) would be required to operate the freezer, and that it might be necessary to import anything up to 150 men in all for this purpose and to make good the existing shortage on the Farms.

In conclusion His Excellency informed the Delegation that he welcomed informal discussions such as the present on all matters of public interest, and that he would be pleased to meet representatives of the Federation whenever the Committee felt this necessary.

*1/3/50*

*Sen. [Signature]*

*B.V. 12/3/50.*

E.E.

Would you please let us have that advert (or a copy of it) which you showed us about the C.D.C. freezer offering jobs to artisans at high wages.

*[Signature] 14/3/50.*

H.E.S.

Attach the advert. It is not my property and should therefore be grateful for its return

*[Signature] 20.3.50.*

*See 201*

201

Government House,  
Port Stanley,  
Falkland Islands.

2nd. March, 1950.

Your Excellency,

I have the honour to submit for your approval the following plan of campaign for a survey cruise by the Auxillary Ketch "Penelope" in accordance with your verbal instructions of February 28th, 1950.

✓ 1 Sailing Itinery. I propose to sail the "Penelope" from Port Stanley at daybreak on March 6<sup>th</sup>., and proceed round the east coast of the Falkland Islands to Rincon Grande which should be reached by afternoon if the weather remaind fair. (Distance 46 nautical miles). A visit will be paid to the station there to exchange greetings, and if the ship is by then in reasonable order I shall invite the station manager aboard. Unless a gale warning is in force I intend to anchor at Rincon Grande overnight: in the event of a gale I shall proceed to the sheltered anchorage Southwest of Shag Island to ensure the safety of the ship.

✓ 3 Next day "Penelope" will proceed to ~~to~~ Port San Carlos and stay there for a short time to exchange greetings with the station and then continue to San Carlos where the ship will be based during the survey work. (Distance 50 miles).

✓ It is expected to commence the survey and hydrographic work in Ajax Bay on March 8th, and given fair weather this should be completed on March 11th., sufficiently early to allow our return to Rincon Grande before nightfall. It is hoped that "Penelope" will return to Port Stanley on March 12th.

✓ You will notice that this itinery does not allow for any passage during darkness, and I do not intend to make one unless forced to by circumstances.

✓ On the principle of the old adage 'man proposes, God disposes' I anticipate some modification of the above programme will be necessary. Foul weather will obviously lengthen the time required, and embarkation of cargo during the return journey may occassion delay, particularly if the is off the intended route. Teale Inlet may wish to send cargo to Port Stanley for instance.

✓ Fuel and Lubricating Oil. The maximum amount of fuel and lubricating oil will be embarked before departuer, giving the Penelope a range of 500 miles. As I only expect to cover 250 miles during the voyage this gives a very wide safety margin.

✓ Personnel. The crew of the "Penelope" will consist of myself, Mr Jefford, hydrographer, Messers Brown and Blaiklock, surveyors, and Mr Toynbee, all of whom will work on deck. Mr McMullan will act as engineer for this voyage and will be assisted by Mr Blaiklock as necessary.

✓ Provisions. Basically these will be drawn from surplus F.I.D.S. stores, but such fresh p<sup>r</sup>ovisions as are readily available in Port Stanley will be taken. Also some fresh meat and vegetables will be purchased at ports of call, but the cost of this is expected to be very slight and quite justified.



✓ 10 Wireless Communications. R/T communication will be established between "Penelope" and the Government Wireless Station at Port Stanley, schedules being twice daily. A daily SITREP will be sent from the "Penelope" throughout the voyage.

✓ 11 It is hoped also to be able to arrange to contact Base 'B' to test the efficiency of the equipment in working with the bases.

12 Medical Supplies. An adequate emergency medical kit has been arranged through the S.M.O.

13 Survey and Hydrographic Equipment. All this equipment is available, either in F.I.D.S. stores, or among the gear evacuated from Base 'E', and no expense need be incurred by the Government.

✓ 14 General Observations. It is hoped to complete a chart of Ajax Bay on a scale of 1/3000, and this will be tied down by a local triangulation scheme based on one astronomically fixed point. Observation stations will be permanently marked by a cartridge case let into a cement block, and these should prove of value to any future survey made in the Falkland Islands.

No. 15 In the time available I expect to be able to complete the soundings in the bay to the requirements of the possible users, which I gather will be communicated to the party on the spot.

✓ 16 If survey work is stopped for a day by bad weather I shall take the opportunity of beaching the "Penelope" at Port San Carlos and careening her, which she badly needs at the moment.

✓ 17 "Penelope" will be available to carry cargo on both her outward and return passages, but as most of this will have to be taken on deck I consider a limit should be set at 10 tons for each passage.

✓ 18 This voyage should also provide an excellent opportunity for observing again the performance of the "Penelope" at sea, and its successful conclusion will serve to stamp out a great deal of the adverse criticism concerning her capabilities, and should, if nothing else, increase her market value.

✓ 19 I am personally opposed to the sale of the "Penelope" for reasons which I hope to explain fully in my report of proceedings after this voyage is completed. Nevertheless opportunities will be taken en route to impress upon possible buyers such advantages as the ship possesses. In this respect I would be grateful for any briefing available as to price etc.

20 In conclusion I should like to add that I hope that my readiness to take the "Penelope" to sea is not regarded by those concerned with the board of enquiry as being expressing my complete disagreement with the board's carefully considered views. The itinerary outlined above is calculated to be perfectly safe and well within what I know to be the capabilities of the vessel. Until I have further knowledge, I am of course compelled to accept the board's findings as regards her seaworthiness on long passages.

21 Appended are lists of stores and equipment required for this cruise and their proposed source of supply.

✓ 22 A detailed estimate of cost will be rendered before sailing, but I can state with confidence that this will be under £50 (excluding F.I.D.S. members salaries), and is likely to be £40.

I have the honour to be, Sir,

Your obedient servant,

John Hucker



GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

203

Number	Office of Origin	Words	Handed in at	Date
D	Penelope.			13/3/50
To				
Governor Stanley. from Penelope.				

Consider possible that Metoalfe may charter Penelope's dinghy for 3 to 4 months.

Would you approve and what terms can we offer ? Suggest £10 per month.

[14 MAR 1950

Harbour Master.

Reply at 204

Time

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				14. 3. 50.

To

PENELOPE SAN CARLOS

If you have both dingies with you and one would be sufficient for yourself and crew in case of emergency no objection to other being chartered to Metcalfe at figure you suggest.

COLONIAL SECRETARY.

Time

LJH



21st March,

50.

Sir,

200 I am directed to inform you that the attention of this Government has been drawn to an advertisement appearing in a newspaper in the United Kingdom inviting applications for the post of Rigger to the Engineering Company of the Colonial Development Corporation. Applications would be required to serve from 12-18 months in this Colony, and the salary offered is between £400-550 per annum.

2. The Public Works Department at present employs a number of artisans recruited from the United Kingdom whose salaries are in the scale £350x15-395 per annum. It is appreciated that your Company is anxious to complete the construction work for the Freezer as soon as possible but I am to make it clear to you that this Government will object very strongly to the offering by your Company of scales of wages higher than those at present obtaining in the Colony, and would if necessary be prepared to take the matter up with the Secretary of State.

I am,

Sir,  
Your obedient servant,

Colonial Secretary.

Mr. Metcalfe,  
C.D.C.,  
Ship Hotel,  
STANLEY.

MAMA.



U.S. DEPARTMENT OF AGRICULTURE

SEED

CONFIDENTIAL

and all the work  
to be done, so that  
the other things  
may be done in the  
best possible way  
for the business.



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freezing, preparatory to shipment overseas. Here the difficulty is however, the sheep are not pastured on one, but on many islands/<sup>from</sup> where transport in a live state would be impracticable, whilst, even on the same island the more distant flocks would find difficulty in trooping owing to the nature of the country, cut up as it is by so many bogs and ditches. A freezing plant at one fixed centre would, therefore, be unpractical.

An alternative would be a floating establishment, in the shape of a ship which could go round to each station in turn - they are all situated on the coast - and be so designed and equipped as to be able to receive on board at each port for killing and freezing the surplus sheep from that station. Skins would be slipped and dealt with on board and the ship with its cargo of frozen meat and by-products would make frequent trips to the nearest foreign port - Montevideo for example - where transshipment would be made to any of the trans-Atlantic liners regularly engaged in the transport of frozen produce.

That such a system is possible I am firmly convinced, for I can imagine no physical obstacle to prevent it. The question then arises would it be a commercially paying proposition? For if not, it would be useless to consider the matter further.

Naturally the first enquiry would be - How many carcasses are actually disposed of annually on the islands by trying-out? Alternatively, what is the actual available surplus? I am informed that it is less than 20,000 sheep, mostly from the East Falkland; the West Falkland, which embraces a very considerable area, has during recent years been hardly able to maintain its numbers, so, in reality has no surplus at all.

I am not an authority of freezing costs or profits, but nevertheless I feel quite sure that with only 20,000 carcasses annually such a ship would be a commercial failure. I doubt if even 50,000 would suffice, although I have heard that figure mentioned as a payable base number. Personally, I consider that at least 100,000 should be the basis for calculating the financial prospect for such a proposition.

At the outset, therefore, we are met by the fact that the actual



number of surplus sheep is entirely insufficient to warrant the establishment of a floating plant as outlined. The next question to arise is - Can production be so largely increased that an output of well over 100,000 carcasses per annum, be reasonably anticipated? Here, I most emphatically answer, Yes: always providing that the sheep-owners can be prevailed upon to bring their systems of breeding and handling to up-to-date lines, and in this way give their support and co-operation to the industrial concern which would be responsible for financing and the working of such a freezing ship.

From personal observation on my ride round and from many talks I had with breeders and shepherds, I formed the opinion that the sheep-breeding industry on the islands had got into a vicious circle due to absence of any practical way of disposal of surplus stock except in the form of grease in casks for which the monetary return is not in any way commensurate with the labour entailed. Few, therefore, have troubled to breed surpluses, merely looking to the wool clip as a means of income, so that now they have reached the state when small lambings and heavy mortalities are considered normal. It would seem that no attempt is made to counteract these drawbacks, probably because, if anyone did make an effort and produced more animals there would be no means of disposing of the surplus. Local systems of handling and the policy-in-general appear therefore to be based on the hard fact that there is no outlet for surplus sheep. Actual methods are therefore quite logical under the circumstances, being merely the natural result of breeders having for many years to adapt themselves to a state of affairs where a more prolific increase simply entailed increased trouble to kill off the surplus in order to confine numbers to what the camp can safely carry.

Furthermore, it is quite evident that any attempt to change to modern methods without having first of all secured an outlet for the increase which would automatically follow, would be madness; and similarly it would be equally idiotic to start a Freezer with no prospect of more output than what is actually available. The two phases are therefore definitely dependent, the one on the other, so without



real understanding and co-operation right from the beginning between the sheep-farmer on the one side and the freezer entity on the other there cannot be any hope of success.

A floating freezer would require capital for the purpose of the necessary plant in addition to a regular business organisation to enable it to continue functioning year in and year out; consequently it would be quite outside the scope of an individual sheep-owner, except possibly the Falkland Islands Company which I am led to understand owns about one-third of the sheep stock. Even so it would seem rather too much to expect the Company to tackle the problem alone, simply trusting that, after having done the spade work and having demonstrated that the other farmers could make more money if they changed their systems, the latter would then fall into line and give the scheme their active support. It appears therefore a fit subject for Government consideration, bearing in mind especially the steady natural increase in population on the islands, where under existing conditions the whole cannot even now be profitably employed. In view of this latter problem a concrete decision may sooner or later have to be taken, either to induce the surplus people to emigrate, or else to re-organise the main industry, sheep-breeding, enabling it to employ profitably all those now out of work, with the added prospect of an expanding field for occupation as the new system becomes more definitely established.

Speaking as one who has had the handling of large numbers of sheep in other countries but where the disposal of surplus stock was always possible, even if at times accompanied by great difficulty, I have no hesitation in saying that, given a market at the door of each station such as would be the case with a floating freezer in working order, there is vast scope for development in the Falklands without any increase in the number of sheep to be carried during the winter, nor in any way decreasing the value of the wool clip.

I will endeavour to indicate briefly how this could be effected.

First of all, let us consider the composition of the sheep-stock at the end of 1930 - 1931, being the latest figures I was able to ob-



tain and which were as follows :-

Rams	7,943
Wethers	181,535
Breeding Ewes	232,372
Other Ewes	62,781
Hoggets	124,283
Total	608,914

These I take to be the winter figures or say, at the time of the lowest stock capacity during the year. On the face of it the above proportions would require radical modification should one of the main objects in view be to produce a large surplus for disposal at the most suitable age.

There can be no two opinions as to the capacity of the camps to produce sheep of suitable weights for modern requirements, provided they are slaughtered young enough. At the recent Centenary Stock Show the Fat Lamb exhibits, aged about 4 months, killed out at an average of 37 lbs of meat, an eminently suitable weight being just the age and size the freezers are paying top prices for. On the other hand the Wethers, all grass fed, were far too heavy; their killing weights ran between 80 and 99 lbs whereas in the frozen meat trade the best prices for mutton are paid for young sheep weighing from 50 to 60 lbs - exceeding the latter weight their value declines. These show pens therefore demonstrated that the Falklands can produce fat lambs at an early age and of a size that will command top prices, whilst it was also quite evident that if the wethers were killed at an earlier age, or say immediately after their first shearing, when they are about sixteen months old, they would then dress at the weight which is in demand. Under the reformed system therefore, the islands would retain no grown wethers until mid-winter, so that stocks would comprise - Rams, Breeding Ewes, Hoggets and a few mutton sheep - and it stands to reason that the elimination of the wethers, now numbering over 180,000 would leave room for a corresponding increase in the breeding stock.

I will now venture to make a few remarks about methods of handling: it is a subject I approach with extreme diffidence as no stockman likes to hear his system criticised without opportunity for immediate ex-



planation. I will, however, tabulate some of the impressions formed.

1. In nearly every paddock I noted what seemed to me excessive variation in the condition of the sheep in that paddock, some being fat, others quite thin.
2. Bad doers or "Piners" as they are termed locally are numerous, in many cases these are motherless lambs, i.e. poddies.
3. I gathered that during lamb-marking, there is what I would consider a general lack of care as regards the mothering of lambs.
4. Lambs are dropped in October and early November. Marking is effected during November, at which time many become separated from their mothers. All are definitely weaned when the flock comes in for shearing in January.

Comment : The lucky ones therefore enjoy their mother's milk for four months as a maximum, whereas many are deprived of that and have to fend for themselves at a much more tender age.

5. A general idea seems to be that young sheep do not thrive.
6. I gathered that it is usual to retain the best of the grazing lands for the breeding ewes.

Comment : Consequently, when the lambs are weaned and thus deprived of their mother's milk and care, they suffer additional hardship due to more inferior grazing. Here would seem to be a definite cause for non-thriving and retarded development.

7. It is evidently not the custom to breed from young ewes until they are three years old, i.e. they are first served by the rams at 2 years 7 months.
8. It seems quite usual to put out ram lambs, only seven months old, to assist the older rams in the service of the ewes.

Comment : It seems inexplicable that the male should be deemed fit for sexual duties at seven months whilst the female is considered to be still immature at 1 year 7 months.

9. The sheep generally seem small in bone, very independent in habits, do not run together in a normal way when disturbed and a large percentage appear to tire easily and consequently are difficult to work.



Comment : All the above mentioned symptoms are probably traceable to retarded development and not thriving in their earlier days.

10. Considerable mortality is due to sheep falling into ditches from which they are unable to extricate themselves.
11. Cases of inverted uterus amongst ewes at lambing time appear to be excessively numerous on some stations.
12. There is no Scab in the Falklands.
13. Most owners claim their flocks to be free of all parasites. On the other hand I heard quite frequent mention of Tapeworm, also cases of hard excrescences on livers, which latter may point to Fluke.
14. Many sheep are found cast during the Spring, especially during lambing, owing to the wool flattening out when they lie down. This adds considerably to the death rate.
15. The climate appears difficult for shearing, cold driving rain during that operation is a frequent cause of mortality.

Comment : The scarcity of natural shelter from the wind could possibly be met by the erection of sections of walls or wind-breaks made of grass sods in paddocks where the Clippies are first turned out to.

16. The camps appear to be well grassed, comfortably carrying actual numbers. Their condition struck me however as being very uneven.

Comment : More fencing to sub-divide into smaller paddocks would be an advantage and enable a fairer distribution of the grazing.

17. No artificial fodder appears to be grown, except oaten hay for horses and cows.
18. Each station is self-supporting as regards labour. There is an entire absence of nomadic help to assist in the busy periods. The same permanent staff does everything. This means that shearing, for example, is not a continuous operation, for the same gang of men first of all muster, then shear, then press the wool of each flock in turn. Some of the shearing sheds have been made commodious enough to house sufficient sheep to last over two days' shearing.



Comment : The hardiest sheep must lose condition if without food for over 24 hours.

19. The wire fencing is generally very slack. I only saw one line of good taut fence.
20. I understand it is not the custom for shepherds to have to attend to the fencing in their paddocks.
21. The standard of living is high. Shepherds are well and comfortably housed, cows are supplied, peat fuel is abundant, potatoes and vegetables easily grown.
22. Vehicular traffic is practically non-existent. Settlements are built beside inlets of the sea, the wool-shed generally next to the jetty so that bales can be loaded direct on to the steamer. Practically all cargo is water borne. Traffic on land is usually on horseback.

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I formed the impression that wool production is the one main object in view, even to the length of considering that as grown sheep clip the most wool it pays to give them the best care and as a natural result the younger sheep have to rustle as best they can until fully developed. If such is really the case, it is no wonder that the majority of the young ewes are considered too backward to join with the rams at the normal age of 1 year and 7 months.

On a properly organised breeding establishment elsewhere in the world a flock ewe is normally cast for age after 5 years. That is to say she bears lambs during four seasons, at 2, 3, 4 and 5 years old respectively, so that the custom in the Falklands whereby the ewe is prevented from breeding when at two years old immediately cuts short its useful life by 25 per cent. The mere fact that the ram lambs, which being bred in the stud are naturally kept on fairly good grass, are thought fit for sexual duties at the early age of seven months, is definite proof that were their sisters given a reasonable chance they would be quite fit for bearing a lamb at two years old. I may also add that under normal conditions when a properly developed ewe is prevented from being served so as to lamb at two years old and held back for the following year, she



runs a grave risk of afterwards proving to be barren.

There appears to me therefore, to be room for a radical change in the system of handling the young stock.

I think I have already said enough to show that the number of breeding ewes could without difficulty be increased to about 400,000 from which an annual lambing of quite 300,000 could be reasonably expected. I am told that on the smaller islands lambing of 90 and 100 per cent are quite usual, so that given proper treatment 75 per cent would seem a conservative estimate. When that stage is reached the fat wether lambs exported should number at least 100,000 per annum, in addition to which hogget wethers and old ewes would take the total available to the vicinity of 200,000 carcasses per annum.

It seems clear therefore, that there is scope for material development and that the Falklands have a capacity for producing far more than what is being exported to-day. I also think it is a matter of sufficient importance to justify a more detailed and searching investigation than what I was able to make during my brief visit to the islands.

Statistics, if properly compiled and tabulated over a series of years can prove very illuminating to anyone who has had the necessary training and experience to be able to read them. I would suggest, therefore, as a preliminary to further investigation figures for the following be tabulated year by year over so long a period as the records are available :-

- Rainfall.
- Total sheep stock.
- Total wool clip in lbs.
- Number of lambs marked.
- Number of sheep tried out.
- Tons of tallow exported as result of above.
- Number of sheep exported.
- Number of sheep imported.
- Number of carcasses sold to ships and otherwise.
- Number of animals consumed locally.
- Population.

which records if studied in conjunction would give a fairly reliable of past results and be a useful basis on which to found predictions of future probabilities.

I would also venture to suggest that as there is also a Government Vet. at Stanley much useful information might be gained by a proper investigation into the reason for Piners. There seems little doubt



too early weaning to indifferent pastures would be sufficient to bring about that condition, on the other hand Worms or other parasites may be contributory causes, consequently an extensive series of post-mortem examinations on the spot at several of the stations should definitely tend to clear up the matter, and if parasites are found remedies could be suggested and tried out so as to alleviate the condition.

The same suggestion would apply to cases of inverted uterus as a skilled Vet. will no doubt be able to locate the cause and suggest some practical preventative.

Finally to establish the connection between the sheep problems and unemployment. The main idea would be for the crew and the butchering gang on the floating freezer to be recruited from Kelpers, the name given, I understand, to those born and bred in the Falklands. The killing season would probably last about four months from January to May being the period when the sheep would be in their fattest condition as well as being the most appropriate time to reduce numbers, largely augmented by the lambing in the Spring, down to the safe Winter figure. All the men could moreover be employed to great advantage on the stations during November and December assisting at the lamb-marking and shearing and thus enable those works to be carried out far more expeditiously than at present.

As the system became organised more fencing would be required and at which a number of men would be occupied for the remaining months of the year.

(signed) Tom. C. Norris.

Buenos Aires.

21st March, 1933.

24th February, 1949.

Dear Weekes,

A line to let you know that your Mr. Tinker is covering the ground satisfactorily. I sent him initially to the West as being the harder nut to crack - they are apt to regard themselves as imperium in imperio and it was important to get them lined up first. Our communications being what they are (or aren't) his itinerary suffered a good deal of inevitable delay and readjustment but it enabled him in the end to see all the leading farm managers and some of the outlying islands which produce the best mutton and I am sure this was very useful to him. With such obvious expertise in the meat line he himself has gone down well and I congratulate you on your choice.

He is now off to the East Falkland where I have no doubt that he will be equally welcome and successful.

Shipping of the product is going to be our main headache and here it is useless to rely on the Falkland Islands Company who have now got a favourable offer for their "Lafonia" which goes home next month to be sold and they have no intention of building another until prices come down (about 5 years according to Young). This leaves only the "Pitzroy" and there would be no possibility of freeing her for refrigeration use as we would be left without any communication with the main-

Mr. H. T. Weekes, C.M.G.,  
Controllor of Plans,  
Colonial Development Corporation,  
33, Dover Street, LONDON, W. 1.

WHL



land and would be unable to clear the wool  
clip, so that we must look elsewhere. And  
looking elsewhere it would seem prudent to  
select a site which will enable a ship to  
load alongside and so cut out the overhead  
and possible risk to cargo associated with  
transhipment in lighters.

I hope to be home in June and shall  
look forward to renewing our acquaintance.

Yours sincerely,

of ion	Owner or Occupier	Total sheep	Total cattle	Acreage
dy Valley	C.P. Bender	1,372	25	7,775
n Carlos	Estate G. Bonner	24,402	603	90,504
alvador	Pitaluga Bros.	16,051	195	81,951
arwin & Lafonia	F.I. Company, Ltd.	163,685	3,861	764,501
ltzroy	" " "	37,104	932	152,446
rkley Sound	Smith Brothers.	15,400	243	52,578
minsula	J.W. McGill.	120	---	1,800
illet Creek	" " &			
uff Cove	Mrs. N.S. Browning	1,250	24	4,521
ort Louis	Mrs. F.O. Yonge	3,155	8	30,628
ouglas Station	Estate T. Rohson	11,795	166	39,500
ort San Carlos	Douglas Station Ltd.	22,931	274	153,295
	Port San Carlos Company, Ltd.	27,258	600	82,880
velyn	Estate J.J. Felton	24,427	232	141,701
incon Grande	Estate H.J. Pitaluga	9,905	79	24,479
ort Howard	J.L. Waldron Ltd.	33,454	738	180,000
ill Cove	Holmstead & Blake & Company, Ltd.	28,562	341	143,124
ort Stephens	F.I. Company, Ltd.	30,898	757	243,910
ox Bay East	Packe Bros. & Company Ltd.	27,430	308	177,839
hartres	Luxton & Anson	23,953	480	131,147
Fox Bay West & Spring Point Roy Cove	F.I. Company, Ltd. Bertrand & Felton Ltd.	27,202 15,082	295 205	168,665 77,628
Veddell Island	John Hamilton Ltd.	5,153	50	65,743
leaver "	" " "	955	25	13,480
assage "	" " "	358	5	6,480
ymnock "	J.J. Davis	270	--	-----
oble & Keppel Island	Dean Brothers	20,368	260	47,847
on Islands	J.J. Davis	2,223	--	-----
nders "	John Hamilton Ltd.	8,046	40	32,000
ecass "	J. Hansen	2,502	16	-----
"	Geo. Scott	2,341	20	5,946
Lion Island	W.J. Hutchinson	1,686	31	2,548
Point Island	Mrs Napier	2,683	20	2,700
owell Group	F.I. Company, Ltd.	12,115	364	24,755
Total		604,136	11,197	2,943,371

Totals Sheep Slaughtered.

Mutton	Gulling etc.	Tallow	Total
22,501	28,959	16,734	68,194
23,066	30,347	15,534	68,947
23,960	31,744	17,135	72,839

Totals Cattle Slaughtered.

cattle available annually = 1,200 approximately though not  
1 (at first at least) necessary suitable for beef.



	<u>Wool Shipped</u> lbs.	<u>Aggregate Price</u>
1944-45	4,585,169	246,329
1845-46	4,507,498	242,291
1946/47	4,419,089	

	<u>Hides Shipped</u>	<u>Aggregate Price</u>	<u>Skins shipped</u>	<u>Aggregate Price.</u>
1944-45	---		72,790	
1945-46	1172	(not available)	86,674	(not available)
1946-47	1998		63,582	

	<u>Tallow Shipped</u>	<u>Aggregate Price</u>
1945	---	
1946	5,420 cwt	(not available
1947	1,717 "	but last quotation
1948	1,393 "	from C/AA = £95 per ton)