0588/III

PROPOSED ESTABLISHMENT OF A FREEZER IN THE FALKLAND ISLANDS.

E: MAYFAIR 7494 TELEGRAMS: VELOP, PICCY, LONDON CODE: BENTLEY'S SECOND

COLONIAL DEVELOPMENT CORPORATION

33, DOVER STREET
LONDON, W. 1

AMP/1 14th February, 1950.

Sir Miles Clifford,
Government House,
Falkland Islands.

file.

Dear Sir Miles,

It is with regret that I have to inform you that Mr. Venters, the new Project Manager, fell ill with bronchial pneumonia and was unable to travel. It was therefore decided to leave it to the Resident Engineer, Mr. Metcalfe, to decide on the site of the abattoir, whether Ajax Bay or Port Sussex, in consultation with interested parties.

Mr. Weeks has been reviewing the question of import duties into the various Colonies and their relation to initial expenses of plant, etc., of the different projects. I would be greatly obliged therefore if you could clarify the position regarding import duties on such plant and supplies for the Freezer Project. Many Colonies are waiving import duties on plant and equipment and giving the Corporation the same terms as Government. If you could some time clarify the position regarding oil imports and such other consumable stores it would be very helpful. What I have in mind there, of course, is that the Gambia Government gives us a rebate on import duty on oil supplies. For the initial two year period at least such a concession would be of very great assistance to the Freezer Undertaking if you could see your way to making such an arrangement.

I have heard on the wireless that the "JOHN BISCOE" has done valiant service in the relief of the trapped scientists. I am sure you must be very pleased at the succ of this Mission.

I trust by this time you have fully recovered and are in good health once more.

/I am

I am just leaving on a month's trip for the Honduras and expect to be back on the 12th March. Meantime, thanks once again for all the help and assistance you have given me.

Yours sincerely,

Alex B. Fowler

A.B. FOWLER
Manager, Animal Products Division

Reply at 205

Office.

Issue telegram at cover a return advert printed to p. 200 to E.E.

Open new volume to this file starting with p. 202.

23 MAR 1950

Now that the Freezer site has been fixed and materials for its erection actually arrived in the Islands might I suggest the following lines of developement be thought a-long as ways in which the Government might help to make a success of this project.

1. That the two, at present, unstocked Jason Islands near to West Point be reconsidered by Government to lease probably by Napier's of West Point who now have the boats to work these Islands, in order that a larger number of sheep may become available for the Freezer.

2. That Pebble Island be approached to rent the at present unoccupied Outer Islet from Government so that some use may be made of it to help in the same direction.

3. That the matter of tracks to drive sheep from the various stations be considered and especially with regards North camp sheep the construction of some sort of bridge over the San Carlos River in the environs of Third Corral be considered as all sheep from the East of there will have to take that route and in rainy periods will be held up sometimes for many days waiting until the water falls sufficiently to be fordable by sheep.

4. I would bring it up now that the Islands of Weddell, Beaver, Tee, Stats and Governor are not fully stocked with sheep by any means neither the Passage Islands under the same Ownership and perhaps Government could bring it to their notice so that by carrying more sheep there the total sheep passing through the Freezer may ultimately be increased.

John P. Blair
Agricultural Officer.

22 MAR 1950

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				24. 3. 50.

To

FOWLER VELOP PLCCY LONDON

Your letter of 14th February to Governor stop There are no import duties here except on wines spirits tobacco matches and malt.

COLONIAL SECRETARY.

Time

LJH

A.

J.E.

may wish to see 204. Though we all share the A.O.'s correct desire to do what Gov^t can to assist the Fraser, I feel that the matters which he raises are primarily the concern of the farmers. If experience proves that the Fraser is a paying proposition for the farmers, doubtless these measures will occur to them. There would, of course, be no harm in A.O. bringing up the matters in conversation with the farmers concerned, but we can only suggest & cannot direct.

Does he need thank so.

B.

That is so. It is quite proper for him to suggest such ideas to owners e.g. his recent proposal about Mr Cave Saunders?

27 MAR 1950

I should like to know more about X on 204.

X We might get EE to look at this when he goes out to visit Metcalfe.

Who do we stand regarding the Agricultural Bank proposals? The sooner we get that through, the sooner it will be possible for experienced and able men in the industry who have worked up for the bottom, to acquire properties and go into management.

Cf. Cocoa, now on the market.

MC 27/...

C.

J.E.

Agricultural Bank. Draft Ordinance has been sent home to S/S for opinion. It went by the Feb. mail.

D.

Was it considered in Ex. Co. before despatch?

27 MAR 1950

MC 28/...

2986

Y.E.

No, Sir, it was not put to Ex:Co: first. At p.17 in 0494 attached Council advised that a draft Bill should be prepared. From p.22 in the same file it will be seen that all such legislation is reserved for H.M's instructions, and I thought it would be more convenient to get those before referring again to Council.

29.3.50.

Thank you

MC.

MCS 206 B "X" pt

31/3

J.E.

I am not quite clear as to the action which should be taken on the face of cover. The survey was done for the C.D.C. and, say, two copies should be made, signed by Mr Hinckle, & forwarded to Mr Metcalfe, at C.D.C. in London?

31/3/50.

Just pse / herein / opd by.

Copies of the actual survey (hydrographic) are being prepared by EE and 3 will be sent by me to Sir E. Ward

I am arranging for the approaches from the head of the Sound to be surveyed by John Biscoe.

MC. 1/IV

Mem. from Blackburn shd. be asked to send 3 copies of their 'plot' to CDC direct on my behalf and the original and two copies here through C.O. Bag

REPORT ON SURVEY OF AJAX BAY.

A survey of Ajax Bay was required for the siting of a freezing plant. The immediate requirements being the depth and nature of the bottom in the bay and the High Line in the vicinity of the proposed site. Since a nucleus of trained personnel were available it was decided that the Falklands Islands Dependencies Survey should do the task. Accordingly on the 8th of March the A.K." Penelope " sailed from Port Stanley in charge of J. Huckle with C.C.Brown and K. Blaiklock Surveyors, and B. Jefford, Hydrographer, aboard. Very inclement weather delayed the actual work and made working conditions very uncomfortable, the survey was done between 14th and 16th inclusive. Once again being delayed by a combination of bad weather and an unfortunate charter, it was not until the 21st at 2000 that the " Penelope " finally arrived back at Port Stanley. The two Surveyors sailed at 1600 on the 22nd for the United Kingdom and were unable to plot their work to their satisfaction, this will be remedied as soon as possible. Meanwhile it was possible to reduce the soundings and a datum of 12 inches less than Low Water on the 14th March was adopted as being approximately on par with the possible Lowest Low Water. Lack of adequate equipment necessitated doing the bare minimum of soundings conducive to safety in navigating the Bay but those plotted will allow for any contingency; when possible a more complete chart will be produced.

During the stay of the " Penelope " in Ajax Bay and its vicinity various factors affecting the suitability of the site were examined and it was found that the " Pros " heavily outweighed the " Cons ". As an anchorage for ships of up to about 2500 tons, having a maximum draught of 16 feet, in the actual Bay is excellent being open only to Nor' Easterly and Easterly winds. Even these would have little effect due to the lack of space for a heavy swell to develop. The bottom, from the 12 foot contour outwards, is clay for most part with patches of shingle, and there is little or no chance of a ship dragging her anchor once she has been brought up. Inshore of the 12 foot contour the bottom is mostly clay shingle and rock. The Bay itself has high hills on three sides, in its immediate vicinity and on the 4th the hills are a scant 3 miles away.

For Larger ships, of up to say 15000 tons, with maximum draught of up to 30 feet the San Carlos Roadstead, if so it may be called, would afford a good anchorage. This roadstead runs approximately Nor'West / Sou' East from Fannin Head to San Carlos being about 8 miles long by about 2 miles across. The bottom appears to be mainly clay and is fairly e An anchorage and Swinging ground is being examined, and anchoring transits are to be erected at a later date.

It would not be feasible to give a report on Tidal Data until a Tide Gauge of a semi permanent nature, with watchers is available but even at this stage one could say with safety that little or no Tidal Current is in evidence in Ajax Bay and the little that there is in The Roadstead would cause ships but a passing thought. The winds having the most effect on ships anchored there would blow up and down the Roadstead and or into Ajax Bay; and from local knowledge available it would seem that these are few and not particularly strong. From the Roadstead anchorage out to sea the navigation is straightforward but, since the last available charted information appears to be dated about 1884, care should be excercised when using these waters.

2090

En Route to San Carlos and Ajax Bay quite a few discrepancies in the chart were noticed which would make navigation without local knowledge around these islands quite a tedious and dangerous task, therefore it is suggested that before ships of medium tonnage recommence using these waters, a survey be made of the main shipping routes at least, and, depending on the anticipated amount of shipping requiring it, a system of lights, beacons and/or buoys could be laid. Relative positions of some of the major landmarks are rather badly out and in some places a note such as quote" This coast is reported to lie 3 miles to the southward " unquote appears. Numbers of craft have been wrecked on these shores and it might almost be said that all the reefs have been named after the ships they have accounted for. The Surveying of these coasts could quite easily be done by a ship with a draft between 12 and 16 feet fitted with all the appropriate gear and apparatus, but if it is to be done thoroughly the craft doing the work would need to have a draft of about 7 to 9 feet at most.

210

S/F.

Footnote to H.E's minute at 207. ~~X~~ I should be grateful if Messrs Brown and Blaiklock could be instructed accordingly.

4.4.50.

CR

I understand B & B by telegram to Anders.

MC 5/IV

E.E.

X of H.E.'s minute f.207. Jon will forward i.d.c.?

X - - - f.206. Pl note.

6 APR 1950

H.C.S.

1. Plans delayed only because of lack of sunshine - 12 will be forwarded immediately they are complete.

2. p 206 noted tg.

Eff 6.4.50.

B.O. 17/4/50.

P848.

211

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
			1500	3/4/50

To Dr FUCHS aboard RMS" ANDES " SANTOS A/C FIDS.

FIDS P/I/123 GOOD LUCK AND PLEASANT TRIP TO YOU ALL STOP INSTRUCT BROWN SEND THREE COPIES AJAX BAY PLOT TO SIR ERNEST WOOD COLONIAL DEVELOPMENT CORPORATION 35 DOVER STREET MY BEHALF AND ORIGINAL AND 2 COPIES TO ME THROUGH COLONIAL OFFICE STOP

GOVERNOR

Reply at 212

Time ACS Copy for your file and information

DECODE.

No. 71.

TELEGRAM.

From Dr. Fuchs.

His Excellency the Governor.

Despatched :	April	7th	*19*50	*Time :*	1912.
Received :	April	8th	*19*50	*Time :*	09.30.

Brown will comply when Jefford brings originals England.

FUCHS.

P/L.
LJH

See 211

Office There is a letter addressed to me in this mail for Mr Jefford for inclusion herein. 12/4

TELEPHONE: GROSVENOR 5381 TELEGRAMS: ENSUB, AUDLEY, LONDON CODE: BENTLEY'S SECOND

COLONIAL DEVELOPMENT CORPORATION (ENGINEERING) LIMITED

19, CURZON STREET
LONDON, W. 1

Ajax Bay,
Falkland Islands.

28th March 1950.

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

Sir,

Please excuse my delay in replying to your letter dated the 21st March in which you refer to an advertisement appearing in a United Kingdom paper for a Rigger at a rather high salary for this Colony. The man required for this work would need to be a specialist in steel erection and would, in fact, be engaged as Foreman in Charge of this section of the work. It is doubtful if a suitably qualified man would be willing to leave the United Kingdom for a salary less than that offered. As the post can not be filled locally it is suggested, in this instance, existing rates do not apply.

In the case of ordinary artisans it is not the intention of this Company to pay salaries in access of those you have mentioned. It is realised, in conformity with existing labour regulations, free food and accommodation will have to be provided.

Should any further matter arise whereby the construction of the Freezer Building causes concern to the Government of this Colony I trust I may be quickly notified so the offence may be corrected with the least possible delay.

I am, Sir,

Yours faithfully,

J. Metcalfe

Agent in Charge of Construction.

TELEPHONE: MAYFAIR 7494

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

COLONIAL DEVELOPMENT CORPORATION

puty CHAIRMAN'S OFFICE

33, DOVER STREET,
LONDON, W.1.

112/ANP. 30th March, 1950.

The Hon. Michael R. Raymer,
Colonial Secretary's Office,
Stanley,
Falkland Islands.

Dear Mr. Raymer,

192 in Vol. II.

I much appreciated the Governor's decision as announced in your letter 0588/II of 18th February.

It so happens that almost my first act on taking up office last November was to authorise the writing off of this amount in our accounts; but we did not write at the time as we were warned to expect a further word from you. You may feel that the matter is not worth reopening now, but, having read your account, I should like to assure you that we would entertain any solution that seems more satisfactory to you, e.g.

(1) To refund the amount if its inclusion is an embarrassment to your accounts.

(2) To "split the difference".

(3) To render the same effect by making a donation to some fund indicated by the Governor.

What a very odd way of dealing with it..!

Yours sincerely,

Robin Brook

R. E. Brook.
Deputy Chairman.

12 APR 1950

Reply at 216.

Y.E.

Page 213 in reply to p.205 (at end of earlier vol: attached). Mr.Metcalfe informed me verbally yesterday that he will be paying his skilled artisans - carpenters, masons and the like - at the rate of £33 per month (= £396 per annum), out of which they would be expected to pay for their own food. This compares pretty closely with what we pay our C.D & W artisans. He said that he might pay a bonus in addition when the men returned to England.

2. Page 214. This refers to our decision to waive the charge for the hire of the "Philomel" to bring Tinker in from Darwin. My view is that we have now agreed to waive it and that is that. The offer to refund or to split the difference, though I appreciate the spirit behind it, sounds more like Threadneedle Street than Whitehall. Subject to Y.E's approval, I would propose to reply as at cover.

Agree

14.4.50.

Thank you - would you send the reply as from me: his predecessor, Stockdale, was a friend of mine and I would like to take an early opportunity of establishing informal relationship with him.

MC 15/IV

216

18th April, 1950.

Dear Brook,

214 Please refer to your letter of the 30th of March (ref: 112/ANP) addressed to Raymer. I thank you for the offer which I much appreciate but having made the decision and entered my accounts accordingly I would prefer to let the matter rest as it is.

May I take this opportunity of felicitating you on your appointment as Deputy Chairman.

Yours sincerely,

(Sgd) Miles Clifford.

R.E. Brook, Esq.,
Deputy Chairman,
Colonial Development Corporation,
33, Dover Street,
LONDON, W.1.

VP

Ro 1/5/50

Original Filed in 1220/A P & I. Depo
Staff.

EXTRACT FROM MINUTE TO HCS FROM H.E.
OF 22. 4. 50.

C.S.

Cdr. Kirkwood reports that there are repairs to be carried out to the Biscoe's main engines and that if he is to undertake the survey work I have asked him to a further visit to S. Georgia will press him unduly. I can but concur in this view and there is considerable benefit to the Colony in having the survey carried out efficiently.

.....

.....

(Intld) N.C.
22/4.

BN 1/5/50
216

218

E.E.

Your minute at 210.

Any progress?

B

1 MAY 1950

Government House,
Stanley.

3rd May, 1950.

Dear Wood,

I attended, last week, a meeting of representative members of the Sheep Owners' Association with Metcalfe as the result of which, and only after much wearisome argumentation, they agreed to release a maximum of thirty volunteers from amongst their labour to work for him during the four winter months, i.e. 1st June - 30th September. I am satisfied that this as much as they can spare. I have placed no ban on labour from Stanley (where I am engaged on a programme of new works) and from this source he now has twelve, I believe.

I must on this point remind you that I warned both Weekes and Fowler on several occasions that labour on the farms was already some one hundred short for ordinary maintenance purposes and that they ought not, at this stage certainly, to look to the Farmers for help; some of the Managers are feeling a little aggrieved because this appears to have been completely ignored. Again, you have come too late in the field for Barnes the contractor who has - as I feared he would be - been snapped up by the Falkland Islands Company.

I hope to have a "Norseman" float-plane in operation this month which, since she will take up to six passengers or a ton of express freight, should ease Metcalfe's problems not a little; I have also arranged to let him have one of our specially-designed Radio Telephone installations which should help.

I saw Tilbury a couple of weeks ago, or so, and found him cheerful and self-reliant; I gather that he hopes to start hunting at the end of the month and I shall take an early opportunity of flying out to see how he is getting on. If it will be of assistance to the Sealing Company I would be prepared to ship 250 tons of oil (in drums) in the "John Biscoe" every June: let me know if this is likely to help.

We are still hanging on to the "Penelope" which has been doing yeoman service round the Islands in all weathers during the past three months as I have, at the moment, one of my young Antarctic gentlemen (a master mariner) available as skipper; but he goes in June and I shall then have to think seriously of getting rid of her. I am told she will take up to 200 sheep on her deck, not 100 as I had previously understood, and this is a big consideration. Also, of course, she can get in where a bigger boat could not. She cost us over £8,000 last year, with her refit, and the Dependencies' Administration would accept £5,000 for her. Such boats are now quite unobtainable in these parts.

Yours sincerely,

(Sgd) MILES CLIFFORD.

Sir Ernest Wood, K.B.E., C.B., etc.,
Controller of Operations,
C. D. C.

WH.

22D

Y.E.

Reference attached.

1. D/O letter to Sir Ernest Wood at back cover of top file for heading and signature, please.

Sgd.

2. Your query in note attached to outside of top file. Agricultural despatch has been acknowledged (and little more) at p.12 of 0797/J attached. Education Policy despatch has not been acknowledged, as far as we can trace, and a reply has been asked for. 0009/A/64-65.

8.5.50.

CS

1. There is a further letter to Sir E. Wood at cover about which nothing appears to have been done; better tack it on as a postscript?

2. I have referred to p 12 of 0797/J without enlightenment — i.e. this has nothing to do with the subject of my minute on front cover herewith. A more cursory or more-informed effort than 12 would be hard to imagine — had the Adviser or his minions read the Cobbs Report (was this ever commented upon by S of S) or Davis he would have known that grain does not ripen here. It is an insult to his intelligence.

3. Please pursue subject matter of note on cover.

McC 8/V

McC 8/V.

Government House,
Stanley.

3rd May, 1950.

Dear Wood,

I attended, last week, a meeting of representative members of the Sheep Owners' Association with Metcalfe as the result of which, and only after much wearisome argumentation, they agreed to release a maximum of thirty volunteers from amongst their labour to work for him during the four winter months, i.e. 1st June - 30th September. I am satisfied that this as much as they can spare. I have placed no ban on labour from Stanley (where I am engaged on a programme of new works) and from this source he now has twelve, I believe.

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Yours sincerely,

(Sgd) MILES CLIFFORD.

Sir Ernest Wood, K.B.E., C.B., etc.,
Controller of Operations,
C. D. C.

WH.

Y.E.

spoke regarding the letter at p. 221, to which you suggested that your draft at back cover should be added as a P.S. I had already had the letter at 221 faired and you had signed it. With regard to the draft at cover I am waiting for the copies of the survey which you noted at p.207 are being prepared by E.E. He has minuted at p.210 that he has been held up by lack of sunshine, but he tells me that he gave one copy to Kirkwood and two or three to Jefford. In any case he will have additional copies prepared before the next mail goes out.

Chankyan.
MC 15/V

14.5.50.

B.V. 1/6/50.

E.E.

p.210. H.E. is anxious to send them by this mail (priority). Can do?

2 JUN 1950

H.C.S.

I hope so but we are dependent entirely on the sun. I will send the copies to you if 221 and cover completed before this mail -

CJH 5. June 50.

H.C.S.

223

1. Attached please find six copies of the 'Ajax Bay' Soundings 224

2. I regret the quality is not better, but the paper is very old - and is the last we have of the "black on white" (?). I have made up the number with one blue print

BJH 6 June 1950.

AJAX BAY.

Scale 1:2400.

Soundings in feet and inches
Datum for soundings 12 inches below Low Water on 14th March 1950
Soundings thus 2 are heights above datum.
High Line indicated thus ——
Key

Rocks
Shingle
Kelp
Stone Rivers

100 0 100 200 300 400 500 600 700 800 900 1000 feet

Scale : 1 inch : 200 feet

Offrie.

Fair H.E.; D.O. letter as in draft at back cover.

9/6/10

225

13th June, 1950.

My Dear Wood,

224 I enclose for your information 3 copies of the hydrographic chart I have had made of Ajax Bay; the topographical survey of the site area for the Freezer was only completed just before the Surveyors had to leave for England and I have instructed them to send copies direct to you.

I have also had a hydrographic survey made of the approaches from the north of the Falkland Sound and am asking the Hydrographer to forward a copy to you.

As you will see there is plenty of water for vessels of the draught contemplated and good protection from westerly gales, there is also "room to swing". It would appear that loading will have to be carried out by lighters as would also have been the case, I gather, at Port Sussex.

Both Metcalfe and Tilbury have been supplied with one of our special R/T sets which should make life easier for them.

Yours sincerely,

(Sgd) MILES CLIFFORD.

Reply at 238

226

0588/11

14th June, 50.

Sir,

You will be aware that the Colonial Development Corporation has recently commenced work on the erection of a freezing plant in this Colony, which will produce frozen mutton and beef for the United Kingdom market. When this freezer is completed and comes into operation, which will probably be in about a year to eighteen months from now, Government will have to be responsible for the inspection of the meat. In order that arrangements for this may be made in good time, your advice on the following points would be greatly appreciated.

(1) The qualifications which would be necessary for the inspector.

(2) The newspapers or trade journals in which it would be best to advertise the post.

(3) The standards required for the various carcasses and quartered grades of mutton and beef when imported into the United Kingdom.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd) Michael R. Rayner

COLONIAL SECRETARY.

Reply at 249.

The Agricultural Adviser to the Secretary of State,
COLONIAL OFFICE.

B. 30/6/50

VP

Dirección Tel
"SOUTHA
Teléfono

(AIR MAIL)
Establecimiento Frigorífico
RIO SECO

Códigos:
A. B. C. 5th. SCOTT'S 10th.
BENTLEYS.
BENTLEY'S SECOND PHRASE.

THE SOUTH AMERICAN EXPORT SYNDICATE LTD.

Oficina Prin n Londres
106, FENCHI ST., E. C. 3.

CASILLA 21 D.
PUNTA ARENAS, 31st. May de 19 50.
CHILE

File P.D. Inc.

Dear Sir Miles,

With reference to the various discussions we have had about the construction of a Freezer in the Falkland Islands, the following is the address of our London people:-

The South American Export Syndicate Ltd.,
106, Fenchurch St.,
LONDON E.C. 3.

Our Managing Director is Mr. George Eastburn, who was at Rio Seco for six seasons, some years ago. Our Chairman is Mr. Walter C. Warwick, who is today the biggest personage in British shipping, being not only Chairman of Houlder Bros., the Royal Mail Lines and the Pacific Steam Navigation Co., but also a member of the Boards of several other shipping lines.

I am perfectly sure that were the Colonial Development Corporation to contact the above-mentioned gentlemen, they would get valuable information which would stand them in good stead in connection with the installation of the Freezing Works in the Falklands.

I have had over 40 seasons at Rio Seco, and the benefit of my experience, for what it is worth, is at your disposal, and if you think it worth while, I should be very glad to receive from you a rough lay-out of the plant, with an idea of its elevation. There is no need to put it to scale, but its situation as to shipping facilities and water supply would be of value I could then tell you if in my opinion there were any difficulties in the proposed construction.

It would also be interesting to know that system of slaughtering is to be adopted, and the method of Freezing which has been decided upon. As I have told you, in my opinion labour will be one of the difficulties to be encountered, as many skilled workmen are required, but I have no doubt that this could be overcome.

228

The great advantage of a Freezer is that all available parts of the animal, including by-products, are made use of.

Nothing else occurs to me for the moment, except that it has been a great pleasure for me to have known you, and I hope we shall meet again one of these days.

With kindest regards, I am,
Yours very sincerely,

Tom P. Jones

TOM P. JONES

Sir Miles Clifford, K.B.E., C.M.G.,
Hotel Cosmos,
PUNTA ARENAS.

TPJ/LS.

BN 3/6/56

229

DECODE.

TELEGRAM.

From The Colonial Secretary.

To Commander-in-Chief A.W.I. Bermuda.

Despatched : 6th June. *19* 50. *Time :* 1900

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

Following for Superintendent, Dockyard please begins.

Colonial Developement Corporation's engineer here on erection freezer would like to hire, or at need purchase, oil drip cooking stove which is in Admiralty Wireless Station here. Grateful advise.

Reply at 231

COLONIAL SECRETARY.

G.T.C.
S.S.

230
2

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
1	Ajax Bay	R/T		9.6.50.
To	Phone Colonial Secreary	Stanley		

Please advise if no ~~xxxxx~~ reply received from Admiralty. May be necessary for me to make other arrangements

Metcalfe.

Reply 1232

Time VJSS

231 3

DECODE.

TELEGRAM.

From NAVYCHARGE BERMUDA.

To The Colonial Secretary.

Despatched :	9th June.	*19* 50.	*Time :*	1450.
Received :	10th June.	*19* 50.	*Time :*	0900

229 Your 170845. No objection loan. Please state details of stores and duration of loan so that hire charge may be raised.

NAVY CHARGE, BERMUDA.

G. T. C.
S. S.

232
4

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				~~10.6.50.~~

To

~~BATCALFR WAX BAY.~~ HOA/C

Admiralty reply received to-day states quote No objection loan stop Please state details of stores and duration of loan so that hire charge may be raised unquote ends stop Grateful advise.

See 230

Reply at 233

Time COLONIAL SECRETARY. BW 12/6/50

15

SS

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
7	Ajax Bay		R/T	12.6.50

To

Colonial Secretary Stanley

232

Thanks yours of tenth Duration of loan one year stop Assume PWD would wish to dismantle stove and that harbourmaster can arrange shipment stop Our fitter Day now at Brechins boarding house has instructions to carry out dismantling if instructed by Executive Engineer.

Metcalfe.

Time

234

E.E.

233

From p.1. for information. Page 5 gives me the duration of the loan but not the details asked for at p.3. Can you or Mr Nicholson assist?

Lang N. B/6 - No reply GHB B/6

12/6/50.

H.E.S.

The nearest description I can get from Mr Nicholson is:—

"One Number Five Hearth Galley, oil burning complete with oil fuel tank
One Spare Set offire bricks
One Spare oil spraying nozzle"

GHB 14.6.50.

235

A.C.S.

Pl: refer to 231 & 3, giving details as supplied by E.E. at 6 & saying duration of loan one year.

17 JUN 1950

GOVERNMENT TELEGRAPH SER

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date

To

19. 6. 50.

NAVYCHARGE BERMUDA.

Your telegram 9th June details of stores as follows colon dash one number Fire Hearth Galley Oil Burning complete with oil fuel tank stop Duration of loan one year.

See 237

31/7/50

BW 15/7/50

COLONIAL SECRETARY.

Time

LJH.

KIU BU 228

BW 7/7/50

BW 26/6/50

PHONE: MAYFAIR 7494 TELEGRAMS: VELOP, PICCY, LONDON CODE: BENTLEY'S SECOND

COLONIAL DEVELOPMENT CORPORATION

33, DOVER STREET
LONDON, W. 1

112/ANP

10th May, 1950.

His Excellency Sir Miles Clifford, K.B.E., C.M.G.,
Government House,
Stanley,
Falkland Islands.

Dear Sir Miles,

Many thanks for your letter of 26th March. It now appears definite that the operational date for the Freezer will have to be postponed for one year, and we are now phasing our operations with that end in view. While we regret the delay to the opening date, the consensus of opinion at both ends appears firmly to be that we have little to lose and much to gain by accepting a target date for completion that recognises the practical building and construction difficulties and avoids the mistakes and added expense that too great haste might involve.

As you say, Metcalfe's labour problems seem to be sorting themselves out, and I can only believe that is in no small measure due to your interest and help. I feel I must express my personal thanks for all the ready assistance you have rendered to him.

With my kind regards,

Yours sincerely,

Wood

SIR E. WOOD
Controller of Operations

FPA.
Mc

238

TELEPHONE: MAYFAIR 7494 TELEGRAMS: VELOP. PICCY. LONDON CODE: BENTLEY'S SECOND

COLONIAL DEVELOPMENT CORPORATION

33, DOVER STREET
LONDON, W. 1

112/ANP

4th July, 1950.

His Excellency Sir Miles Clifford, K.B.E., C.M.G.,
Government House,
Falkland Islands.

My dear Governor,

225 Thank you very much for your letter of 13th June, enclosing three copies of a hydrographic chart of Ajax Bay and for promising to send a copy of a hydrographic survey of the approaches from the north of Falkland Sound. I have passed copies of the chart to those concerned here, and Fowler in particular is very pleased to have this information.

Yours sincerely,

SIR E. WOOD
Controller of Operations

F&PA file

0588

239

DECODE.

TELEGRAM.

From CS. Bermuda.

To Colonial Secretary.

Despatched : July 18th *19* 50 *Time :* 12.36.

Received : July 19th *19* 50 *Time :* 09.30.

236

From CS Bermuda. Your 191520 June. Remit hire charge £4 two shillings sixpence to Cashier H.M. Dockyard Bermuda borrower must accept responsibility or replacement any damage.

181530Z.

P/L.
LJH.

Copy to Mr. Metcalfe. early.

24/7/50.

Copy of above sent to Mr Metcalfe under complimentary slip 24/7/50.

20/8/50

TELEPHONE: GROSVENOR 5381 TELEGRAMS: ENSUB. AUDLEY. LONDON CODE: BENTLEY'S SECOND

COLONIAL DEVELOPMENT CORPORATION (ENGINEERING) LIMITED

19. CURZON STREET
LONDON, W. 1

G/27.

Ajax Bay.
August 3rd 1950.

The Hon, The Colonial Secretary,
Colonial Secretary's Office,
Stanley.

Sir,

Thank you for a copy of the telegram you received from the C. S. Bermuda refering to the hire of the oil burning cooking stove.

I assume the hire charge of £4 2 6 is for the whole period of one year. Will it be in order for us to pay this amount to the Treasury in Stanley?

We do, of course, accept responsibility for the stove, and will both repair and replace it in the Admiralty Wireless Station at the termination of the hire period.

I am, Sir,
Yours faithfully,

J. Metcalfe

C. D. C. (E.N.G.) LTD.,
AGENT IN CHARGE.

Reply at 241

241

0588/111

21st August, 50.

Sir,

240

With reference to your letter of the 3rd of August, 1950, regarding the hire of the oil burning stove from the Admiralty, I am directed to inform you that the hire charge of £4. 2. 6., covering the period of one year, should be remitted by you to "The Cashier, H.M. Dockyard, Bermuda", direct.

I am,
Sir,
Your obedient servant,

(Sgd) MICHAEL R. RAYNER,

Colonial Secretary.

Mr. Metcalfe,
Ajax Bay.

MA.

/50 0588 342

Saving.

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLANDS (COLONY)

Date 4 AUGUST, 1950.

No. 96 Saving.

Repeated to O.A.G., Cyprus (Cyprus reference 1042/44/2) No. 654

CONFIDENTIAL

Mr. Thomas Tinker has offered his services to the Cyprus Government in connection with the export of bacon from Cyprus. He has quoted you as a possible reference as to his capabilities.

See 101 Vol I. 109 Vol II.

2. Cyprus Government have no such post at present, but, in case it may become desirable to consider the employment of a suitable expert to encourage pig breeding for export, would be glad of any information regarding Tinker's suitability. Careful investigation has failed to produce any from Colonial Office records.

3. As I believe you have some knowledge of the person in question, I should be grateful for your views.

SECER.

18 AUG 1950

Reply at 245

Copy for Freezer File pl. 243.

PERSONAL. 22nd August, 1950.

Dear

It is some time since I heard anything of you. My last letter to you (which was also some time ago) was replied to by Wood and I have written once or twice to him on the assumption that these letters would find their way to you eventually (if you ever remain in one place long enough) and now Wood has a new Empire, and Cable has succeeded to his mantle I understand. It is all very confusing.

See 204 Vol II.

I hope to visit Ajax Bay again this month sometime and will report progress. Metcalfe has had his share of trials and tribulations but we are doing all we can to help him - when are we likely to see Venters? The sooner the better I feel, and I suggest that he should come out in November, fly down from Montevideo to Punta Arenas to spend a few days with Jones, the Manager of the Rio Seceo Freezer, and then catch the "Fitzroy" which is visiting Punta Arenas towards the end of November; I do hope this suggestion will commend itself to you.

How are your negotiations with the Sheep Owners progressing? Their local representatives have just held their annual meeting and as a result of a letter from me are making certain suggestions to their Boards of Directors which may improve the lot of labour a bit and so make service on the farms a little more attractive. The development of the internal air service and the provision of R/T communications at all Settlements is doing much to remove the sense of isolation which has been such a blight in the past.

I shall be sending you shortly the outline of a supplementary proposal designed to promote the success of the Freezer and it is something which, judging from our last conversation, is likely to be right up your street.

Yours sincerely,

A.B. Fowler, Esq.,
Colonial Development Corporation,
19, Curzon Street,
LONDON, W.1.

MLO.

J.E.

p.242. Mr. Timken had left before I arrived so I do not feel able to give an estimate of his abilities etc. Would YE be good enough to indicate the lines along which the reply should be drafted.

~~FALKLAND ISLANDS DEPENDENCIES SURVEY~~,

~~PORT STANLEY~~,

~~FALKLAND ISLANDS~~.

From: The Governor.

To : The Secretary of State for the Colonies.

Date: 25th August, 1950.

SAVING NO. 150. CONFIDENTIAL. COLONY

242

Your telegram No. 96 Saving Confidential.

Mr. Thomas Tinker was here for several months in 1949 in connection with the proposed establishment of a Freezer in the Falkland Islands, and conducted a very thorough investigation into the availability and potential utilisation of the Colony's surplus sheep. His work was of great assistance in carrying this project through.

Mr. Tinker is a man of considerable energy, with no educational back-ground but with a very considerable expertise (based on long experience in the wholesale and retail trade) in the processing and marketing of meat and its by-products. On the technical side it is doubtful whether the Cyprus Government could make a better choice. He is apt, perhaps, to talk a little too much but I am inclined to think he has learned his lesson.

GOVERNOR.

MLO.

G/102.

King Edward Memorial Hospital.
Port Stanley.

October 3rd 1950.

The Executive Engineer,
Public Works Department,
Port Stanley.

Dear Sir,

It appears the installation of your new Power House will be complete in about six months time. This is just when we should be ready at Ajax Bay for the installation of our own alternators.

You will know it has been necessary for me to return to the U.K. the fitter who it was originally intended should perform this work.

Would it be possible for you to loan Mr E. Gutteridge to the C. D. C. for a short period to do our installation.

I realise you would not wish him to be away from your own Power House for any long continuous period. However, it seems to me he could easily work for us and at the same time be available for instant return by air to Stanley should you have sudden need of him

Your kind consideration of the above would be appreciated.

Reply at 248

Yours faithfully,

J. Metcalfe

H.C.S.

1. Mr Metcalfe handed me this letter on Sunday 15 October 1950.
2. I am not opposed to the suggestion contained above - it will provide good experience for Gutteridge and it is useful for this Government to know exact details of installation at Ajax. Also CDC have been very good in loaning us artisans.
3. However I think Mr G. should be paid for the work if Government agree to him carrying out the installation.
4. May I reply favourably - in general terms - I do not think Mr Metcalfe will be ready for Mr G's services before my return from leave

CHH 16/10/50

HS 17/10/50

Y.E.

mentioned the gist of the letter at p.246 to me a few days ago. It is true that we ought to do what we reasonably can to assist the C.D.C. and true also that they have been helpful to us in lending us some skilled men of theirs, but I do not think that we can afford to have Mr. Gutteridge away for more than a few days or a week-end. It also depends of course on how our own power station progresses. The station will, we hope, be in operation as from 1.1.51., but that does not mean that the work of converting the lines etc will be finished by then.

No

2. E.E. may be instructed to reply to the effect that we cannot spare Mr. Gutteridge for more than a few days, but that, dependent upon the progress made with our own installation, we would be prepared to let him go out - on payment - for a few days to advise.

19.10.50.

I should prefer him not to go before Mr. Bunting's return and I doubt very much if they will be ready for his services before then.

MC. 19/x

E.E. Above w.r.t. 246. Will you please reply to Mr. Nicholls accordingly.

20 OCT 1950

H.C.S. Noted. By attached please find copy of my reply

EH 20.x.50.

50.

PUBLIC WORKS DEPARTMENT,

STANLEY, FALKLAND ISLANDS,

21st October. 1950.

246

Dear Sir,

With regard to your letter of 3rd October I am directed to inform you that in principle this Government agrees to allow Mr E. Gutteridge to advise on the installation of the engines and generators at Ajax Bay.

However I should be grateful for more Specific details of what Mr Gutteridge' work will entail. Am I correct in thinking that all you will require is the levelling and aligning of the engines and alternators.

Yours Faithfully,

E.J. Bunting

Executive Engineer.

30/10/50.

Mr. Metcalfe,
Stanley.

249.

COLONIAL OFFICE

My Reference 88413/50

Your Reference 0588/II

23 OCT 1950

CHURCH HOUSE,
GT. SMITH STREET,
WESTMINSTER, S.W.1.

26th September, 1950

Dear Raymer,

226. I am sorry you have not had at least an acknowledgment of your letter of the 14th June regarding the possible appointment of a Meat Inspector in the Colony.

We are in communication with the Colonial Development Corporation in this matter and as soon as we can give you a definite reply I will write to you again.

Yours ~~sincerely~~,

P. A. Carter

(P. A. CARTER)

23 OCT 1950

J.E. Above f.i., w.r.t. f.226. I just quite see what it has got to do with the C.D.C., & why the Agric: Adviser cannot answer his own letters, but it is no great matter.

Nothing I would have thought.

M. R. Raymer, Esq.,
Colonial Secretary's Office,
Stanley, Falkland Islands.

Seen. Mc.

1 NOV 1950

I think A.O. is the obvious person to do this work the chd ∴ be "instructed" while on leave.

600
100 bags

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

25R

RECEIVED

Number	Office of Origin	Words	Handed in at	Date
5	Ajax Bay	33	1000	5.12.50.

To His Excellency The Governor Stanley.

Penelope delayed collection sand owing to misinformation as to number sand bags at Ajax stop Appreciate your assistance sending out as many as possible via this Fitzroy

Venters

CP.

Where do we get them from? Can EE help? Or F.I.C.?

MC 5/XII

Time

215

Reply. 252

600 bags sent out not so long ago filled with sand. Further 300 were sent in ~~Pl~~ Penelope. Regret no more available. Suggest you use empty drums.

Col. Sec.

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed In at	Date
			Advances C.D.C.	6.12.50

To

VENTERS AJAX BAY

600 bags sent out not so long ago filled with sand stop Further 300 were sent on PENELOPE stop Regret no more available suggest you use empty drums

WH.

Colonial Secretary

BN 1/2/51

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

RECEIVED

umber	Office of Origin	Words	Handed in at	Date
27	AjaxBay	12	1000	11.12.50.

To Phone Colonial SecretaryStanley

Venters will board Fitzroy at AjaxBay

Metcalfe.

11 DEC 1950

Time

No. 0588

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

COLONIAL SECRETARY'S OFFICE 12 DEC 19 FALKLAND ISLANDS

MEMORANDUM.

239

11th. DECEMBER, 1950

To/ The Honourable,
The Colonial Secretary,
Stanley.

From/ Harbour Master.
Stanley, Falkland Islands.

SUBJECT :-

I have the honour to enquire as to whether an account in respect of transport per Philomel of the Stores and personnel of Commander Penfold's party should be rendered.

If so, should the account be rendered to F.I.D.S. or the Admiralty please.

C. J. Bunting
Harbour Master.

H/M. Cmdr Penfold's survey of Ajax is to be a Colony commitment, does.

H.S.
Notes e.g. [illegible] 16/xii/50.

13 DEC 1950

DECODE.

104

TELEGRAM.

From Colonial Development Corporation,

To H.E. the Governor,

Despatched : 30th December, *19* 50 *Time :* 11.58

Received : 1st January, *19* 51 *Time :*

42. Mills Headquarters representative of our Engineering Subsidiary due to reach Falkland Islands about January 10th. Shall be most grateful if you would allow him to explain Corporation difficulties to you.

CABLE VELOP

PL: VP

H.C.S. There is another, advance telegram to go in this file.
4/1/51.

256

CS

Please send attached to CDC — somebody here must have a Bentleys.

MC 29/XII

257 The top minute should be filed also.

ACS

Sent by Bentley, 2nd.
If we have not got maybe Mr Barratt has.
If not pl. speak.

4/1/51.

GOVERNMENT HOUSE,

FALKLAND ISLANDS.

27/xii

Mr. Metcalfe

Mr. Venters

Attached is final draft of telegram I propose to send to the Deputy Chairman to-morrow (28th). I have discussed its terms with you jointly and individually and shall be obliged if you will both append your signatures to this note as recording your agreement. The question of hire or purchase of the Penelope is a matter for HMGs to decide.

MC.

Metcalfe — Resident Engineer

Venters — Project Manager designate.

28.XII.1950

DECODE.

F258

TELEGRAM.

From His Excellency the Governor

To Mr. Brook Deputy Chairman, C.D.C.

Despatched : January 4th *19* 50 *Time :* 15.37.

Received : *19* *Time :*

Following personal and confidential for Brook Deputy Chairman from Governor begins. I am very perturbed about lack of progress Ajax Bay and have taken opportunity presence Stanley of Metcalfe and Venters request their agreed views on main problems and recommended solutions of these.

2. Immediate difficulties can be considered under three headings (A) Labour (B) Internal transport (C) Delay in arrival essential materials.

3. As to (A) local labour as I warned Corporation in 1948 is totally inadequate meet needs. Farms able spare very few men, that with difficulty and only during winter months. Importation foreign labour ex Patagonia a costly expedient which would introduce complications e.g. currency, feeding, language, transport from Coast. Unskilled labour ex South Georgia (if available) equally difficult and expensive basic rates being six shillings an hour. Only alternative importation from United Kingdom but workers should be carefully recruited and preferably in conjunction with someone having knowledge local conditions. Pay should be at local rates (basic and overtime) plus approved cost of living allowance and with guaranteed bonus payable on conclusion contract; this is only way to avoid disturbance local wage structure. Requirements 15 repeat 15 artisans additional those now on site and 50 repeat 50 unskilled labourers. Nothing short of this can guarantee completion work in time killing season 1952.

4. (B) Metcalfe supported by Venters insists upon need small vessel his entire disposal throughout construction period. Must be able work in any but gale conditions and have sufficient endurance reach Stanley. I agree. Required for e.g. collection sand, meat and other provisions for workers, transport of repairs and items general stores from Stanley and movement personnel between Stanley and Ajax as required. Internal Air Service having many other calls can only assist to limited extent and Government m.f.v. "Philomel" required for general service of Colony. "Fitzro calls at longish intervals. Only boat available is auxiliary ketch "Penelope" which both Metcalfe and Venters are satisfied from personal experience is entirely suitable and seaworthy. Any doubt latter score may be referred Captain Roberts late Colonial Manager F.I.C. who is known to Cable and was responsible for vessel's refit. I am as previously stated, quite willing place her at Corporation's disposal on minimum terms i.e. hire at £50 repeat £50 per month. Corporation paying insurance and all other charge amounting to approximately £200 per month or outright sale at £4000 repeat £4000 which represents bare cost of hull and eng total cost to Administration having been £10,000.

5. (C) Metcalfe reports being held up by delay in shipmen essential materials estimated at 200 tons and uncertainty and irregularity "Fitzroy" deliveries. To overcome this difficul

0588

259a

CS

Attached; we should follow up X now.

Base running costs for 1 month are £2000 (plus 20% = £2400) to which must be added depreciation, and all outside charges such as dues in Montevideo

SF has details I think.

I wd. like to see final figure before instructions. MC. 17/1

ACS. File - h.v. fl. 18/1

DECODE.

TELEGRAM.

From Brooks, Colonial Development Corporation.

To The Governor, Falkland Islands.

Despatched: 9th January, *19* 51 *Time:* 1405

Received: 10th January, *19* 51 *Time:* 0900

258

No 55. Most grateful for your telegram dated 4th. Offer of Assistance very acceptable. Cables telegram 29th requesting you see Mills due to arrive next few days. He is to review construction programme fully and seek your help as requisite. Labour. 5 men due to arrive next few days. We are now recruiting 38 more men and expect to despatch them partly to meet "Fitzroy" February, partly we hope via John Biscoe at the earliest convenient date. Internal. Kindly refer Cables letter dated 14th November your Colonial Secretary states we most willing to charter "Penelope" possibly even purchase provided official seaworthiness certificate issued to us. Most grateful if this can be done. Essential materials. Those already at site plus those now en route "MareK" due to reach Stanley approximately January 25th. Save 2 or 3 small items for which arrangements made we are satisfied material and stores adequate. Finally we shall be most grateful for your help to arrange for maximum labour to unload "MareK" at Ajax Bay.

Only 2 aboard

Better from their point of view as it will make them independent when Fraser is up.

BROOK..

G.T.C.-S.S.

261.

J.E. wished to see f. 260 early.

I am not altogether satisfied with the reverse as it leaves the answers to several of my questions at 258-9 in the air; in particular as to which of Vanlers Threlcatfe (who entertain the poorest opinions of each other and this is not good for the project) showed "repeat back", or as to the chance of a visit from Fowler wh. I hold to be essential.

re "Penelope" inform Colonel Manaqa that a certificate of seaworthiness has been asked for and request that he will give it: Capt Johnstone is fully prepared to co-operate, experienced doret.

As to labour for unloading we can help to some extent and shd invite F.I.C. to co-operate; it is to their advantage to get the ship cleared early. I am not prepared to dive down on (i) Mangas (ii) Hospital. MC 10/1

CS.

255. I have seen Mr Mills and have explained the local difficulties to him.

2 He is apparently armed with full powers, to take such action and make such changes as may be necessary — in other words to get the job on its feet, which is most satisfactory

3 He will stay for about 3 months if necessary.

4 I have lent him P 259 to copy what material points. and he will return it direct

5. He wanted leave to get out to Ajax on Tuesday

MC 12/1.51

Y.E.

Page 261. I mentioned to Y.E. that the F.I.C. are sending out 8 of their Jetty Gang to work the ship at Ajax. The Coy reckon that their responsibility ends when they have got the cargo ashore and above high water mark. I dont know how much covered in storage space there now is at Ajax, but if, as I suspect, there is very little then it does'nt make a lot of difference whether it is on the beach above h.w.m. or has been carted further up. I have spoken to E.E. and he has made some tentative enquiries of his labour force, but none of t the F.I. men wished to go. I told him that I did not think he ought to send his U.K. men. They are all skilled men and we want them here. E.E. will make further enquiries of his men.

X

2. I do not know what technical requirements have to be satisfied before a certificate of seaworthiness can be given, and it is possible that C/M cannot (not will not) give such a certificate. However, we ~~can~~ can but ask him. Draft at cover s.f.c.

Issue. MC.

X. We may in fact be reduced to this!

15.1.51.

264 + 265 refiled in FDS/70 "Penelope"

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

SENT

Number	Office of Origin	Words	Handed in at	Date
				23.1.51.

To

JOHNSTON, JOHN BISCOE A/C FIDS

65/90 FURTHER TO YOUR DISCUSSION WITH GOVERNOR REGARDING HIRE OF BISCOE I WOULD BE GRATEFUL TO KNOW WHETHER THERE ARE ANY OTHER OUTSIDE CHARGES OR DUES BEYOND THOSE ALREADY DISCUSSED THAT SHOULD RIGHTLY BE INCLUDED IN MONTHLY HIRE RATE AS OPPOSED TO LIABILITY FOR PAYMENT BY CHARTERER

SECFIDS

Time

267

B.U. 29/1/51.

AJ7.

Any reply to reverse as yet?

30 JAN 1951

EXTRACT FROM MEMO. BY SEC., FIDS. TO H.C.S. of 29/1/51. 26

(Original filed at page 4 in FIDS/80).

H.C.S.

FIDS/80.

H.E's minute at page 3. I have discussed further and H.E. agrees that we can now go ahead and offer the s.v. "John Biscoe" on "Bare Bottom Charter" at £3,000 per month (see pages 1 and 23). FIDS/80.

H.E. says that if C.D.C. wish to carry passengers between here and Monte and vice-versa, they must pay to F.I.D.S. at the F.I.C. current Fitzroy rates.

(Intld) F.K.E.

29/1

VP

267

Y.E's

minute at p.259a, together with A.S.F's minute on reverse. Draft letter to Mr. Mills at cover s.f.c. I have an idea that the expression is "bare bottom charter" not base bottom charter, but possibly A.S.F. can check this.

Correct.

Base bottom is right.
Issue fd.

1.2.51.

MC. 1/ii. Fair draft at cover.

2/2/51.

2 February, 51.

Sir,

I have the honour to refer to recent conversations with His Excellency the Governor regarding the possible hiring by your Corporation of the F.I.D.S. vessel "John Biscoe" and to inform you that the cost of hiring her on a bare bottom charter basis would be at the rate of £3,000 per month; the earlier verbal intimation was based on incomplete data. Any passengers carried would have to be paid for at ordinary commercial rates in addition to the above.

I am,
Sir,
Your obedient servant,

(Sgd) Michael R. Raymer

COLONIAL SECRETARY.

Mr. Mills,
Colonial Development Corporation,
AJAX BAY.

VP

269.

Offer

There is a reply to 264 for enclosure in this file, I think.

5/2/51.

Now in FIDS/70 & action proceeding thereon

28/2/51

2/3/51

File "Frazer" - 4 pll Ltr.

Hotel LA ALHAMBRA
TELEFONOS 9 28 11 / 9 28 12 / 9 28 13
SARANDI 588/600
Montevideo Uruguay

March 1st 1951.

Dear Sir Miles Clifford,

It was a disappointment for me to be unable to call on you on my recent fleeting passage through Stanley.

The last moment opportunity to travel on the February voyage of the "Filgroy" forced the settlement of my affairs to be reduced to the barest minimum.

Please accept, with this letter, my sincere thanks for your great kindness during my stay in the Falkland Islands.

Believe me, dear Sir Miles Clifford,

Faithfully yours,

J Metcalfe

DECODE.

No 26.

TELEGRAM.

From Consul, Montevideo, Uruguay.

To The Colonial Secretary.

Despatched: 27th March, *19* 51 *Time:* 2010.

Received: 28th March, *19* 51 *Time:* 0900.

Twelve members of Colonial Developement Corporation now completely without funds have applied to me for spending money pending sailing "Fitzroy". Grateful if you would obtain and telegraph Corporations authority for me to pay ten shillings each per day as advance on salary.

CONSUL.

H. C. S.

We have repeated to Ajax Accountant.

(Intld) L. W. A.

A. C. S. 28/3/51.

A. C. S.

[illegible] 28/3

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

SENT

Number	Office of Origin	Words	Handed in at	Date
				30. 3. 51.

To

BRITAIN MONTEVIDEO. HOA/C

271 YOUR TELEGRAM 27TH STOP OWING BREAKDOWN COMMUNICATIONS UNABLE CONTACT LOCAL CDC AUTHORITY BUT SUGGEST YOU APPROACH MILLS SENIOR CORPORATION REPRESENTATIVE DUE MONTEVIDEO FITZROY 31ST.

COLONIAL SECRETARY.

Time

SB

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C.R.E.(I.B.) 55789/51

Overseas Trade Memorandum
Meat Products Imported into the United Kingdom

Since the importation of meat products returned to private trade the Ministry of Food and the health authorities at ports have had some difficulty in making prospective importers understand the public health requirements which must be met before these products can be imported. The Ministry of Food issued an explanatory circular to all importers of meat products in the United Kingdom and would now like an explanation of the public health requirements to be available to all representatives of British importers abroad on request. They have therefore asked us to arrange for the accompanying memorandum to be circulated in order that Overseas Officers may be in possession of the necessary information.

4 APR.

~~16th March, 1951.~~

Board of Trade,
Commercial Relations & Exports Dept,
Thames House North,
Millbank,
London, S.W.1.

Distribution:-

United Kingdom Trade Commissioners,
Commercial Diplomatic Officers,
Imperial Trade Correspondents,
Superintending Consular Officers.

File in Imp. & P.

1-14/3/51

MINISTRY OF FOOD

IMPORTS OF MEAT PRODUCTS

1. The Ministry of Food desires to draw the attention of all importers of meat products, including canned meat products and animal casings, to the provisions of the Public Health (Imported Food) Regulations, 1937/48 for England and Wales under which it is illegal to import any meat or meat product for sale for human consumption unless accompanied by an official certificate.

2. An "official certificate" may be either a certificate, label, mark, stamp or other voucher which is recognised by the Minister of Food as showing -

(a) that the meat, including any meat used in the preparation of a meat product, was derived from animals which had been inspected ante mortem and post mortem and passed as fit for human consumption in accordance with criteria satisfactory to the Minister, and

(b) that the meat and meat products had been prepared and packed under hygienic conditions.

None other than an "official certificate" in the recognised form can be accepted.

3. There are corresponding Regulations in force in Scotland and in Northern Ireland.

4. The duty of executing and enforcing the provisions of the Regulations is laid upon port health authorities and certain local authorities which are empowered to order the exportation of any meat or meat product not accompanied by an official certificate.

5. It is in the interests of all concerned that, before entering into negotiations with overseas firms, they should ascertain whether imports are permitted under the import licensing regulations and if so whether an official certificate is recognised for imports of meat products from the exporting country and to make certain that the exporters are fully aware of the form of certificate which must be affixed to the goods before shipment.

6. The object of the provisions of the Regulations is to safeguard public health and consequently the importance of strict compliance with them is impressed on all concerned. Failure to take these precautions results in difficulties and in the inconvenience and expense incurred by re-exportation.

7. Copies of the Regulations and of the Ministry of Health and Ministry of Food circulars which reproduce the official certificates which are at present recognised may be obtained from His Majesty's Stationery Office or through any bookseller. A list of the countries for which official certificates are recognised and the referances for the circulars concerned are given below -

Country	Number and Date of Circular		
Algeria	MF16/50	4. 9.50	- for meat products
Argentina	1675	24. 3.38	- for meat and meat products
Australia	1741	17.10.38	- for meat and meat products
Austria, Federal Republic of	MF3/51	13. 2.51	- for canned meat and other cooked meat products
Bechuanaland	1639	11. 8.37	- for meat and meat products
Belgium	1675	24. 3.38	- for meat and meat products
Brazil	(1639	11. 8.37)	- for meat and meat products
	(1707	10. 6.38)	- for meat and meat products
Canada	(1675	24. 3.38)	- for meat and meat products
	(1707	10. 6.38)	- for baled meat and meat products
Chile	1727	15. 8.38	- for meat and meat products
Cyprus	(4/47	22. 1.47)	- for sausage casings only
	(MF18/50	23.10.50)	- for meat
	(MF6/51	17.3. 51	- for meat products

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Country	Number and Date of Circular	
Czechoslovakia	1707	10. 6.38 - for meat and meat products
Denmark	1639	11. 8.37 - for meat and meat products
Finland	1639	11. 8.37 - for meat and meat products
France	(1690	31. 3.38)- for meat and meat products
	(MF3/50	23. 3.50)- for pork and beef carcases
Eritrea	MF8/50	22. 5.50 - for canned meat only
French Morocco	1757	16. 1.39 - for meat and meat products
French West Africa	1639	11. 8.37 - for meat and meat products
Germany, Federal Republic of	MF20/50	15.11.50 - for meat products only
Guatemala	110/47	30. 6.47 - for meat and meat products
Hong Kong	1639	11. 8.37 - for meat and meat products
Hungary	MF13/49	31. 8.49 - for meat and meat products
Iceland	1639	11. 8.37 - for meat and meat products
Italy	MF4/49	6. 4.49 - for meat and meat products
Japan	1731	20. 3.39 - for meat and meat products
Kenya	(1690	31. 3.38)- for meat and meat products
	(1757	16. 1.39)- for meat and meat products
Lebanon	1781	20. 3.39)- for meat and meat products
Madagascar	1639	11. 8.37 - for meat and meat products
Malta	MF6/50	5. 4.50 - for meat products only
Netherlands	1675	24. 3.38 - for meat and meat products
	(1675	24. 3.38 - for meat and meat products
New Zealand	(122/44	19. 9.44 - for meat products only
Nigeria	MF6/48	19. 1.48 - for bacon, pork and beef carcases
Norway	1727	15. 8.38 - for meat and meat products
Paraguay	1719	25. 7.38 - for meat and meat products
Poland	1639	11. 8.37 - for meat and meat products
Roumania	1639	11. 8.37 - for meat and meat products
Sind	2025	17. 6.40 - for meat and meat products
Southern Rhodesia	1639	11. 8.37 - for meat and meat products
South West Africa	1690	31. 3.38 - for meat and meat products
Sweden	1675	24. 3.38 - for meat and meat products
Switzerland	1639	11. 8.37 - for meat and meat products
Syria	1781	20. 3.39 - for meat and meat products
South Africa	(1639	11. 8.37)- for meat and meat products
	(1781	20. 3.39)- for meat and meat products
Uruguay	(1675	24. 3.38)- for meat and meat products
	(1741	17.10.38)- for meat and meat products
U.S.A.	141/47	10. 9.47 - for meat and meat products
	MF9/49	7. 7.49 - for canned meat only
Yugoslavia	1639	11. 8.37 - for meat and meat products

8. - Information regarding official certificates may be obtained from the Ministry of Food, Food Hygiene Division, 4, Clarence Terrace, Regent's Park, London, N.W. 1.

Food Hygiene Division.
Ministry of Food.

March, 1951

STATUTORY INSTRUMENTS

1948 No. 886

FOOD AND DRUGS, ENGLAND

The Public Health (Imported Food) Amendment Regulations, 1948

Made - - - -	*27th April*, 1948
Laid before Parliament	*28th April*, 1948
Coming into Operation	*1st May*, 1948

In exercise of the powers conferred upon them by section 8 of the Food and Drugs Act, 1938(a), and by the Transfer of Functions (Food and Drugs) Order, 1948(b), and of all other powers them enabling, the Minister of Health and the Minister of Food hereby jointly make the following Regulations:—

1. The Public Health (Imported Food) Regulations, 1937(c), shall be amended by inserting in paragraph (*c*) of the First Schedule thereto (which Schedule specifies the kinds of oversea meat which may not be imported into England or Wales for sale for human consumption) after the word "meat" where it first appears the words "other than mutton and lamb".

2.—(1) These Regulations may be cited as the Public Health (Imported Food) Amendment Regulations, 1948, and these Regulations and the Public Health (Imported Food) Regulations, 1937, shall be construed together and may be cited together as the Public Health (Imported Food) Regulations, 1937 and 1948.

(2) These Regulations shall come into operation on the 1st day of May, 1948.

Given under the respective official seals of the Minister of Health and the Minister of Food this 27th day of April, nineteen hundred and forty-eight.

Aneurin Bevan,
Minister of Health.

John Strachey,
Minister of Food.

EXPLANATORY NOTE

(*This Note is not part of the Regulations, but is intended to indicate their general purport.*)

These amending Regulations remove the prohibition of the import into England and Wales of any mutton or lamb from which a lymphatic gland has been taken out.

(a) 1 & 2 Geo. 6. c. 56. (b) S.I. 1948 No. 107.
(c) S.R. & O. 1937 (No. 329) p. 1939.

LONDON: PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE: 1948
Price 1*d*. net

(1529) (K. 88) 4/48 D.L.

STATUTORY INSTRUMENTS

1948 No. 1121

FOOD AND DRUGS, ENGLAND

The Public Health (Imported Food) (Amendment No. 2) Regulations, 1948

Made - - - -	*25th May*, 1948
Laid before Parliament	*27th May*, 1948
Coming into Operation	*1st June*, 1948

In exercise of the powers conferred upon them by sections 8, 20, 30 and 92 of the Food and Drugs Act, 1938(a), and by the Transfer of Functions (Food and Drugs) Order, 1948(b), and of all other powers them enabling, the Minister of Health and the Minister of Food hereby jointly make the following Regulations:—

1. The Public Health (Imported Food) Regulations, 1937, as amended(c), shall be further amended as to the parts thereof referred to in Column 1 of the Schedule to these Regulations in the manner specified in relation thereto in Column 2 of the said Schedule.

2.—(1) These Regulations may be cited as the Public Health (Imported Food) (Amendment No. 2) Regulations, 1948, and these Regulations and the Public Health (Imported Food) Regulations, 1937, as amended(c), shall be construed together and may be cited together as the Public Health (Imported Food) Regulations, 1937 and 1948.

(2) These Regulations shall come into operation on the 1st day of June, 1948.

Given under the respective Official Seals of the Minister of Health and the Minister of Food this 25th day of May, nineteen hundred and forty-eight.

(L.S.) *Aneurin Bevan*,
Minister of Health.

(L.S.) *Edith Summerskill*,
Parliamentary Secretary to the Ministry of Food.

SCHEDULE

Column 1	Column 2
Part of the Regulation to be amended	Amendment
1. Paragraph (1) of Article 2	Substitute for the definition of "the Minister" the following definition :— "'the Minister' means the Minister of Food ;"
2. Article 20	Substitute for the word "Minister" wherever it appears the words "Minister of Health".

(a) 1 & 2 Geo. 6. c. 56. (b) S.I. 1948 No. 107.
(c) S.R. & O. 1937 (No. 329) p. 1939 ; and S.I. 1948 No. 886.

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EXPLANATORY NOTE

(This Note is not part of the Regulations, but is intended to indicate their general purport.)

These Regulations transfer from the Minister of Health to the Minister of Food certain administrative functions under the Public Health (Imported Food) Regulations. This transfer is supplementary to the transfer from the Minister of Health to the Minister of Food of certain functions under the Food and Drugs Act, 1938, which has been made by the Transfer of Functions (Food and Drugs) Order, 1948.

LONDON
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STATUTORY RULES AND ORDERS

1937 No. 329

PUBLIC HEALTH, ENGLAND

THE PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937, DATED APRIL 16, 1937, MADE BY THE MINISTER OF HEALTH.

81873.

The Minister of Health in the exercise of the powers conferred upon him by the Public Health Act, 1875([a]) the Public Health Act, 1896([b]) the Public Health (Regulations as to Food) Act, 1907([c]) and the Public Health (London) Act, 1936([d]) and of all other powers enabling him in that behalf hereby makes the following regulations, with the consent of the Commissioners of Customs and Excise so far as they apply to the officers of Customs and Excise, that is to say:—

Part I.—Preliminary.

1. These regulations may be cited as the Public Health (Imported Food) Regulations, 1937 and shall come into operation on the 1st day of January, 1938.

2.—(1) In these regulations unless the context otherwise requires:—

" the Minister " means the Minister of Health;

" officer of Customs and Excise " includes any person acting under the authority of the Commissioners of His Majesty's Customs and Excise;

" sanitary authority " means a port health authority and the council of a borough or urban or rural district which includes or abuts on any part of a Customs port which part is not within a port health district;

" district " means the district of a sanitary authority and in the case of a sanitary authority other than a port health authority includes the waters of any Customs port abutting on any part of their district so far as such waters are not within a port health district;

" medical officer of health " includes any duly qualified medical practitioner and any assistant officer appointed or employed by a sanitary authority to act in the execution of these regulations;

(a) 38 & 39 Vict. c. 55.
(b) 59 & 60 Vict. c. 19.
(c) 7 Edw. 7. c. 32.
(d) 26 Geo. 5 & 1 Edw. 8. c. 50.

" local authority " means the council of a borough or urban or rural district, not being a sanitary authority within the meaning of these regulations and includes the common council of the City of London and the council of a metropolitan borough;

" ship " includes a vessel or boat;

" master " used in relation to a ship includes the officer or other person for the time being in charge or command of the ship;

" British Islands " means Great Britain and Ireland, the Channel Islands and the Isle of Man;

" oversea " means brought from a place situate elsewhere than in the British Islands;

" article of food " means an article of food whether oversea or not which, as part of the cargo of a ship or aircraft is brought to, or delivered or landed at a place within England or Wales either as a place of actual or appointed destination, or as a place of deposit for the purpose of transmission to a place of actual or appointed destination elsewhere in the British Islands;

" importer " includes any person who, whether as owner, consignor or consignee, agent or broker, is in possession of or in anywise entitled to the custody or control of any article of food; and " import " shall be construed accordingly;

" export " means remove to a place not in the British Islands;

" animal " includes a bull cow ox heifer calf ram ewe wether lamb goat kid boar sow and hog;

" pig " includes a boar sow and hog;

" meat " means the flesh or other edible part of an animal and includes meat which has been cured or smoked but save as aforesaid does not include meat which has been cooked or otherwise treated or prepared;

" meat product " means any of the articles specified in the second schedule to these regulations;

" prohibited meat " means any of the kinds of oversea meat specified in the first schedule to these regulations;

" competent authority " means an authority having power under the laws in force in any country to examine articles of food and to certify as to their fitness for human consumption;

" official certificate " means a certificate label mark stamp or other voucher which is affixed by a competent authority to any oversea meat or meat product or to a

package containing any such meat or meat product and is for the time being recognised by the Minister as showing—

(*a*) that the meat to which it relates or the meat from which the meat product to which it relates was prepared, was derived from animals inspected ante and post mortem and passed in accordance with criteria satisfactory to the Minister; and

(*b*) that all necessary precautions for the prevention of danger to public health were taken in the dressing or preparing and packing of the meat or meat product.

(2) The recognition of an official certificate for the purpose of these regulations shall be effected by means of a notice published in the *London Gazette* which shall specify the conditions (if any) subject to which the certificate is recognised; and any such notice may be varied or revoked by a subsequent notice published in the *London Gazette*.

(3) The Interpretation Act, 1889([a]) applies to the interpretation of these regulations as it applies to the interpretation of an Act of Parliament.

3. From the date of commencement of these regulations, the Public Health (Imported Food) Regulations, 1925([b]) and the Public Health (Imported Food) Amendment Regulations, 1933([c]) shall be revoked but without prejudice to the effect of any notice certificate proceedings or other thing given issued begun or done in pursuance of such regulations; and all orders made under those regulations or under any regulations revoked thereby shall continue in force until altered or revoked as if they were made under these regulations and any reference in any such order to any provisions of the revoked regulations shall have effect as if the reference were to the corresponding provisions of these regulations.

4.—(1) Subject to such provisions of these regulations as prescribe functions to be exercised by the officers of Customs and Excise and by the medical officer of health and any other officer of a sanitary authority, the sanitary authority shall enforce and execute these regulations:

Provided that, if the Minister shall by order so require, the enforcement and execution of these regulations in a metropolitan borough or borough or an urban or rural district or in the City of London shall be undertaken by the local authority and their officers as if the local authority were a sanitary authority within the meaning of these regulations.

(2) If the Minister after due inquiry is satisfied that a sanitary authority or local authority have failed to enforce and execute any of the provisions of these regulations, he may by order

(a) 52 & 53 Vict. c. 63. (b) S.R. & O. 1925 (No. 273) p. 1365.
(c) S.R. & O. 1933 (No. 347) p. 1605.

appoint some person to execute and enforce such provisions in lieu of the authority and their officers. Any person so appointed shall have such of the functions of the authority under these regulations as may be assigned to him by the order and any expenses reasonably incurred by him in discharging those functions and such remuneration as the Minister may pay to him for his services shall be a debt due from the authority to the Minister.

5. Where a vehicle containing articles of food is landed in Great Britain and with the consent of the Commissioners of Customs and Excise the Customs examination of such vehicle is deferred until the vehicle reaches a place of destination in England or Wales or where articles of food are brought by aircraft, these regulations shall apply to such articles of food with all necessary modifications, including the substitution throughout the regulations of the terms and expressions set out in the second column of the following table for the terms and expressions set out in the first column:—

Terms and expressions used in regulations.	Terms and expressions to be substituted.
Ship	Vehicle or aircraft.
Cargo	Contents of vehicle or aircraft.
Master	Person having charge of vehicle or aircraft.
Sanitary authority	Local Authority (where place of destination or arrival is not within the district of a sanitary authority)
Land	Unload.

Part II.—All food.

6. A person shall not import into England or Wales for sale for human consumption any article of food which has been examined by a competent authority and not found at the time of examination to be fit for human consumption or any article of food in the manufacture or preparation of which any such article as aforesaid has been used.

7.—(1) The medical officer of health may examine any article of food which has been landed within the district and where the circumstances, in his opinion, so require, he may examine an article of food while it is on board a ship within the district or after it has been delivered overside and before it has been landed.

(2) The master of a ship and every person having the custody of any lands or premises within the district shall, at the request of the medical officer of health, afford him access to the ship or to the lands or premises, at any reasonable time, for the examination of an article of food which is on board the ship or which has been deposited on the lands or premises.

(3) The importer, the master of the ship and every person having the custody of any lands or premises shall, at the request of the medical officer of health, afford, by the convenient and suitable arrangement, unpacking or uncovering of so much of the cargo or of any consignment delivered overside or landed or deposited on the lands or premises, as comprises articles of food, all such facilities as the medical officer of health may reasonably require for the examination of the article of food. He shall also afford such other facilities as the medical officer of health may reasonably require for the purposes of these regulations.

(4) Where the medical officer of health has reason to believe that an article of food, which has been landed within the district, is deposited on any lands or premises within the district and access to the lands or premises at a reasonable time, for the examination of the article of food by the medical officer of health, has been refused by the person having the custody of the lands or premises, the medical officer of health may make complaint to a justice.

The justice may thereupon by a warrant authorise the medical officer of health to enter the lands or premises and to search for and examine any article of food deposited thereon.

The person having the custody of the lands or premises named in the warrant shall, at any reasonable time, afford all such facilities as the medical officer of health may reasonably require to enable him, by an assistant or otherwise, to search for and examine the article of food.

(5) Where the duties of an officer of Customs and Excise with respect to the examination of a cargo or consignment comprising an article of food have not been wholly discharged, an examination of the article of food for the purpose of these regulations shall not be made without the consent of such officer but every officer of Customs and Excise shall afford such facilities as the circumstances require for the examination of the article of food in pursuance of these regulations.

8.—(1) The medical officer of health may take a sample from a consignment of articles of food for any purpose of these regulations and, subject to paragraph (2) of this regulation, shall dispose of the sample in such manner as the sanitary authority direct.

(2) Where the medical officer of health who takes a sample from a consignment of articles of food is of opinion that special procedure is necessary for the examination of the articles of food or where, at the request of the importer, the medical officer of health who takes any such sample has recourse to special procedure for the examination of the articles of food, the importer and every person who has the custody or control of the consignment shall afford all such facilities as the medical

officer of health may reasonably require for the completion of his examination of the articles of food and, during such time, not exceeding forty-eight hours, as the medical officer of health by notice in writing appoints or during any longer time which he by notice in writing appoints and to which the importer has consented, he shall not, without the permission of the medical officer of health, remove any such articles of food except to any such place as may be specified in the notice.

9.—(1) If, on examination, the medical officer of health is of opinion that an article of food is diseased or unsound or unwholesome or unfit for human consumption, he may himself or by an assistant seize and carry away the article of food or he may by a notice in writing to the importer or to the master of the ship or to any other person having charge of the article of food require that, until it has been dealt with by a justice, it shall not, without the permission of the medical officer of health, be removed from the place of examination or from any other place specified in the notice and in either case the medical officer of health may apply to a justice to deal with the article of food under regulation 15 of these regulations.

(2) Neither the importer nor the master of the ship nor any other person shall, without the permission of the medical officer of health, remove an article of food in relation to which a notice has been given in pursuance of this regulation from the place at which the medical officer of health has examined it or such other place as is specified in the notice, until it has been dealt with by a justice and such justice has authorised its removal.

Part III.—Oversea meat and meat products.

10. No prohibited meat shall be imported into England or Wales for sale for human consumption and no meat or meat product shall be so imported without an official certificate.

11.—(1) The officer of Customs and Excise on the arrival of a ship within the district shall ascertain whether the cargo of the ship comprises any oversea meat or meat product.

(2) Where it appears to the officer of Customs and Excise to be desirable that any oversea article of food should be examined by the medical officer of health either with a view to ascertaining whether it comprises any prohibited meat or any meat or meat product without an official certificate or for any other purpose of these regulations he shall by a notice in writing given to the master or to the importer require that until the article has been examined by the medical officer of health it shall not be removed from the place specified in the notice and he shall at the same time inform the medical officer of health of the effect of the notice.

(3) The medical officer of health shall forthwith examine any article of food in respect of which a notice has been given by an officer of Customs and Excise under this regulation, and shall

send to that officer a copy of any notice or certificate issued by him under this regulation or a statement in writing of any action taken by him under any other provisions of these regulations in respect of that article of food.

(4) If upon the examination of any oversea article of food the medical officer of health is of opinion that it comprises any prohibited meat or any meat or meat product without an official certificate he shall by a notice in writing forbid its removal for any purpose other than its exportation.

He shall send a copy of every such notice to the sanitary authority.

(5) If upon the examination of any article of food in respect of which the officer of Customs and Excise has given a notice under this regulation the medical officer of health is of opinion either,

(*a*) that it has an official certificate and does not comprise any prohibited meat; or

(*b*) that it is not meat or a meat product,

he shall give a certificate authorising its removal unless he takes action in respect of it under any other provision of these regulations.

12.—(1) The sanitary authority, within twelve hours after the receipt of a copy of a notice by the medical officer of health given in pursuance of paragraph (4) of regulation 11 of these regulations with respect to any oversea meat or meat product, shall give to the importer notice in writing that, unless, within the time specified in the notice not being less than twelve hours after the receipt thereof he gives a written undertaking to export the meat or meat product at his own expense or to prove in proceedings before a justice that it is not intended for sale for human consumption, it will be destroyed or disposed of under the supervision of the medical officer of health by such means and in such a manner as to prevent its being used for human consumption.

(2) If within the time specified in the notice, the sanitary authority have not received such a written undertaking as is described in the notice or if within that time they have received an undertaking that the importer will at his own expense export the meat or meat product and within seven days after the receipt of the undertaking the importer fails to export it, the sanitary authority may cause it to be destroyed or disposed of under the supervision of the medical officer of health by such means and in such a manner as to prevent its being used for human consumption.

(3) Where in pursuance of this regulation the importer has given an undertaking to prove that any meat or meat product is not intended for sale for human consumption the sanitary authority shall within twenty-four hours after the receipt of

the undertaking take steps to obtain the decision of a justice with respect thereto.

13.—(1) Where in pursuance of regulation 11 of these regulations the officer of Customs and Excise or the medical officer of health has given a notice forbidding the removal of any article of food such article of food shall not be removed by any person contrary to the terms of the notice except with the express permission of the officer by whom the notice was given.

(2) A person shall not land any meat or meat product which has been exported in compliance with an undertaking given under these regulations or under any similar regulations then in force in any part of the British Islands.

Part IV.—Judicial proceedings &c.

14. For the purposes of these regulations an application may be made to any justice having jurisdiction in the district and thereupon subsection (2) of section 28 of the Public Health Acts Amendment Act, 1890(a) whether that subsection is or is not in force in the district and any provision in any Act of Parliament which applies to a proceeding under or consequent upon that subsection, shall have effect in relation to the proceedings, as if the application were a complaint within the meaning of the said subsection and otherwise subject to the provisions of these regulations.

15.—(1) Where in pursuance of these regulations an application is made to a justice in respect of an article of food and the justice is satisfied:—

(*a*) that the article of food is diseased or unsound or unwholesome, or unfit for human consumption or

(*b*) in the case of any meat or meat product in respect of which an undertaking in that behalf has been given under regulation 12 that the importer has failed to prove that the meat or meat product is not intended for sale for human consumption

he shall condemn the article of food and order it to be destroyed or disposed of under the supervision of the medical officer of health by such means and in such a manner as to prevent its being used for human consumption.

(2) Where on such application the justice is satisfied that the article of food is not intended for sale for human consumption, he shall order the return of such article to the person entitled thereto or the rescission of the notice prohibiting the removal thereof, as the case may require.

(3) The justice shall in every order under this regulation set forth the description of and such other details as will suffice to identify the article of food, together with the name description and address of the importer and of the person to whom it is to

(a) 53 & 54 Vict. c. 59.

be delivered and shall in every order made under paragraph (2) of this regulation state that he is satisfied that the article of food is not intended for sale for human consumption; and he shall forthwith furnish the sanitary authority with a copy of every order under this regulation.

16. If a difference arises in relation to any subject matter of or to anything done under these regulations, the difference may, on the application of all the parties affected, be referred to the Minister for determination and the Minister may by order determine the difference and such determination shall be final and conclusive.

Part V.—General.

17. Any notice or certificate given by a sanitary authority or a medical officer of health or any undertaking given by an importer under these regulations may be given by properly addressing, prepaying and posting a letter containing the notice certificate or undertaking.

18. Where, in pursuance of these regulations, an article of food is destroyed or otherwise disposed of under the supervision of the medical officer of health, the sanitary authority, before the destruction or other disposal of the article of food, shall cause the description of and such other details as will suffice to identify the article of food to be duly recorded and shall keep the record in their custody for a period of not less than twelve months.

19. A person shall, if so required, give to the officer of Customs and Excise or the medical officer of health acting in the execution of these regulations, all reasonable assistance in his power and shall, in relation to anything within his knowledge, furnish any such officer with all information he may reasonably require for the purposes of these regulations and a person, in relation to anything within his knowledge and material to any purpose of proceedings in pursuance of these regulations, shall make a true statement and truly answer any question, when required or put by a justice or other competent authority in the course and for any purpose of those proceedings.

20.—(1) The sanitary authority may, with the consent of the Minister, appoint and pay a legally qualified medical practitioner to act in the execution of these regulations, either in the place of or as an assistant to the medical officer of health.

(2) The sanitary authority may also, with the consent of the Minister appoint or employ and pay an assistant officer to act, under the direction of the medical officer of health, in the exercise of any such powers or in the discharge of any such duties of the medical officer of health under these regulations as the sanitary authority assign to the person so appointed.

FIRST SCHEDULE.

Prohibited meat.

(*a*) Scrap meat, that is to say, meat which consists of scraps, trimmings or other pieces (whether with or without bone) of such shape or in such condition as to afford insufficient means of identification with a definite part of a carcase.

(*b*) Meat comprising the wall of the thorax or abdomen from which there has been detached any part of the pleura or (except in the case of meat derived from a pig) the peritoneum, other than a part necessarily removed in preparing the meat.

(*c*) Meat from which a lymphatic gland, except a gland necessarily removed in preparing the meat, has been taken out.

(*d*) The head of an animal without the submaxillary gland.

SECOND SCHEDULE.

Meat products.

(*a*) Meat packed in air-tight containers.

(*b*) Cooked or dried meat.

(*c*) Intestines and other parts prepared in the form of sausage casings.

(*d*) Rendered animal fats except in margarine.

(*e*) Pies, sausages and other prepared or manufactured articles of food containing any meat or cooked or dried meat other than fat.

Given under the official seal of the Minister of Health this Sixteenth day of April, nineteen hundred and thirty-seven.

(L.S.)

J. N. Beckett,
Assistant Secretary,
Ministry of Health.

Signed by order of the Commissioners of Customs and Excise.

W. E. Rhydderch,
Assistant Secretary for
Customs and Excise.

The Statutes provide for the imposition of a penalty not exceeding £100 (and for a continuing offence a daily penalty not exceeding £50) for wilful refusal or neglect to obey or carry out or for obstructing the execution of these regulations.

LONDON: PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE
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(Reprint)
Price 3*d*. net.

713 Ps. 17155 Wt. 341 K4 Apr. '50 G.C.M.

280

18th May, 1951.

Dear Lord Reith,

I learn from your Project Manager, designate, at Ajax Bay that the Corporation is contemplating the purchase of a vessel of the order of 450 tons for it's local needs. Unless the order has already been placed, might I suggest that it be deferred until mid-July? My reason for offering this suggestion is that the Survey Vessel "John Biscoe" is due in the United Kingdom about that time and her Master, Captain W. Johnston, has an unrivalled knowledge of the operating of small ships around these coasts - he was for many years Captain of the Falkland Islands Company's vessels "Fitzroy" and "Lafonia" and he has an equally wide knowledge of the farming community and it's requirements. He is greatly respected by the farmers and his advice (entirely dispassionate as he left the F.I.C. some three years ago and has no more association with them) would, I feel, be of value to the Department concerned.

Yours sincerely,

(Sgd.) MILES CLIFFORD.

Lord Reith, P.C., G.C.V.O., G.B.E., etc.,
Chairman of the Colonial Development Corporation,
33, Dover Street,
LONDON.

281

File f.

25th May, 1951.

Dear Brook,

Although your Chairman has invited me to write to him he must have a great deal to occupy himself with at this time and I hesitate to burden him with questions of detail. As the following may be of importance I refer it to you.

You may remember that I had a preliminary survey of Ajax Bay carried out last year? Having seen it, it appeared obvious to me, and I said so at the time, that the jetty should be more or less as shown in the enclosed sketch; indeed, the factory itself would have been better sited in that vicinity but it was already too late in the day to consider such a possibility. However, when Commander Penfold (R.N. Hydrographer seconded to me) returned from Ajax Bay a few days ago with his final 'plots', the first thing he said was "They've got their jetty in the wrong place" and pointed to the three fathom line. As you will presumably be building a permanent jetty in due course it might be worth bearing this in mind for not only does the sea bed shelve much more rapidly at the point I have marked, thus reducing the length of your jetty, but this point is also much better sheltered. You would have to run a decauville track round from the factory, or possibly an overhead ropeway, which would offset the saving but there is no doubt about this being a better point for ships to lie at.

Talking of shipping, I have heard rumours of the possible purchase of a 450 ton ship for the Freezer (? the "Falonia" now at Montevideo) and while this may be merely "in the air" I have suggested to the Chairman that a decision might be deferred until July when I shall be at home and, more importantly from your point of view, Captain Johnston, Master of my Antarctic Survey Ship "John Biscoe" who has an unrivalled knowledge of shipping around these coasts and a very shrewd knowledge of the Farmers too; he is in a position to offer you the best informed advice you can get and completely dispassionate advice. We both feel that "Mahommed should not go to the Mountains" - in other words that the Farmers should be encouraged to make their own arrangements for the delivery of animals at site; it seems wrong to us that the C.D.C. should accept responsibility for collection. It would be an added burden to the organisation (which has already quite enough on it's plate) in the form of a not readily calculable liability; the ship is only the first cost:

/it has to be .....

Robin Brook, Esq., O.B.E.,
Deputy Chairman,
Colonial Development Corporation.

282.

it has to be maintained and - expense apart - there are no facilities for ship repair here. I speak with some experience for our little M.F.V. has put us an average of £3,000 a year on the wrong side over the past three years. If for reasons of policy you thought it necessary to assist the Farmers in this way, would it not be better that any ship which might be obtained should be based on Albermarle rather than Ajax, i.e. a vessel which would suit Tilbury's purpose but which could be made available for sheep-shifting in the killing season which is his slack season? Such a ship, with the "Fitzroy" (F.I.C.), "Philomel" (Government), "Penelope" (now yours) and other boats around the Islands should serve all needs. In case you should consider a dual purpose craft, I enclose a drawing by one of my young men who has been doing a lot of sheep-shifting with the "Penelope" and his ideas, having regard to his practical experience of local conditions, appear fundamentally sound. But I still think that Ajax Bay ought not to add shipping to it's commitments; the "Penelope" should meet all her requirements as a general purposes vessel and her maintenance presents no problem.

As regards homeward shipment of the frozen carcasses I would be glad to know (when you can tell me) what your intentions are as I am having the northern end of the Falkland Sound and the approaches to Ajax Bay re-surveyed and am also considering the installation of navigation lights on the assumption that your original plan for shipment direct to the U.K. by one of the lines serving the Patagonia "freezers" still stands. F.I.C. transport to Montevideo and transhipment there must add considerably to your costs, but if you have changed your minds over this I would like to know as Surveys and Lights cost money and I do not wish to commit the Administration to unnecessary expense.

I shall be in London for the inside of a month (end/June - 25th July) and will be very pleased to discuss this and any other matters with you.

Yours sincerely,

hc.

283 extracted - see to 0½ (W).
- to be replied on return

283

DECODE.

TELEGRAM.

No 227.

From The Admin. Officer, South Georgia.

To The Colonial Secretary.

Despatched: 25th June, 1951 *Time:* 1200.

Received: 25th June, 1951 *Time:* 1200.

Unnumbered. Grateful you find out and inform me trade name of anti freeze liquid used by Ajax Bay engineers for mixing concrete for foundations also if possible cost.

ADMIN. OFFICER.

A.C.S.
Pl ask A/E if he knows. If not he might ask Mr Swindell. I seem to remember that E.E. had no great opinion of it.

(Intld) M.R.R.

25/6/51.

Oc P.W.D.?

P/L.

HCS

Trade name "Tretol" manufactured in England.

Price unknown. but believed to be fairly reasonable.

AJL
27/6/51

GOVERNMENT

FALKLAND ISLANDS AND DEPENDENCIES

SENT

Number	Office of Origin	Words	Handed in at	Date
				29.6.51.

To

ADMINISTRATIVE OFFICER, SOUTH GEORGIA. DEPA/C.

283 UNNUMBERED STOP YOUR UNNUMBERED TELEGRAM 25TH JUNE TRADE NAME IS QUOTE TRETOL UNQUOTE STOP COST UNKNOWN BUT BELIEVED TO BE FAIRLY REASONABLE.

COLONIAL SECRETARY.

Pa

Time

SS

TELEPHONE: GROSVENOR 5381 TELEGRAMS: ENSUB. AUDLEY. LONDON CODE: BENTLEY'S SECOND

COLONIAL DEVELOPMENT CORPORATION (ENGINEERING) LIMITED

19. CURZON STREET
LONDON, W. 1

ASM/EV 4th July, 1951

M.R. Raymer, Esq.,
Colonial Secretary,
Stanley,
FALKLAND ISLANDS

Dear Mr. Raymer,

This letter will introduce you to Mr. J.S. Mason who is going to Ajax Bay as Resident Engineer on the Freezing Project.

Perhaps you will afford him whatever help you are able to whilst he is in the Falkland Islands.

Trusting you and Mrs. Raymer and the son and heir are quite well and fit,

Yours sincerely,

A.S. MILLS

Seen. Jth & Fs.

8/8/51

1/8

287

Extract from the minutes of a meeting of the Executive Council held on the 23rd of August, 1951.

10. His Excellency informed Council that during his visit to the United Kingdom the following matters had been discussed amongst others :-

(c) Freezer Project. His Excellency had had full and frank discussions with Lord Reith, the Chairman of the Colonial Development Corporation, and hoped that as a result of these the gross mismanagement of this project will be rectified.

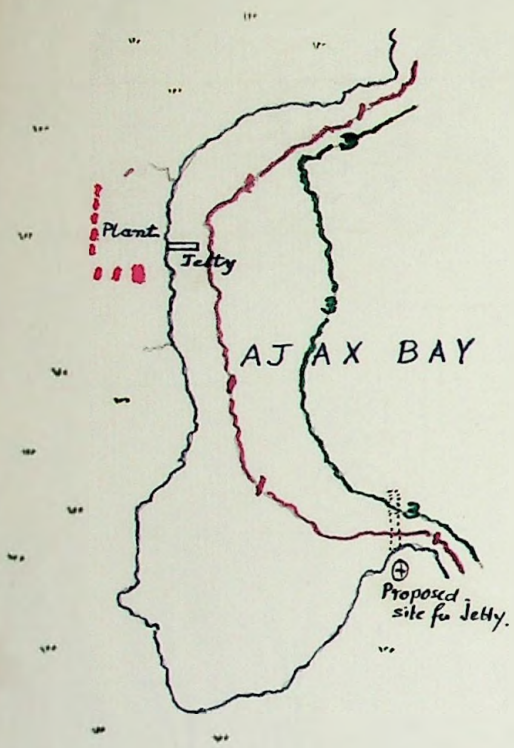
Clerk of the Executive Council.

A.C.

File pd. Ajax Bay – Sketch map by Cdr. Penfold – MC.

3/5/51

Falkland Islands- South Atlantic.



Sketch of Ajax Bay showing depths in the vicinity of freezing plant. Green line represents a depth of 3 fathoms, red line one fathom & blue line the High Water Line. Depths are reduced to Chart Datum or approx 1 foot below Mean Low Water Springs.

Scale 6 inches equals one mile.

N

Reflow in Freezer file please.

11/5/51

289

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

RECEIVED

Number	Office of Origin	Words	Handed in at	Date
6	AjaxBay	95	0900	3.9.51.

To His Excellency The Governor Stanley

Thank you very much indeed your Excellency for your most encouraging letter If all goes as I anticipate I hope to have the bulk of the work completed by the early part of next year stop I shall not require any staff replacements as with the continued valuable assistance of Mr Barrett who is now acting as my number two and all the men on the site who have the interest of their job at heart I feel confident that the construction programme will be on scheduled time

Mason R.E.

Time VJSS

F+PO Inc.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

SENT

Number	Office of Origin	Words	Handed in at	Date
				12.9.51.

To

MAJOR AJAX BAY. 16/0

WHAT IS MAXIMUM PERIOD YOU REQUIRE BOAT IF SHE CAN BE SPARED.

GOVERNOR.

Reply at 291

Time

SS

DECODE.

TELEGRAM.

From T Mason, Ajax Bay.

To His Excellency the Governor.

Despatched: 13th September, *19* 51 *Time:* 1400.

Received: 14th September, *19* 51 *Time:* 0900.

Ref 290.

Would require boat for two weeks please.

MASON.

H/M informed.

(Intld) M.C.

(Intld) M.R.R.

15/9/51

P/L.
SS

HE's Dossier for Visit to U.K in July, 1951

292

Item: 15.

3. Y.E. wished to ask the C.D.C. if they would care to produce a model of the Freezer at Ajax for the Falkland Islands exhibit at the Imperial Institute.

I feel bound to ask the question at this stage – a bit tactless, perhaps, in view of financial of scheme.

0588

19/6/51

TELEPHONE: GROSVENOR 5381 TELEGRAMS: ENSUB, AUDLEY, LONDON CODE: BENTLEY'S SECOND

293

COLONIAL DEVELOPMENT CORPORATION (ENGINEERING) LIMITED

~~[illegible]~~

~~[illegible]~~

RESIDENT ENGINEER'S OFFICE
FALKLAND ISLANDS FREEZER
AJAX BAY.
FALKLAND ISLANDS

18. IX. 51

Your Excellency.

Thank you very much indeed for your kindness in arranging for the loan of "Alert" for towing our sand barge to "Penelope's" anchorage. This will relieve our sand delivery probalem tremendously, and will ensure that we get daily deliveries of sand, which as you are aware, is the life blood of this job.

I have written to the Corporation advising them of your great assistance in this matter, and keen interest in the work which is greatly appreciated.

I have arranged for accommodation and feeding of "Alert's personnel, and I am sure they will be comfortable.

I shall look forward with pleasure to Your Excellency's coming and I have great satisfaction in advising you that the men were greatly impressed with your visit. Might I respectfully suggest that during your next visit you would be disposed to see them during their lunch period and perhaps give them a few words of encouragement, which would be greatly appreciated.

I am, Sir
Your obedient Servant.

Resident Engineer

Sir Geoffry Miles Clifford, K.C.M.G
Governor,
Falkland Islands
Government House
Port Stanley.

F&PA. MC. 1/X

1/X.

The Falkland Islands Company, Limited.

294

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

COLONIAL SECRETARY'S OFFICE 17 OCT 19 FALKLAND ISLANDS

Stanley,

16th October 1951.

The Honourable the Colonial Secretary,
STANLEY.

Sir,

We heard a Radio Telephone conversation today between the Resident Engineer at Ajax Bay and Controller of Communications Stanley, to the effect that C.D.C. require "supplies of food to be delivered within the next 24 hours, otherwise there may be trouble with the men".

We must congratulate Mr.Huckle on his restrained comment. For your information the s.s."Fitzroy" called at Ajax Bay 11th December 1950, 15th March, 15th April, 19th May, 15th July, 18th August, 19th September 1951, and "Merak N" on 21st January 1951.

Tinned vegetables and milk are the most pressing needs of the moment and we would point out that these items are purchased from us by dozens while Beer and Spirits go out in cases, fifty or more at a time.

"Philomel" has now to take the wherewithal to save the lives of this wretched crowd whose mismanagement and ineptitude will forever be a byword in the Colony.

I am, Sir,
Your obedient servant,

A. G. Barlow

MANAGER.

Reply at 295

Y.E.
Sir. I think the only comment is "Noted".
Mr. Me.
18/10/51.

(I share Mr. Barlow's views. I gather the urgently needed cargo comprised 100 c/s of Beer and luxuries such as ham, tinned peaches and grapes. In addition to this they have their own boat.)

0588/II

295

22 October, 51.

Sir,

I am directed to acknowledge receipt of your
294 letter dated the 16th of October, 1951, on the subject
of the request by the Resident Engineer at Ajax Bay
for emergency supplies of food to be taken out by
the "Philomel" and to say that Government shares
the views expressed in your letter.

I am,
Sir,
Your obedient servant,

(Sgd) Michael R. Raymer

COLONIAL SECRETARY.

The Manager,
Falkland Islands Company, Limited,
STANLEY.

VP

ELEPHONE: GROSVENOR 5381 TELEGRAMS: ENSUB, AUDLEY, LONDON CODE: BENTLEY'S SECOND

296

COLONIAL DEVELOPMENT CORPORATION

~~(ENGINEERING) LIMITED~~

19, CURZON STREET
LONDON, W. 1

Ajax. Bay.

10. x. 51.

Your Excellency.

297 I have received a letter from the Superintendant of your Public Works Department, a copy of which is forwarded for your reference. Your will I suggest, with respect, recall my conversation with you, regarding this particular machine during Your Excellency's visit to the site on 10th September, 1951, when I submitted a request that I may be permitted to retain the Government tractor, until such time as the front axell of my Fordson tractor was repaired in your Public Works Department workshops, and returned to Ajax Bay.

I fully appreciate the urgent need of your Public Works Department for this machine and also your own interest in the completion of this Project, particularly the Operational Buildings by the Schedule date, namely March 1952

Having regard to my necessity for retaining your machine until repairs are effected in your workshops to my Fordson tractor I respectfully request Your Excellency will kindly relieve me of the charge mentioned in the enclosed letter, and permit me to retain your machine until my own is repaired, when I will return your machine to your Public Works Department, by the first available transport.

I am
Your Excellency
Your obedient Servant

Geoffrey Miles Clifford KBE, C.M.G. E.D.
Governor,
Falkland Islands
Government House,
Stanley,
Falkland Islands

Resident Engineer
Colonial Development Corporation

Reply at 300

I do not, in fact, recall this. I know, however that Mr Fordson was out of action. What is puncture axle?

Copy

PUBLIC WORKS DEPARTMENT

STANLEY. FALKLAND ISLANDS

8th.October,1951

Sir,

I note with regret that the Gov. tractor T.D.6. No. T.D. B.K. 9275 loaned to the C.D.C. under contract signed on the 6th.March,1951 was not returned as promised to Stanley per "Fitzroy" which arrived here on 1st.October.1951.

As the contract has now expired I have to inform you that the Government will now charge C.D.C. the sum of £20 (Twenty Pounds) per week as from and including that date (1. 10. 1951.)

Sir.

Your obedient servant

signed. A.G. Livermore

Supt. Public Works.

The M

C.D.C.

Ajax Ba

S/W.

Ref attached. Have we got the axle of their Fordson tractor? Do you recall any such request as that at Φ being made to H.E?

20/10/57.

HCB For my opinion Mr Mason is trying to pull a fast one. When H.E. and I visited the site at Agaa Mason promised to send tractor on next Friday, but tractor did not arrive. I also recall that Fordson was not broken down at that time as I saw it working on the jetty then. Since then it has broken down and has been repaired by this Dept. The axel in question was returned to Agaa on the 18/10/57 per "Philonel". I respectfully request the £20 per week is charged C.O.C. 22/10/57

29

298

Y.E.

Please see attached minute from S/W with regard to the tractor at Ajax. Mr. Livermore's recollection does not support Major Mason's statement. Another point to be borne in mind is that even if we let him get away with it "the first available transport" by which it can be brought back into Stanley will be the FITZROY. She wont be calling at Ajax before December, and I do not even know that she is going there then. We had this in mind when we asked for the tractor to be returned last time the "Fitzroy" called there.

22.10.51.

The Fadom was working on the jetty when I visited Ajax.

Major Mason was asked by S/W in my presence to return the tractor by the next Fitzroy and although he showed reluctance it was to him my clear recollection is that he understood that S/W needed it and that he would return it as arranged. S/W has been seriously inconvenienced and I cannot help feeling that all Ajax Bay is concerned about is themselves.

x Philand cannot carry the tractor I fear but H/M shd. be asked to consider.

MC. 22/X

I have no wish to add to their difficulties but unless they stand by their undertaking it is quite hopeless to try and help them.

ACS

x does to be confirmed from Falkland master.

23 OCT 1951

ACS

I have discussed with Mr who confirms that the Philomel is unable to get alongside the main jetty at Ajax Bay and that her cargo winch is not capable of lifting the tractor [illegible] [illegible] or [illegible].

FALKLAND ISLANDS.

Comparative statement of the Estimated and Actual

the Falkland Islands for the Quarter

REVENUE.

Receipts.	¼ Estimated 1934.	Amount received to 31st March, 1934.	Receipts for same period, 1933.	¼ More than estimated, 1934.	¼ Less than estimated, 1934.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Balance on 1st Jan., 1934	.....	6670 8 3	.....	.....	.....
1. Customs Duties ...	3537 10 0	2613 9 0	1374 8 3	.....	924 1 0
2. Port Dues	48 15 0	40 14 0	52 16 0	.....	8 1 0
3. Internal Revenue ...	311 15 0	595 2 10	551 10 3	283 7 10	.....
4. Fees, Fines, &c.	596 5 0	280 1 7	297 9 2	.....	316 3 5
5. Interest	3637 10 0	4018 18 10	3796 16 11	381 8 10	.....
6. Post Office	395 0 0	473 7 11	5720 15 1	78 7 11	.....
7. Telegraphs & Telephones ...	685 0 0	542 8 11	1455 12 8	.....	142 11 1
8. Rents	288 5 0	209 3 0	220 3 0	.....	79 2 0
9. Miscellaneous	1244 10 0	499 6 4	520 0 8	.....	745 3 8
10. Contribution from Dependencies ...	2250 0 0	4500 0 0	4500 0 0	2250 0 0	.....
Total Ordinary Rev. Falklands £	12994 10 0	13772 12 5	18489 12 0	2993 4 7	2215 2 2
12. Land Sales Fund	1638 0 0	25 0 0	497 6 10	.....	1613 0 0
Total ... £	14632 10 0	13797 12 5	18986 18 10	2993 4 7	3828 2 2

Dependencies Revenue	7246 10 7
Research Fund	4571 19 2
"Discovery" Pension Fund	.....
Unallocated Store Account	881 13 1
Investments Realized	39203 0 2
Farm & Building Loans	50 0 0
Advances Repaid	739 17 8
Deposits Received	16047 19 4
Remittances Received	18098 2 1
Total ... £	100636 14 6
Balance brought down ... . £	6670 8 3
Total ... £	107307 2 9

Surplus of Assets 1st January, 1934.

Land Sales Fund	£271916 5 3
Other Surplus	18757 0 11
	£290673 6 2

Distribution of Cash Balance 1st January, 1934 :—

Colonial Treasury	£5408 11 1	
Crown Agents	739 14 1	
South Georgia	522 3 1	
		£6670 8 3.

Examined,
A. R. HOARE,
Local Auditor.

M.P. 172/31.

300.

0588/III

26th October, 51.

Sir,

296 I am directed by His Excellency to acknowledge receipt of your letter dated the 10th of October, 1951, on the subject of the International Tractor hired by this Government to you, and to say that while he recalls your implied anxiety to retain it he does not remember any specific request and also remembers very clearly that Mr. Livermore, who accompanied him, specified that it must be returned by the next "Fitzroy". He also noticed your own Fordson working on the jetty.

2. The Public Works Department requires the use of the International Tractor now. It was realised at the time of His Excellency's visit that if it was not returned by the "Fitzroy" which called at Ajax in September the next opportunity would probably not occur before December since the "Philomel" cannot carry it, and this was why Mr. Livermore specifically asked for its return then.

3. It is correct that His Excellency is greatly interested in the early completion of the Freezer project, but he is no less interested in the proper progress of the Public Works Department's programme of works and his desire to assist you whenever possible is not strengthened if arrangements which he has made are altered without due notice and to the inconvenience of Government departments.

4. In the circumstances His Excellency is not disposed to amend the charge notified by the
297 Superintendent of Works in his letter dated the 8th of October, 1951, and desires that the tractor may be returned to Stanley at the first possible opportunity.

I am,
Sir,
Your obedient servant,

(Sgd) Michael R. Raymer

COLONIAL SECRETARY.

Reply at 305

Resident Engineer,
Freezer Project,
AJAX BAY.

VP

Please see from 294

GOVERNM

FALKLAND ISLANDS

RECEIVED

Number	Office of Origin	Words	Handed in at	
123	AjaxBay	37	0945	26.10.51.

To His Excellency The Governor Stanley

Respectfully request Alert remain until end November vital to project present sand supplies maintained to that date present effort 9.000 bags produced full requirements 20.000 bags can supply crew if necessary

Mason

H/M.

27/10/51.

Not on your life. MC.

VJSS

Time

[illegible] pc
29/x/81

H.C.S./ I'm afraid we can't let them have the "Alert" any longer - as it is my office work has almost completely come to a standstill during the past six weeks owing to the necessity of running the M/B & looking after the slipway etc. The men must therefore return & I would be very upset to see the "Alert" left in the "Frazer's" hands - in fact a condition of the loan was that we crewed her.

FH 30/x/81.

A

Y.E.

301-302. I agree with H/M. This is a case of the International tractor over again. At some inconvenience to ourselves we agree to lend them something of ours for a definite period. We reckon how long we ourselves can afford to be without it without the degree of inconvenience to us becoming too great before we agree to lend it. Them Ajax comes up with a request to extend the loan period. The answer must surely be "No". The absence of the "Alert" is and of her crew is causing the Harbour Dept: increasing inconvenience. I think "Philomel" should collect the "Alert" on her next voyage (which will be in a day or two). We are all agreed that to leave the "Alert" there to be crewed by Ajax would be the height of folly. The Agric: Dept: has some stock in the quarantine station which will be there for the next 3 months, and this is another reason for wanting the "Alert" back.

I would not even contemplate it

B

See 291; he must should have worked out his requirements before sending this. He has already had "Alert" for 7 weeks instead of 2.

MC. 31/X

30.10.51.

4

Office. Issue tel: at back cover pl.

31/10/51.

5

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

SENT

Number	Office of Origin	Words	Handed in at	Date
				1.11.51.

To

MASON AJAX BAY.

REGRET CANNOT EXTEND LOAN OF ALERT ANY FURTHER STOP HAS ALREADY BEEN WITH YOU SEVEN WEEKS INSTEAD OF TWO STOP URGENTLY REQUIRED IN STANLEY NOW STOP PHILOMEL WILL COLLECT AT END OF THIS WEEK.

COLONIAL SECRETARY.

Time

304

A

DECODE.

No 43.

TELEGRAM.

From Lord Reith, Velop, London.

To H.E. the Governor.

Despatched: 31st October, 1951 Time: 1742.

Received: 1st November, 1951 Time: 0845.

No 523. Mills leaving by air tomorrow.

REITH VELOP LONDON.

Y.R.
f.i.
(Intld) M.R.R.
1/11/51.

Reply "Thankyou. I am glad to hear this."
(Intld) M.C.
1/11/51.
(Intld) M.R.R.
1/11/51.

B

P/L.
SS

B

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

SENT

Number	Office of Origin	Words	Handed in at	Date
				2.11.51.

To HOA/C

REITH VELOP LONDON.

Above YOUR TELEGRAM 523. THANKYOU STOP I AM GLAD TO HEAR THIS.

GOVERNOR

Time

SS

305

COLONIAL DEVELOPMENT CORPORATION (ENGINEERING) LIMITED

19. CURZON STREET
LONDON, W. 1

C. D. C. RESIDENT ENGINEER,
AJAX BAY
FALKLAND ISLANDS

5th.November,1951.

Sir,

300

I have to acknowledge receipt of your letter under reference 0588/III dated the 26th.October,1951.

I fully appreciate His Excellency's requirement, and will return the tractor to Stanley at the first possible opportunity.

I am,

Sir,

Your obedient servant.

J.S. MASON M.I.Struct.E. M.I.M.E.

RESIDENT ENGINEER

The Colonial Secretary
Port Stanley
FALKLAND ISLANDS

7/11/51

file - S.A.W. to see

S.A.W. / To see above, pl.

CS. 0585

Mr. Cultridge was enquiring to-day about undertaking of Ajax Bay electrical generators & equipment which he reckons — on the conservative side — will take him 3 months.

248 So far as I recall we were very guarded about this: we shall

307

undoubtedly be tackled by Mr Shoobridge-Hibbs on his arrival and I do not think we can possibly spare Supt/PW for as long as this".

Incidentally he has the Fox Bay job to do.

Surely Ajax were reckoning on installing their own plant?

H.H. 7/11/41

MC. 6/XI

(See 246-248)

A

ACS

248 asks a question. Was this correspondence ever taken any further by E.E.; is there any further record in the P.W.D.?

8/11/51.

B.

S/W. A above. Will you please say:

for C.S. 5/11/51

C.

HCl There is no further correspondence in this office. In recent conversations at Agaba Bay I understand they have their own Electrical Engineer.

AGL 12/11/51

12/11/51

YE's minute at 306-307. Please see 246-248.

E

14/11/51.

Seen.

2. I note that EE did not reply in terms of your minute nor does any reply appear to have been addressed to the question put by him at X on 248

3. The fact remains that all we can ask Mr. G. for is to "advise".

MC. 14/11

K.I.V. 305.

S/W. 10 see 305 pl.

for C.S. 15/11/51

HCS Noted thank you

AGL 15/11/51

15/11/51

TELEPHONE: GROSVENOR

COLONIAL DEVELOPMENT CORPORATION
~~(ENGINEERING) LIMITED~~

19. CURZON STREET
LONDON, W. 1

Ajax Bay.
12. 11. 51

Your Excellency

In accordance with my promise to you during your visit here on the 9th November 1951 I enclose for your retention a plan of one of the prefabricated lodging huts.

I am Your Excellency
Your obedient Servant
[signature]
Resident Engineer

Acknowledgment at 3:0

Sir Geoffry Miles Clifford K.B.E. C.M.G. E.D.
Governor
Falkland Islands.

ACS Please acknowledge
NC
Offered to Govt

0588/III

51

24 November,

Sir,

I am directed by His Excellency the Governor to acknowledge with thanks the receipt of your letter and enclosure dated 12th November, 1951.

309

I am,
Sir,
Your obedient servant,

(sgd.) Michael R. Rayner
COLONIAL SECRETARY.

The Resident Engineer,
Freezer Project,
AJAX BAY.

IRM.

6W. 15/12/51

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE *to* GOVERNOR

Despatched: 26/11/51 *Time:* 2200 *Received:* 27/11/51 *Time:* 0900

IMMEDIATE. GOVERNOR, FALKLAND ISLANDS.

No. 222. CONFIDENTIAL. Your telegram No. 253 and previous correspondence. Colonial Development Corporation.

Corporation have now applied for capital sanction for additional £208,000 making a total of £450,000 on grounds that difficulties of construction and supervision at long range were seriously underestimated and that time and costs of production have risen steadily. Total loss if undertaking were abandoned including cost of winding up would be about £290,000 leaving a difference of £160,000. Corporation state that at £450,000 the project certainly cannot repeat cannot be considered economic though they recognise that development considerations which were prime motive in inception of scheme, would strongly favour its continuance.

2. Corporation's latest estimates of production are as follows:-

(a) in the first full year of operation - 1953 - the freezer should receive - 21,000 sheep suitable for freezing as whole carcasses; 21,000 sheep not suitable as whose carcasses but producing 8 pounds weight of cut mutton besides skins and by-products; 1,000 - 1500 beef cattle; and

(b) by 1955 the offerings should rise to - 30,000 sheep and lambs suitable for freezing whole; 20,000 cut meat, skins and by-products only; 1,750 beef cattle.

3. You will recognise I am now obliged to consider seriously the alternative of abandoning project. Grateful your early observations from point of view of economy and development of Colony and any comments you may wish to add on estimates of production.

4. Parliamentary question for oral reply on December 5th asks what steps are being taken to increase meat supplies from the Falkland Islands and I wish to be in a position to settle the future of the freezer in principle if possible answering that question.

SECRETARY OF STATE.

Cypher "E".

l.w.a./j.b.

CO.

We discussed with D.O. and I have re-drafted in light of that discussion. D.O. notwithstanding the figures for annual killings are given currently as 75,000 and 77,000 of which only 23,000 are killed as mutton sheep. Some part of this total - according to Mr Tucker who 'watched' the killings could actually

be used for cut mutton. The figure estimate in 2(a) of revenue $\frac{21000}{21000}$ doubtless derives from his original forecast of $\frac{30000}{12000}$ and is the more prudent. I still doubt if they will get so many the first year and I am a little in the dark as to where the beef cattle estimate came from. The Tinker figures which AO said yesterday we did not have are in fact at 113 A to D in OS88 Vol II: he gave 1062 for cattle (which may have been modified by Mr Vanders?) and must have based this figure on something.

Another figure of significance is the "annual unexplained loss" of 67,000 some part of which, in theory at least, could be saved by better farming method and diverted to the Freezer.

2. We must not be too optimistic and I have always been at pains not to be; conversely there is no advantage to the Colony in painting things in too sombre a hue and I remain of the opinion that properly handled the project is basically sound and — in long years to come (if we have any island left) — should bring home the bacon.

I trust that AO will agree.

MC 30/XI

He has gone to Kimp.

Please check templets relevance. Telegram must go today.

Y.E.

Seen, thank you, Sir. References required at end of para 6 of draft are:

S/S's telegram No.300 of 23.10.48, para 5 (0497/1/99)
S/S's telegram No.308 of 30.10.48, para 4, last sentence (same file p.103)
Bennett's letter of 11th Jan:1949, para 2, last sentence (0497/11/133)

The first 2 references will suffice. Part I must go to Sec'ty.

MC 30/11

30.11.51.

DECODE.

TELEGRAM SENT.

From GOVERNOR *to* SECRETARY OF STATE.

Part I
Despatched: 30.11.51. *Time:* 1930. *Received:*..... *Time:*.....

311

No 276. CONFIDENTIAL. Your telegram No 222. Colonial Development Corporation. Sent in two Parts.

PART I.

No copy C.O. file

54 in 114/31 51 in 0585

Reith has recently sought my views on decision to be adopted and I replied to him in letter dated 16th November which should have reached him by now. I remain of opinion that project is intrinsically sound long-term repeat long-term investment and I reaffirm that it is of vital importance to Colonial economy. See my despatches No 43 of 17th October, 1947, and No 30 of 26th April, 1948 which still hold good.

2. This enterprise has been woefully misdirected and mismanaged from inception. Advice has not been sought as it should have been and where tendered has more often than not been disregarded. In recent attempts to speed up work fantastic wages have been paid both to imported and local labour which has caused widespread criticism, has gravely compromised local wage structures, and has threatened disruption available labour force. I need hardly say that the Corporation has been given every possible assistance by me, but for which the project would be much farther from completion than it now is. Conduct of project has approached dimensions public scandal but I am hopeful that Mills, present representative with plenary powers, will "stop the rot" and get the task completed. He should remain until it is. To abandon it when it is within reasonable reach of completion would constitute maximum disservice to Colony and serious threat to its future; it will also reflect lasting discredit on Corporation and indirectly on His Majesty's Government.

3. I think that estimates of production in paragraph 2 of your telegram are optimistic. At meeting held in Colonial Office on 30th September 1947, between late Sir Frank Stockdale and representatives of Sheep Owners' Association (C.O. letter No 88206/47 of 23rd October 1947 refers), 17,000 mutton and 500 beef carcases were mentioned and in paragraph 3 A (ii) of my despatch No 30 of 1948 I suggested an initial 15,000 sheep as more prudent figure. In annexure to my despatch No 64 dated 5th July 1948, I estimated that totals might rise to 50,000 sheep plus 1000 beef carcases per annum and am confident that this will be so but not within the period of 2 years now suggested. Figures in your paragraph 2 appear to be based on report of Corporation's meat expert (Tinker) as result visit to Colony during killing season 1949 when he estimated input of 30,000 whole carcases with additional 12,000 rejects for cut mutton and 1060 beef carcases. Part II follows immediately.

18 in 0585 76 in 0588

PART II Despatched 1200 1st December 1951.

4. In commenting on these figures to Trefgrane at meeting in 1949 I expressed view they might prove over-optimistic at commencement and urged him not to look for any profit on first three years working. (See also paragraph B (v) of my despatch No 30 of 26th April 1948, and paragraph 1 of your telegram No 172 of 2nd May 1948). The Tinker figures of 30,000 plus 12,000 have clearly been added together and then sub-divided as a precaution. I do not think they will be realised during the first year of production partly because we have had two poor lambings in succession and partly because Farmers will tend to hold their hands until satisfied that the Freezer is really going to work. They are cautious and conservative by nature and have naturally been much discouraged by the grossly incompetent manner in which project has been handled but the more thoughtful of them are fully conscious of the benefit that it will bring to the industry and will support it directly they see that the Corporation really means business.

51 in 0588 60 in 0588

/5. The important

5. The important figures for the latter to bear in mind are (a) an annual killing of upwards of 70,000 sheep of which less than one third go for domestic consumption and (b) an annual quote unexplained loss unquote of 67,000 sheep a proportion of which, with better farming method, must find their way to the Freezer. Once the latter is seen to be in efficient operation I have little doubt that numbers offering, both of sheep, fat lambs (for which the smaller islands are excellent) and cattle will increase steadily.

6. In conclusion I must advise you (as I have already advised Reith) of the urgent need for common direction of and sharing of common services by both Freezer and South Atlantic Sealing Company. These two projects are carrying out almost identical processes on either side of the Falkland Sound and their operational seasons dovetail most conveniently so that shipping and labour could and should be pooled. Each is working completely independently of the other which is clearly uneconomic. The Corporation which, as I see it, will have to write down some of its investment in the Freezer can recover all these losses in time if, as I have before proposed, it will allow the South Atlantic Sealing Company to whale as well. Only one catcher boat would be needed to begin with and this would prove an additional insurance if, as happened this season, the seals dont haul out in their usual numbers. If they decide to do this they would be well advised to go into association with e.g. United Whalers who have the experience necessary to ensure success and can put their hands at once on men and materials and transport. The Managing Director of the South Atlantic Sealing Company is going to United Kingdom in December and I earnestly hope that you will support this proposal and will remind the Corporation that a bad hand can often be retrieved by bold play. See also paragraph 5 of your Confidential telegram No 300 dated 23rd October 1948 and last sentence of paragraph 4 of your telegram No 308 dated 30th October 1948.

99 in 0497

103 in 0497

GOVERNOR.

Cypher-Office.

316

S. of W.

317. Reference Attached. The point is: do we want it, and if so for what ? If we do want it then I think we should have it back. But if we have no specific work to use it on, then we ought in fairness to let them have it for the longer period (and get the money for hiring it). The "Fitzroy" wont call there till about 16th Dec: in any case, so they cant help but have it till then.

28.11.51.

HCS If this tractor had been returned in Sept as Contract stated a lot of work here could have been done with it. (peat bogs etc). but at the present I have only one job for it, that is about 3 days ploughing for W J Millis which in my opinion does not warrant bringing tractor back. On the other hand I do not want tractor completely finished by Ajax Bay. If C.D.C. will guarantee Gove the Fordson Major at the completion of Ajax Bay we could loan the International to them until the very latest March 1952

AH 29/11/51.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

31/.

RECEIVED

Number	Office of Origin	Words	Handed in at	Date
134	AjaxBay	27	0945	28 11.51.

To H E The Governor Stanley

Returning tractor this Fitzroy which will seriously impede site activities respectfully request you will give consideration to its further retention please

Mills

CS

I suppose we must let him have it?
MC 28/xi

Time VJSS

Y.E.

Attached papers. Loan of International tractor to C.D.C., at Ajax Bay.

It won't.

1) I have discussed with S.of W. The only present commitment we have for the tractor is three days ploughing for Mr.Miller. I dont like failing to fulfil an arrangement which was made some time ago,but I agree with S.of W.that it is'nt worth getting the tractor in just for that. Out at Ajax it is earning us some hire money.

It is essential and must only be let on condition i.e. undertaking to replace all worn parts in advance.

2) S.of W.estimates that he may be in a position to start work on the roads about March. We should want the tractor by then. Until then I think we ought to let Ajax keep it. BUT it is very important to us that when it is returned it comes back in fair condition. Experience of Ajax makes one uneasy on that score. We dont want to find that we are at long last ready to start on the roads only to find that our tractor is dead on our hands. After discussing with S.of W.I have told him to order now a spare set of tracks. The present ones were not new when the tractor went to Ajax,and running about on stone-runs wont have improved them. If they are returned in disgraceful condition we should bill the C.D.C.for the new tracks,if in less disgraceful condition we can probably ask them to pay half the cost,and if they are not too bad a spare set will be useful and we can pay ~~ex~~ for them out of the money we shall have got from hiring it.

3) I would also like to stipulate that if by March our tractor has become unserviceable,the C.D.C.should promise to loan/sell us one of their Fordsons. I think we ought to buy one of these when they have finished with them in any case (assuming they are still in working order),but I would advocate a definite understanding that we can have one in March at need in order that we may not be held up. S.of W.tells me that the power control unit which we have ordered i.e.w.the road work will fit on to a Fordson as well as on to an International.

Yes - I intended to do so anyway once someone responsible was put in charge.

4) If we do let the C.D.C.have our International till March,we will have to stop charging them double the original hire charge as we are doing at the moment. I suggest we wire them that they can have it till mid March,provided that they guarantee by that date to return it in good order or else to provide us with a replacement,and that as from the date of our telegram the hire charge will revert to the original figure.

Let us remit the double charge altogether, as an act of grace; but tie them up as tightly as you can over replacement of all wearable parts and return of tractor to us in first-class order.

Adm. also as in your para 3. I had already asked Mr. Mills (who agreed - we shd. get this in writing i.e.c.) to let us have first refusal of any equipment at Ajax which may be of use to us and it would be a good thing for Mr. Lowrance to go and there at some time and 'cork an eye.' — this must be done before he goes on leave

MC 30/XI

29.11.51.

319.

Office.

~~Their~~ Issue telegram attached. Issued 1/12/51.

2) Fair draft attached, a.p.v. for signature in suitable file.

30/11/51.

GOVERNMENT TELEGRAM

FALKLAND ISLANDS AND DEPENDENCIES

SENT

Number	Office of Origin	Words	Handed in at	Date
				1.12.51.

To

MILLS AJAX BAY. HOA/C

AGREE EXTEND PERIOD OF LOAN OF OUR INTERNATIONAL TRACTOR BUT MUST REPEAT MUST HAVE IT BACK IN STANLEY BY MID MARCH STOP WRITING.

COLONIAL SECRETARY.

Time

321.

7 December, 1951.

Dear Mills,

320. As you will have learned from my telegram the Governor agrees to let you have the loan of our international tractor for a further period, but we must have it back by mid March, here in Stanley. If the "Fitzroy" is to call at Ajax on her voyage U.4., that would do very well.

It is important to us that the tractor should be returned in good condition. We expect to make a start on road repairs by mid-March, and for this purpose we shall want to put it into service as soon as it gets back. We can't afford to wait another three months while we get any spare parts which might be necessary. On this point the Governor has minuted that a condition of this extension of the loan period must be that any worn parts are to be replaced in advance. For the same reason, if by any chance it does "pack up" before March, we would like an assurance that we can have the use of one of your Fordsons in lieu until the International can be repaired.

In due course, when you have finished with them, we should probably like to buy one of your Fordsons in any case. I think the Governor spoke with you about this. What we would like to do is to send Mr. Livermore out one day to discuss with you the purchase by Government of this and other items of equipment when they become available. I hope you would feel able to give us first option.

Reverting to the International tractor. The Governor directs me to say that the increased hire charge notified to Mason may be regarded as cancelled, and the charge for the whole period should be computed on the basis of the original arrangement, which was made between us when you were out here the first time.

Yours sincerely,

(Sgd) Michael R. Raymer

A.S. Mills, Esq.,
VP AJAX BAY.

S/W.

J. I. P.

Noted thank you

11/12/51

31/12/51

DECODE.

322

TELEGRAM.

From H. E. the Governor.

To Velop, London.

Despatched: 23rd December, *19* 51 *Time:* 1130

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

23/12. Confidential. Following personal for Lord Reith. Am informed that both MILLS and MASON are leaving for United Kingdom on next "Fitzroy" 27th December. Obliged if you will inform me regarding your intentions.

GOVERNOR,
FALKLAND ISLANDS.

GTC-A. C. S.
Typed-S. S.

DECODE.

323

TELEGRAM.

From Lord Reith, C.D.C. London.

To H.E. the Governor.

Despatched: 24th December, *1951* *Time:* 1520

Received: 25th December, *1951* *Time:* 0845

MILLS instructed to remain in abeyance arrival and departure PHILLIPS due about January 25th.

REITH.

P/L.
SS

DECODE.

324

TELEGRAM.

From H.E. the Governor.

To Velop London.

Despatched: 24th December, *19* 51 *Time:* 1500

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

322

24/12. Confidential. Following personal for Lord Reith begins. With reference to my telegram 23/12 I have today seen MILLS who has explained technical and other problems involved to me in detail which convinced me that as alternative to proposed visit PHILLIPS it would be more advantageous Corporation for him to proceed London at once repeat at once for consultations on spot returning by February "Fitzroy". Please reply immediately as he will have to sail p.m. 26th. Ends.

GOVERNOR FALKLAND ISLANDS.

GTC.
SS

DECODE.

TELEGRAM.

From Brook, C.D.C. London.

To H.E. the Governor.

Despatched: 25th December, *19* 51 *Time:* 1255

Received: 26th December, *19* 51 *Time:* 0845

324 Your 1530. Much appreciate your helpful suggestion but home consideration makes it imperative we achieve finalty by senior decision. Co-operation entirely dependent upon visit as arranged. MILLS must stay pending arrival.

BROOK.

P/L.
SS

326

Offices.

There is an answer to 321 waiting the file, I think.

4/1/82.

0585/II

327

Ajax Bay
22nd December 1951

Dear Sir,

International Tractor.

321

Thank you for your letter of the 7th inst and we note the Governors minute on this matter. We are preparing a list of the spare parts required to put the tractor into working order which will be forwarded to you in due course. If you will then arrange to get these sent out to us at Ajax we will have them fitted so that the tractor is in good working order ready for return in March. You will appreciate that the normal condition of hire is that the hirer provides any necessary spare parts and that these are fitted at his cost. In view however of his Excellency's kind agreement I will arrange for them to be fitted here at C.D.C. expense.

Other Plant. I note your Governments request in the case of all our other plant and can assure you that if directions are given by London to dispose of any of the equipment in the Falklands, that your Government will have the first opportunity of refusal provided that the South Atlantic Sealing Company or the Freezer project do not require part or any of it. In the case of the Landrover I have written London strongly recommending that it should be sold to your Government. This however is the property of the Animal Products Division and Mr. Venters will probably have some say in the matter.

Extracted to 163/46 Med. Transport

Yours sincerely

A. S. Mills.

Cs

X above implies that we pay for the spares - I do not accept this. HC. 2/1

2/1/52.

Offrs

Hs

3/1/52

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE *to* GOVERNOR

Despatched: 3.1.52. *Time:* 1635 *Received:* 4.1.52. *Time:* 0845

314

No 2. CONFIDENTIAL. Your telegram No 276. Colonial Development Corporation.

I have carefully considered this matter with full recognition of importance (?) ing and strengthening economy of Falkland Islands. I have reached conclusion that continuance of scheme can only be justifi if definite co-operation of local sheep farming interests can be ensured.

2. Principal interest concerned is of course Falkland Islands Company. Without their co-operation and willingness to guarantee adequate supply of carcasses I see little prospect of this scheme ever becoming viable. In the circumstances I propose to inform Lord Reith that sanction for additional capital required for continuance of scheme would only be granted if scheme is worked as a joint enterprise with farming interests, i.e. either Falkland Islands Company or Sheep Owners' Association with whom C.D.C. should therefore negotiate to secure reasonable equitably capital participation or a firm contract for adequate supply of carcasses of suitable quality.

3. I realise that Falkland Islands Company and Association may not be prepared to agree and thus may therefore entail closing down of scheme but if they are unwilling to share commercial risk entailed in making a success of Freezer I do not, repeat not, think it would be justifiable to proceed further with it as a sole Government sponsored project.

4. I regard joint management and common service with South Atlantic Sealing Company as probably desirable and useful, but any resultant saving would not in my view justify by themselves continuance of Freezer on present footing. Development of whaling is another matter which Corporation can only consider separately on its own merits. In any case future South Atlantic Sealing Company is itself, at present, in doubt owing unfortunate dispute with Falklan Islands Company (in which advantage appears to be with latter) over lease of sealing rights in Lafonia about which I am telegraphing separately.

5. Grateful your comments as soon as possible.

SECRETARY OF STATE.

Gypher-S.S./W.H.
Typed- S.S.

KIV letter at 3

29

Y.E.

Page 328. I dont know that there is very much more that that we can say beyond what we have already said at 314. Earlier on I would have felt bound to recommend giving serious consideration to financial participation by this Govt:,but the evidence which has been furnished within the last two years of the manner in which the Corporation conducts its business is such that I would most definitely not feel able to make any such recommendation now.

2. I feel that the S/S's summing up of the position is just. It remains true that the Freezer can be of very great benefit to the Colony,and it will be up to the Colony,as represented by the F.I.C.and S.O.A.,to recognise this by giving the backing which the S/S now regards as a sine qua non of further capital expenditure.

There is quite a lot to be said, and we

4.1.52. must go back to the beginning. The scheme originated with Yeung; was referred to C.O. by me as I said that it was not in my opinion economic and could not ∴ qualify for assistance by CDC. C.O. was minded one or this and it was adopted. Dean Channon & the FIC, has always been against the scheme which was however supported by e.g. Yeung, Blake et al.

2. It is in my opinion still fundamentally sound and provided it can be given a clean bill of health from the engineering point of view I would favour

(a) Writing down of capital by Corporation

(b) Participation in balance as to 51% CDC + 49% equally between SOA as a whole and Government; we have supported it and must show more than lip service.

3. As to SASC. I advised Watkins in 1948 not to touch it — that advice was ignored and with CO intervention cost us £½ million ~~[illegible]~~.

MC 5/1/52

ACS
Pl attach Mr Seeley's note with the points made by H.E. in his minute.

5/1/52.

330

JE

Draft at cover s.f.c.

9/1/52.

Issue as amended

MR 9/1

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

RECEIVED

Number	Office of Origin	Words	Handed in at	Date
32	AjaxBay	28	1100	7.1.52.

To Phone Colonial Secretary Stanley

May we borrow PWD shear legs and beam lifting tackle for fixing Alternators please stop If possible would like them by Biscoe

Mills

A.C.S.,

Please ask S/W. If O.K. by him, I have no objection if he hasn't. Back by Biscoe if possible.

(Itld.) M.R.R.

S/W.

We spoke and you were going to try and arrange.

VJSS

Time

A.C.S. 7/1/52

DECODE.

TELEGRAM SENT.

33

From GOVERNOR *to* SECRETARY OF STATE.

Despatched: 10. 1. 52. *Time:* 1400. *Received:* *Time:*

CONFIDENTIAL.

328
53 in 0588/I

60 in 0588/I

No. 8. Your telegram No. 2. Colonial Development Corporation. You will recall that I said in my despatch No. 30 of 26th April, 1948, (Financial Aspects, (v)) that I did not think the Freezer was a suitable project for the Colonial Development Corporation, and suggested that it would more properly come under Colonial Development and Welfare, since I regarded it as speculative in character. Your answering telegram No. 172/48 ruled in favour of C.D.C. undertaking.

2. Dean, Chairman of Falkland Islands Company, has always been against the establishment of a freezer, but Young, Blake and other directors have favoured it. Sheepowners Association also supported idea and project can still count on immediate supply of 20 to 30,000 mutton carcases with minimum 15,000 fit for freezing and balance for cut mutton plus 500 cattle.

314

3. As explained in my telegram 276/51 I still consider it essential for sound economic development of Colony. Fact that erection has been to date grossly indeed fantastically misdirected and mismanaged does not mean that idea itself is unsound. Provided it can be given clean bill of health from engineering point of view which Phillips (head of Corporation's engineering side due here next week) should be able to say I would favour (a) writing down of capital by Corporation (b) participation in balance as to 51% C.D.C., and 49% equally between Sheepowners Association and Government; two latter could not reasonably be expected to carry over-capitalisation resulting from Corporation's ineptitude. I cannot guarantee that Sheep Owners Association will agree to participate because they are so utterly disgusted with way project has been handled and regard it as useless to approach Falkland Islands Company.

145 in 0497/II

4. As to South Atlantic Sealing Company I advised Weekes head of Planning Division C.D.C. in August 1948 (immediately after my interview with Tilbury Senior at Colonial Office) not to touch it, but my advice was not taken. The lengthy correspondence ending with my Personal and Confidential letter to Bennett dated 1st May, 1949, gives very clearly my views, which subsequent experience has not persuaded me to alter, and I would remind you that the Corporation's decision to support Tilbury lost this Colony an investment of £½ million by Ryan, a successful and experienced operator. If South Atlantic Sealing Company is ever to pay it must add whaling to its activities, as I have advised both Tilbury and the C.D.C. on more than one occasion. As to last sentence your telegram under reference you may know that Webb has negotiated with other side and anticipates satisfactory settlement and that proportion of seals taken on Company's land, even if subject to royalty, would be quite unlikely to affect economics of project. I repeat that nothing but addition of whaling will guarantee it against failure.

GOVERNOR.

CYPHER:

KIV Lett. 327

332

S/W.

321 & 327. Can you let us have a copy of the agreement made between us & C.D.C. about the International Tractor.

12/1/52.

HCS — Please see Page 14 in file 0797/1 (attached)

12/1/52

J.E.

327. The original agreement is at f.14 in 0797/1 attached. Inform Mr Mills that we consider C.D.C. should pay for the spares?

2) S/W mentioned to me this morning that when J.E. was talking with Mr Phillips the latter suggested that we should borrow one of the C.D.C. tractors which is in Stanley awaiting shipment to Ajax. This would be until we get ours back or until the C.D.C. ones are ready for shipment? Would any such arrangement affect 1) above?

17/1/52.

We had better not enter into any loan arrangement until the question of our tractor is clear. Mr Phillips suggested that if it is owned it should be replaced; CDC (Mason) have not behaved well over this and I would like you to explain position to Mr P.

HC 17/1

If it is doubtful to expect that the three things which have been of most use to them have all come from us (i) Bulldozer, at half its cost, which they could have had a year before (ii) Gas tractor (iii) [illegible] generally which we did then have for the purpose of the spares!

A

333

RECORD.

Spoke by telephone this day with Mr. Phillips of C.D.C. who assured me that the cost of any spares required to put our International tractor in working order again after its period of loan to Ajax would be borne by the C.D.C. He was most emphatic about this. He offered to "confirm this at anytime", but I said that as long as it was clearly so understood his word was good enough.

17.1.52.

B.

A.C.S.

S/W to see above, please. Also to check last sentence of H.E's minute (the one written sideways on opposite page).

17.1.52.

C

S/W.

To you accordingly, pl

18/1/52

D

HCS I would like to send the Gov Mechanic to Ayase Bay as soon as possible to run over the Tractor and order what is required as soon as possible. do you agree

18/1/52

E

S/W. Now that the air service is disrupted I doubt if we can manage it. Suggest you have a talk with Ayan on the R/T.

22/1/52

F

HCS Noted and will try to arrange accordingly

22/1/52

10/3/52

333A

HEB

I discussed with Mr Mills before he left for England. He took with him a full list of spares needed and assured me he would purchase same in England and send to us at CDC expence.

AH
20/3/52

AEB
Sem. Bro. 2 months,
24/3

British Consulate,
Punta Arenas, Chile.
February 22nd, 1952.

38/1/8.

Dear Colonial Secretary,

We received the following coded message on the 4th instant :-

"10 ALL BRITISH ARTISTS RETURNING HOME VIA PUNTA
"ARENAS ABOUT "?TH OF THIS MONTH CAN YOU PROVIDE
"3RD CLASS PASSAGES TO THE UNITED KINGDOM OR IF
"NOT TO MONTEVIDEO TELEGRAPH ESTIMATED COST.
"HUBERT PHILLIPS DIRECTOR WORKS CDC. "

to which I replied :

"THERE ARE NO PASSAGES WHATSOEVER AVAILABLE STOP
"POSSIBLY COULD ARRANGE LAND TRANSPORT TO BUENOS
"AIRES BUT NOT RECOMMENDED OWING COST AND
"DIFFICULTIES OBTAINING NECESSARY DOCUMENTS STOP
"WITH NOTICE COULD SECURE FEW AIR PASSAGES AT
"ONE THOUSAND ARGENTINE PESOS EACH PLUS COST
"HOTEL PUNTA ARENAS WAITING PLANE. JONES."

The reply to Stanley cost $ 597.- or roughly £2.12.0, which I am charging to your account for the March quarter, 1952.

Yours ever,

British Consul.

Colonial Secretary,

Port Stanley.-

Jones.
Never mind. Yours

4/3.

A/T
This amount shld be charged to CDC

4/3

B.P. 18/3/52

0588 III

335

BRITISH CONSULATE,
PUNTA ARENAS, CHILE

February 29th, 1952.

38/1/8

334

336.

Dear Colonial Secretary,

Referring to our letter dated 22nd inst. (38/1/8), the enclosed was received to-day from the local Telegraph Office.+

We would explain that when prepaid messages are received a form to this effect is attached to the message, in every case, for reply, but unfortunately this was omitted to be done in this instance, and the local Telegraph Office state that they had no instructions from their Interchange Office in Santiago (the Central Receiving Office in Chile) to this effect.

Consequently we would suggest that the amount deposited for the reply be claimed from the Telegraph Office in Stanley, the sum paid by us for the reply being slightly lower than that deposited.

Yours ever,

CONSULATE.

Colonial Secretary,
PORT STANLEY.-

336.

TOMM JONES CONSUL BRITANICO

PARENAS

URGENTE

LA OFICINA DE INTERCAMBIO SANTIAGO NOS COMUNICA QUE SU CABLE VIA WCOAST DEX RECIBIDO DE FECHA TRES DE ~~FEBRRO~~ FEBRERO NR 510/27 DE PORSTANLEY PARA RP UNLIMETD TOMM JONES CONSUL BRITANICO DE SIRVA LEER RP FCS 60.76 EN VE DE RESPUESTA PAGADA ILIMITADA

TELEGRAFO

THE SANTIAGO INTERCHANGE OFFICE INFORM US THAT YOUR CABLE VIA WEST COAST RECEIVED DATED THIRD FEBRERUARY No. 510/27 FROM PORT STANLEY FOR RP. UNLIMITED TOM JONES BRITISH CONSUL TO PLEASE READ RP FCS. 60.76 INSTEAD OF UNLIMITED REPLY PAID. TELEGRAPH OFFICE.

PARENAS 29 DE FEBRERO DE 1952.-

S.P.T.

333-336 [illegible]

TELEGRAFOS ARGENTINOS 19 MAR 1952 PUNTA ARENAS CHILE

Hon C.S. Noted. thank you. S.

We have already 17.3 cabled the Foreign Admin [illegible]

CORREOS Y TELEGRAFOS
CHILE

Form N.° 503

TELEGRAMA EN TRANSITO

Serie	Procedencia	Número Palabras	Fecha	Hora	Indicaciones	Vía

Sr. .....

Rec.	Firma	Aparato	Fecha	Hora

Trans.	Serie	Firma	Aparato	Fecha	Hora

Los operadores d[illegible]n ceñirse al orden indicado en los cuadros.

60870.—Imp. [illegible] G. de Pr[illegible]

331

A.

S/W

F on 333 - anything to report, pl.

B.

Pl
Forces.
19.3.

MES.

332 & 333

The reply to A above is at 333A & is submitted f.i.p.

Pl
22/3.

C.

B.V. 2 months. 22/3/52

Pl
22/3

0588/E

DECODE.

TELEGRAM.

From Jones, Punta Arenas.

To H.E. the Governor.

Despatched: 25th March, *19* 52 *Time:* 1530

Received: 26th March, *19* 52 *Time:* 1430

At the request of the Colonial Development Corporation I am leaving in s.s. Fitzroy inspect Freezer works. Understand Fitzroy sailing about middle of next month for Punta Arenas. As it is most important that I (?) as soon as possible can you arrange passage in warship. Shall be glad if you can arrange itinerary enable me to inspect work and return warship. Regards,

return

JONES.

GTC
SS

DECODE.

TELEGRAM.

From The Colonial Secretary

To Britain, Punta Arenas.

Despatched: 31st March, *19* 52 *Time:* 1430

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

338

Your telegram 25th March. Regret unable arrange return passage warship. Suggest you visit Ajax Bay in Fitzroy en route Stanley and catch flying boat to Montevideo on 28th April approximately. Barton can supply firmer dates on arrival Punta.

COLONIAL SECRETARY

F.O. 337C 22/5/52

GTC
SS

340

TELEGRAPHIC ADDRESS:
"CARLOS, PORTSTANLEY."

Port San Carlos,
Falkland Islands, S.A.

March 27 19 52

BS.
Application shd. be made to SofS for the appointment of Mr. Cameron to Leg. for a further (full) term. MEP 18/IV

Dear Sir Miles,

I have to acknowledge and thank you for two letters of February 29th. and March 9th. the former arriving only yesterday on the Burghead Bay in the red box. If I can be of help I will of course willingly serve for a further term on your Executive Council.

I had a talk with Phillips. The point of view of the Secretary of State is a reasonable enough one and it is in fact a little surprising that they have not long before this insisted on a guarantee of sheep. I have heard nothing as yet through the S.O.A. of the shilling per sheep participation; the matter would in any case be decided in London and not locally. So far as this farm is concerned we would agree.

I am glad Leg.Co. passed off peacefully and that you are now happier about things. Your own speech came through well and it is indeed an excellent thing that the Old Age Pension scheme is soon to be operating.

We leave for Stanley by Fitzroy on the 20th. April and hope to fly to Montevideo at the end of the month, connecting with the Andes mid-May. I have put in a formal application for absence through the Colonial Secretary.

The Burghead Bay and the Philomel are both inside the harbour. The latter on the beach and the frigate just out of sight up the river. The weather is dreary, tomorrow if it improves we go out after teal duck. Tonight we dine on board and see a film. I return your book which you were kind enough to send me. I read it with interest. Only Gladstone shows up creditably. Anne and the children are well, we look forward to seeing you in Stanley.

Yours sincerely,

Norman Cameron

ACS
P.P. Pre.
17/4

First paragraph extracted to 1432

341

63 EKC 33 Bourne End 1014 20/4/62

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED

GLT The Governor Isy

Number	Office of Origin	Words	Handed in at	Date

arrived london many thanks for everything philips

To

Yes to see 21/4

Sen MC 21/iv

DECODE.

342

TELEGRAM.

From Grieve, s.s.FITZROY.

To H.E.the Governor.

Despatched: 21st April, *19* 52 *Time:* 2330.

Received: 22nd April, *19* 52 *Time:* 0845

Self proceeding from Ajax to Albemarle by PENELOPE thence Stanley. Jones continuing Stanley FITZROY.

GRIEVE.

Y.E.
S.f.i. pse.
(Intld)C.C.
21/4.

Seen.
(Intld)M.C.
21/IV

P/L.
SS

343

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				22.4.52.

To

GRIEVE AJAX BAY HOW/C

REGRET IMPRACTICABLE ARRANGE TRANSPORT MEDICAL AND CUSTOMS OFFICERS ALBERMARLE ENABLE SHIP BE CLEARED THERE NEWPARA 2 I HAVE TELEGRAM HERE ADDRESSED TO YOU PERSONALLY DO YOU WISH ME OPEN AND REPLY CONTENTS AT DISCRETION? NEWPARA 3 LET ME KNOW WHEN YOU EXPECT REACH STANLEY.

GOVERNOR.

Sam R 25/4

BO 337C 22/5/52

Time

GG

344

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

	SENT.	RECEIVED.	SENT.	
Number	Office of Origin	Words	Handed in at	Date
				7.5.52.

To

COOPER AJAX BAY (BY R/T) HOA/C

GRATEFUL IF YOU COULD TELEPHONE ME FROM SAN CARLOS AT YOUR EARLIEST CONVENIENCE.

COLONIAL SECRETARY.

Time

~~33~~

No. 058/III

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

MEMORANDUM.

345

29th. APRIL, 19 52.

FROM/ Supt. of Works.

Stanley, Falkland Islands.

To/ The Honourable,

The Colonial Secretary,

STANLEY.

SUBJECT :-

346. I have the honour to report the attached list of spare parts are required to put the Government Tractor in good working order as agreed to by C. D. C. on Contract dated 3rd. March, 1951.

A G Hartmore.

Supt. of Works.

Phillips

AP.

See 327 in 058/III att.

LIST OF SPARE PARTS FOR TRACTOR.

1. Complete set of gaskets for every part on engine requiring gaskets.
1 Compelete set of valves, Valve springs, Spring retainres & cotters.
1. Set of 4 cylinder liners & rubber rings.
1. " " " pistons with rings, Gudgeon pins.
1. " " Large end Bearings (8 halves).
1. " " Main Bearings., complete (Top & bottom)
1. " " Small End Bearings.
1. Clutch plate with liners.
1. Crankcase.
2. Buffer Springs.
2. Driving Sprockets (L H & R H) - 1 each.
2. Track idlers, complete with bearings & shafts.
8. Track Rollers with bearings & Shafts.
2. Track Frame Guide Rollers & Bearings.
2. Track Frame Pivots, complete.
2. Tracks complete (L H & R H) - 16inch wide.
1. Complete set of rings + .010 O.S. & Oil Rings.
4. Injectors complete.
1. Pump Complete.
2. Idler Adjusters complete (R H & L H.)
2. Buffer Spring covers (R H & L H).
1. Transverse Spring Complete.
1. Radiator Top.
1. Petrol Tank Top.
1. Crankshaft complete with Gear.
1. Set of Camshaft Bearings.
1. Camshaft Gear.
1. Complete set of radiator hoses.
1. " " " Steering & Brake Liners & Rivets.
1, " " " Greasing Nipples.

TracTractor serial No.
TDBK. 9275 T7.
ENGINE NO. 5611.

T D 6.

347.

0825/A

8th May, 52.

Sir,

I am directed to refer to a telephone conversation between Mr. Raymer and Mr. Phillips on the 17th of January, 1952, in which Mr. Phillips gave an assurance that the Colonial Development Corporation would purchase and ship to Port Stanley such spares as were necessary to put in good working order the Government International tractor which the Colonial Development Corporation had been using at Ajax Bay.

2. It is believed that Mr. Mills took home with him a list of the spares required and I am to enquire whether this list was ever received and, if so, when delivery here may be expected.

346. 3. For ready reference a further list is enclosed which closely approximates to the one taken by Mr. Mills.

4. The tractor in question in now at Port Stanley and Government will therefore be responsible for fitting the spares.

I am,
Sir,
Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

See 368

The Secretary,
Colonial Development Corporation,
35, Hill Street,
LONDON, W.1.

VP

B.U.
15/4/52
10/5.

348

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
69	LONDON	14	1712	9

To

LT. GOVERNOR. PSY.

126 ARRIVED EIGHTH MAY THANKS ALL YOUR HELP AND HOSPITALITY.

GRIEVE.

F+PO

Time

BU. 13/6/52

CP.

I understand that CDC have by backstairs methods (Cooper via Monk) induced Rutter from his position as Bursar of the John Bisoe and that Mr. Vartan, similarly, endeavoured to seduce Sorensen from the Philomel for precisely the same post. I take an extremely poor view of this and CDC representative should be so informed. If they want to fill a post they

350

Should advertise it in the ordinary way and not go sneaking round the corner in this way.

In this particular case the ~~offering~~ of Mr John Bisco has been adversely affected and I imagine ~~Sorensen~~ Sorensen is left disgruntled.

All very ham-handed.

MC. 14/6

CONFIDENTIAL.

357

H/M.

349. Ref attached. Pse let me have your early comments on the facts as you know them.

(signed)

C.C.
14/5.

H.C.S.

352 I mentioned this matter to H.E. in conversation. Prior to doing so I had drawn up the attached report which I had intended to submit upon his return - however, I think this will give you the facts so far as I am concerned. As H.E. states in his minute to you, the obvious and sensible way to engage men is to advertise the post in the normal manner on the radio: and in the case of the C.D.C. they would have been well advised, seeing how much assistance they obtain from the Government, to check with us prior to engagement that we were willing to release the men concerned. Actually I informed Cooper that I would not stand in the way of Sornsen if that man wanted the job, so he was in the clear there, but that was not true for Rutter who is invaluable to Johnson.

These documents are indispensable.

15.5.

The Harbour Master's Office,
PORT STANLEY,
Falkland Islands.

352

7th May, 1952.

Your Excellency,

I have the honour to draw your attention to the action taken by the officials in charge at Ajax Bay to replace the Skipper of the A/K "Penelope".

Strictly speaking this matter is nothing to do with me officially, but as you know the labour problem in the islands is already critical, and anything which tends still further to upset this is a source of aggravation to all employers.

The facts are as follows: while I was at Port San Carlos during March I was approached by the Resident Engineer of Ajax Bay and asked to make recommendations for the post of Skipper in the A/K "Penelope", which he anticipated would shortly become vacant. Despite the fact that it would entail losing a good seaman in my department I advised that the C.D.C. should first approach G.Sornsen, and I then discussed various other possibilities and their relative merits.

I was not therefore surprised when I received Sornsen's notice on the 1st May: but I have now been informed that practically simultaneously with Sornsen's being offered the post by Mr Venters (the Project Manager), it was also offered to Rutter, the bosun of the S/V "John Biscoe" by Mr Monk, acting presumably on behalf of the Resident Engineer.

The result is that both men, under the firm impression that they have obtained the post, have given in their notices, although there was obviously only one vacancy. This situation can only lead to ill-feeling amongst all the parties concerned, and not the least inconvenienced are the employers of the two men concerned.

I would be very grateful if you could inform those responsible at Ajax Bay of the consequences of their action in order that they may in future act with more circumspection and avoid causing trouble in an already difficult labour market.

I have the honour to be,

Your Excellency,

Your obedient servant,

John Schnack

Harbour Master.

Yes.

Ref: attached. A

352 I obtained H/M's report as I had reason to believe that he, rather than CDC., was to blame over Sorensen, ~~but have appears~~ and I think that that is the case. 353.

2) There is however no excuse in the case of Butler and I will take up the matter with CDC representative.

3) In view of the guarantee given to me verbally by Mr Phillips (which I minuted to you some weeks ago). I think that a copy should also go to London.

16/5

B.

There is the further ridiculous situation that of the two men Sorensen is much the better qualified for the post; Butler has little knowledge of small boat work round the Islands but is an excellent Bosun whom we shall now lose to no good purpose. This sort of thing does not encourage me to want the CDC and you will please express my very strong displeasure.

See 354

MC. 16/V.

Copy to C.D.C. London.

354

0588/III

21st May, 52.

CONFIDENTIAL

See 378.

Sir,

I am directed to draw your attention to reports received by this Government of what would appear to amount to enticement of Government Servants by the Colonial Development Corporation.

2. It is alleged that a skipper was required for the Auxiliary Ketch "Penelope" and that

(a) Mr. G. Sornsen, who was working as leading hand on the Government m.v. "Philomel", was offered the post by Mr. Venters, and

(b) Mr. Rutter, who was working as bosun on the s.v. "John Biscoe", was offered the same post by a Mr. Monk, acting it is presumed, on behalf of Mr. Cooper.

3. In the case of Sornsen it is possible that certain remarks made by the Harbourmaster led to the supposition that the offer of appointment was in order, but there seems to be no such justification in Rutter's case.

4. I am, accordingly, directed by His Excellency to protest strongly against this method of selecting Colonial Development Corporation personnel.

The shortage of labour in this Colony usually necessitates recruitment from among men already in employment and unless there is full agreement between the respective employers, bad feeling and suspicion is bound to result.

5. It is felt that all such posts should be properly advertised and if the successful candidate is a Government employee then Government should be approached with a request for his release before any firm offer is made.

6. The fact that in the case mentioned above both men gave in their notices under the impression that the job was theirs though only one was selected, supports the view that the method of approach was undesirable.

Reply at 362

See 378

Colonial Development Corporation Representative,
FALKLAND ISLANDS.

VP

355

7. In view of Mr. Phillips' verbal assurance that the Colonial Development Corporation would under no circumstances attempt to engage Government employees unless prior agreement had been reached with Government a copy of this letter is being sent to your head office in London.

I am,
Sir,
Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

B.U. 15/6/52

TELEPHONE: GROSVENOR 5381 TELEGRAMS: ENSUB... LEY. LONDON CODE: BENTLEY'S SECOND

COLONIAL DEVELOPMENT CORPORATION
(ENG ... ED

33 DOVER STREET
LONDON · W. 1
TELEPHONE: MAYFAIR 7494

ALL CORRESPONDENCE TO BE ADDRESSED TO THE COMPANY AND NOT TO INDIVIDUALS

356

001/14

23rd April 1952

The Hon. Colin Campbell,
Colonial Secretary,
Government House,
PORT STANLEY,
Falkland Islands

Sir,

TD6 TRACTOR OWNED BY THE AGRICULTURAL DEPARTMENT

The above tractor was on hire for approximately 12 months at Ajax Bay. For this we have paid, or shall pay, something in the region of £500, based on £10 per week working time and 2/3rds of this rate for standing time.

2 When I saw your predecessor, Mr Raymer, I agreed that we should pay for spares required, in addition to the hire. I now find that the spares asked for by your department will cost about £700 ex works, or (say) at least £900 landed Falklands. This is far more than I anticipated, and I suggest the following basis of settlement -

A tractor of this nature in England is rated at .. .. ..7/- an hour;
let us say in the Falkland Islands it is worth .. .. ..9/- an hour.

50 hours working would be £22 10/- a week; so that our total liability for 52 weeks would be £1,170, or, with a fair proportion of standing time, say, £900.

3 I therefore suggest that we should pay you £900, less the amount of hire ~~to be paid~~ as a fair settlement between us.

4 The main reason for my wriggling a little when faced with this enormous bill for spares is that I feel that your government will be benefitting very considerably, and that these spares will put the tractor in far better condition than it ever was before.

No

5 I trust you will see your way clear to agree something on these lines.

I am, Sir,
Your obedient Servant,

H.V. Phillips

H.V. PHILLIPS
Head of Works

See 368

Reply at 358

p.v. on file.
27/5

£527
65 & cons

Y.F.

Ref: ~~attached~~ (356)

Mr Phillips is at least being honest in his motives for negotiating a reduction.

2) In actual fact we have done very nicely out of them & have got about £600 in hire charges. S/W billed them for full hire & got it – as they were too slack or ignorant to claim any ⅔ std. standing time!

3) S/W disagrees with para 4 on the ground that the tractor was in perfect running order & ~~been~~ when loaned & that its deterioration is due to its being run about over stone runs.

4) In view, however, of para 2) I think we might make a magnanimous gesture to the extent of ~~£~~ £150 – provided any claim for use of their tractor on peat hauling is dropped, this is regarded as a full & final settlement. (49) Pk 1482 attached refers. We will also take an indirect smack at Cooper by this procedure!

Zo/S

I agree with you and in replying we should infer that Cwd. would have been more generously disposed had Major Mason kept to his word; let us also firmly reject the soft ~~impeachment~~ in para 4 of Phillips's letter. I doubt if the hatchet will ever be the same again. We have not been ungenerous with them — they got their pound shekels light unbalastin[illegible] a way!

358

0588/III

4th June, 52.

See 377

Sir,

I am directed to refer to your letter 001/14 dated 23rd April, 1952, on the subject of tractor TD6 owned by the Agricultural Department and to state that in order to assist your Corporation Government is prepared to pay £150 towards the cost of the spares on the following conditions:-

356

(a) That all hire charges are paid in full by C.D.C. (no difficulty is anticipated in this respect but there is still a small amount outstanding.)

(b) That all claims by the C.D.C. for hire of their tractor in connection with peat hauling is waived.

2. In connection with (b) above, Mr. Venters, after his conversation with you loaned the C.D.C. tractor and driver until it could be shipped to Ajax Bay to haul sledges from peat bogs to the roads and to help those unfortunate people who had been prevented by the weather from getting in their peat by lorry.

In so doing he gained great "kudos" for the C.D.C. from the local population and also made a valuable contribution to peat haulage experiments.

Since then however, some extravagant hire claims have been preferred by Mr. Cooper who appears to have felt aggrieved at not receiving prior consultation.

3. It is regretted that Government is unable to see its way to making a larger contribution but it is not felt that after the spares are fitted the tractor will be in any better condition than when it was first loaned to C.D.C.

4. In addition much inconvenience was experienced by Government through Major Mason's failure to adhere to his undertaking to return the Agricultural tractor on the agreed date.

I am,
Sir,
Your obedient servant,

(Sgd) C. Campbell.

COLONIAL SECRETARY.

Head of Works

The ~~Secretary,~~
Colonial Development Corporation,
33, Dover Street,
LONDON, W.1.

See 425

B.O. 15.7.52

HTL

359

0588

C.?

Have we sent a

354 <u>beast</u> to CDC over

swiping the Bosun off

the Biscoe?

MC? - 35/V.

Yes.

Yes - Sir -

Copy to London Mrs.

Good. MC 35/V

(I would like to see)

~~PTO~~

Mrs

~~A.S.~~

Be pay

360.

YE. Ref (359.

Pse see (354.)

9/6

Thanksgiving — v. good.

MC 9/vi

B.U. 15/7/52

GOVERNMENT TELEGRAPH SERVICE.

361

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
12	AJAX BAY	24	1400	13/6/52

To
COLONIAL SECRETARY STANLEY.

HAVE GOVERNMENT ANY SPARE STOCK GAS OIL WHICH WE COULD BORROW OR BUY PLEASE STOP IF SO PENELOPE WOULD COLLECT

COOPER.

S.P.A. - NO.
S/W.

File

Time

Need feeding Mrs & S/PA. return from Punta Arenas

SJS

TELEPHONE: MAYFAIR 7494 TELEGRAMS: VELOP, PICCY, LONDON CODE: BENTLEY'S SECOND

COLONIAL DEVELOPMENT CORPORATION

362

Works Division
33. DOVER STREET
LONDON, W. 1

Ajax Bay 3/6/52

Falkland Freezer

The Colonial Secretary,
The Treasury,
Port Stanley

Dear Sir,

354 I am in receipt of your confidential letter dated 21st May 1952 and am greatly concerned that the matters as stated therein have so displeased His Excellency. It is both my wish and my instructions to co-operate and to assist the Government Departments wherever possible. The issue has also been one of considerable embarassment to me brought about by the interference of both Harbour Master and Mr. Venters, neither of them authorised to act on my behalf.

Long before Harrison tendered his notice to me it was widely known through Harrison's gossiping that he was about to leave the Colonial Devel--opment Corporation and tentative enquiries were made by potential applicants.

After receiving Harrison's notice which, by mutual agreement, allowed me six weeks to consider his replacement I sought the advice of the Harbour Master who, at that time, was at Port San Carlos. He informed me that he himself was very interested in the job and to further advise me he wrote a letter giving me some particulars of local seamen who were most likely to suit, one of them being Rutter. No offers were made to Sarenson or any other at that time.

Rutter made application for the position by telephone, saying that he was leaving the s.v. "John Biscoe" at the end of the month and that the Captain was aware of this and that Rutter did not intend to sign on for the voyage to the United Kingdom. Therefore having an application from a seaman who has knowledge of these waters and a excellent recommendation from Mr. Adrain Monk, who holds a Masters Certificate, coupled with the fact that Rutter would be unemployed at the end of the month, my selection was made. No breach of etiquette or ethics was intended or obvious.

There has not been nor will be any enticement of either Government servants or Farm workers by the Colonial Development Corporation. I am instructed to maintain and to foster good relations and all matters receive my willing consideration to this end.

Yours faithfully,

Reply at 3bb

C.H.Cooper,
Supt. Works Ajax Bay.

File per.

cc H/Wks C.D.C. London.

GOVERNMENT TELEGRAPH SERVICE.

263

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
45	AJAX BAY	20	1410	30.6.52.

To PHONE COLONIAL SECRETARY, STANLEY.

WE CABLE YOU CONCERNING DIESEL GAS OIL PENELOPE COULD COLLECT YOUR ASSISTANCE WOULD BE APPRECIATED

COOPER.

Spoke Stan. see Reply at 364

Time K.O.

DECODE.

364

TELEGRAM.

To: ~~xxxx~~ Cooper, Ajax Bay.

From: ~~xx~~ The Colonial Secretary

Despatched: 30th June, *19* 52 *Time:* 1400

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

Harbour Department have 15 drums gas oil being replacement of oil borrowed from Tilbury. You may have this subject of course to Tilbury's approval and you taking responsibility for replacement to Sealing Company.

COLONIAL SECRETARY

Phoned to R/T Station.
(Intld)J.B.
30/6

Mlle. Mon wished to see 362, pl.
[illegible] Sec. [illegible]

P/L.
S.S.

365

Y.H.

You will wish to see 362.

From para 3 it would appear that H.M. became more involved than disclosed at 352.

In view of the fact that Sorenson was not offered the post and the information now given regarding Rutter application there appears little doubt that C.O.C. acted in good faith

1/7

CS Though Cooper did not offer Sorenson the job - Venters probably did - though not authorized by Cooper to do so. I anyway don't blame Cooper ~~C.O.C.~~ ~~of~~ about Sorenson as I think he was guided by H/M.

2) As regards Rutter - it is difficult to ~~know~~ get the truth now & it is not worth pursuing. The Cooper has received a job ~~and~~ which was the main object of the exercise.

3) Draft opposite to sign

Typist - pl fair draft at ~~work~~

2/7

Copy to C.D.C. London

366.

0588/III

3rd July, 52.

Sir,

362. I am directed to refer to your letter of the 3rd of June, 1952, and to state that His Excellency is pleased to receive your assurance that there was no question of enticement of Government servants when making this appointment. It would appear that most of the trouble resulted from a misunderstanding and interference, albeit well intentioned, from outside parties.

2. In order however to prevent a recurrence of the incident, it is suggested that in future you should refer all applications for employment from Government servants to this office in the first instance despite any protestations from the applicants that they are shortly leaving their Government job or that they have already given in their notice.

I am,
Sir,
Your obedient servant,

(Sgd) J.E. Briscoe

ACTING COLONIAL SECRETARY.

Superintendent of Works,
AJAX BAY.

VP

0588/5

GOVERNMENT TELEGRAPH SERVICE.

367

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
1	ALBEMARLE	15	13.45	1.7.52.

To COLONIAL SECRETARY. STANLEY.

PLEASE RELEASE 15 DRUMS GAS OIL YOU OWE US TO FREJAX.

TILBURY.

A.C.S. Ina Wh

Time GSM.

368.

TELEPHONE: MAYFAIR 8484 TELEGRAMS: VELOP, AUDLEY, LONDON CODE: BENTLEY'S SECOND

COLONIAL DEVELOPMENT CORPORATION

33 HILL STREET
LONDON · W. 1

26th May, 1952

Colonial Secretary,
Government House,
Port Stanley,
Falkland Islands

See 377

Dear Sir,

347.
356.

In reply to your letter 0825/A dated 8th May, 1952, I would refer to Mr Phillips's letter of 23rd April, 1952 suggesting that an all-in payment of £900, less accrued hire, should be paid in full and final settlement.

The list of spares now enclosed with your letter is far greater than the spares enumerated by our engineer at Ajax Bay, and which totals some £900 delivered to Port Stanley. It is felt that the amount of spares being asked for by your department is far greater than should be required to restore the tractor to the condition in which it was received, and I shall be grateful if you will kindly give your consideration to our offer, or to submit an alternative as a basis of reasonable settlement between us. We are grateful for the help which you gave in allowing us to have this tractor, and feel that you would not want us to do more than restore it to its original condition, or that the sum we should pay be greater than the normal hire rate plus a fair allowance for the rough usage which it undoubtedly sustained at Ajax Bay.

Yours faithfully,

SINCLAIR HUNTER
Secretary

pp pl. 5/7

ASC.
Can I pl see the contract for the hire of this tractor - early pl.
I cannot find it in this file - it is possibly with P.W.D.?
14/7

ACS
Copy at cover
18.

369

Y.H.

368. – You may wish to see

This has crossed our (358) and

last line makes our position stronger.

N.F.A would up to 358 rec.d?

16/7

C.S. No reply to (368) yet required but in order to save time (I hope) the letter to Sfo at cover should issue.

16/7

Typist – pl. fair at cover

16/7

BV. 20/8/52

17th July, 1952.

370

Dear Livermore,

When you are seeing Phillips at the Colonial Development Corporation, I would be grateful if you could finalize the question of Tractor spares due to us.

You will remember that we were not sure whether Mills had sent a list home and I therefore sent a further one compiled by you.

368 I have now received a letter from the Colonial Development Corporation dated 26th May, 1952, querying the fact that our list is much bigger than that sent by Mills.

In accordance with the contract of hire Colonial Development Corporation were bound to return the tractor "in good working condition to the satisfaction of the Executive Engineer." Could you therefore negotiate with Phillips and try and agree on a fair quote of spares.

You should not concern yourself with the question of our meeting part of the cost of the spares or of, perhaps, reducing the hire charge (you will recall that Phillips sent us an appeal about this); I merely want you to reach agreement on the quantity and kind of spares due to us. ///

However as bargaining counters, you should remember

(a) That/

A.E. Livermore, Esq.,
12, Victoria Street,
Okehampton,
Devon,

England.

HTL

(a) That we have offered to make an ex gratia payment of £150 towards the cost of the spares, provided any peat hauling claims are dropped by Colonial Development Corporation.

(b) In their above quoted letter the Colonial Development Corporation make a reference to "The rough usage which it (the tractor) undoubtedly sustained at Ajax Bay"!

Yours Sincerely,

(Sgd) Colin Campbell.

BV 20/8/52

372

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
42	AJAX BAY	25	0915	18/7/52

To

PHONE COLONIAL SECRETARY STANLEY.

REFERENCE STONE CRUSHER ARE YOU SENDING PHILOMEL TO COLLECT OR DO YOU WISH XXXXXXXXXXX PURPOSE TRIP OF PENELOPE TO BRING STANLEY COOPER.

This has been replied to 18/7

Reply at 374

Time

SJS.

Mr.

Cooper has requested a reply on the 2 pm transmission today pl?

18/7

A.C.S.

Philomel will be collecting

18/7

DECODE.

TELEGRAM.

374

From The Colonial Secretary.

To Mr. Cooper, Ajax Bay.

Despatched : 18th July, *1952* *Time :* 1135

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

PHILOMEL will be collecting stone crusher.

COLONIAL SECRETARY

Phoned to R/T Station 18th July 1135
(Intld)J. B.
18/7

P/L.
SS

588/III

375

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
48	Ajax Bay	17	------	22.7.52.

To Colonial Secretary Stanley

Can we purchase up to 5 tons coal to come on Philomel please

Cooper.

376

Yes. P.W.D. have none to spare - we shd.

reply "Regret Government have no surplus coal"

Time JC

Yes. 22/7

Off./ Send reply acc.

21.7.

376

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				22.7.52

To

COOPER AJAX BAY HOA/C

REGRET GOVERNMENT HAVE NO SURPLUS COAL.

COLONIAL SECRETARY

Time

KIV 371

T. 4

BO. 20/8/52 (371)

55

TELEPHONE: MAYFAIR 8484 TELEGRAMS: VELOP. AUDLEY. LONDON CODE: BENTLEY'S SECOND

377

COLONIAL DEVELOPMENT CORPORATION

33 HILL STREET
LONDON · W. 1

Your Ref: 0588/111
Our Ref: 112/ANP/4

2nd July, 1952

13 AUG 1952
FALKLAND ISLANDS

Colonial Secretary,
Colonial Secretary's Office,
Stanley,
FALKLAND ISLANDS.

Dear Sirs,

358 I acknowledge receipt of your letter of 4th June, 1952, on the subject of Tractor TD6 and note the terms under which Government is prepared to agree to settlement.

368. It is unfortunate that the letter of 26th May from our Secretary was not received when your reply was drafted. We propose to take no action on your letter of the 4th June until we have had your reply to the Secretary's letter referred to above, and in order that we may adequately understand what sum is involved in the negotiations we would be grateful if you would advise us the total sum for hire charges you are referring to in Clause 1(a) of your letter.

Yours faithfully,

A.C. GRIEVE
Head of Factories

AJC/EH

Reply at 350

pp. pl. 9/4/48

To see. minutes at 369 are relevant. - should we let lie and see if anything in next mail in the hope that Mr Lucas has seen them.
22/9

TELEPHONE: MAYFAIR 8484 TELEGRAMS: VELOP, AUDLEY, LONDON CODE: BENTLEY'S SECOND

COLONIAL DEVELOPMENT CORPORATION

33 HILL STREET
LONDON · W. 1

21st July, 1952

The Colonial Secretary,
Secretariat,
Port Stanley,
Falkland Islands

Sir,

354 I am directed to acknowledge your communication of the 21st May dealing with the case of the apparent enticement of a Government Servant by the Colonial Development Corporation.

It is regretted that this instance arose and we have advised both Mr Venters and Mr Cooper that unco-ordinated action by each of them must not occur. Mr Phillips has already written to both of these members of the Corporation's staff and I have also written since to the same effect.

In order that no similar trouble should arise, I am again reminding both Messrs Venters and Cooper that this Corporation has an agreement with CO that we will not poach on their personnel; further, if we wish to offer an appointment to a CO Servant, we should first obtain the agreement of the Colonial Government.

Yours faithfully,

A.C.Grieve
A.C.GRIEVE
Head of Factories

pp. please 7.8.52

AJC/MW

379

Y.H. —

To see 377 & 378. [illegible]

[illegible] 22/9

CS. Sec. he will make some sort of a reply on this mail to 377 as they are clearly stalling. Meanwhile at over to me. [illegible]

ACS. —

Please obtain figures for hire charges & have draft papers for this next [illegible]

[illegible] 28/9

0588/III

380

24th September, 52.

Sir,

377

I am directed to refer to your letter 112/AMP/4 of the 2nd of July, 1952, and to inform you that Mr. Livermore, Superintendent of Works, who is at present on leave has been asked to call on you and negotiate a fair quota for the tractor as he was most concerned with the original arrangements and it is hoped that a very early settlement can be effected.

2. I am to emphasise that Government has no wish to try and victimise your Corporation in this matter and merely requires that the tractor is returned to its original condition.

3. The total sum of the hire charges was £585 of which £65 is still outstanding.

I am,
Sir,
Your obedient servant,

(Sgd) J.E. Briscoe

Reply at 388

Acting Colonial Secretary.

The Head of Works,
Colonial Development Corporation,
33, Dover Street,
LONDON, W.1.

VP

BN 25/11/52
Entered 18/12/52

Plus a spare copy

381

Sir,

O.C. R.M. tells me they are getting desperately short of gear at the Naval W/T Stn. & wonders if we can assist him in implementing the return of the oil cooker which has been on loan to Ajax Bay since 1950. The stove is Admiralty owned.

I suggest we send the following telegram to Mr. Cooper:—

Cooper Ajax Bay =

"Reference Admiralty oil burning cooker and accessories on loan to ~~[illegible]~~ Ajax since 1950. Navy now have use for this at W/T Station grateful if you could arrange return by first opportunity.

Colonial Secretary"

ACS 9 [illegible]

See 382

N.B. I think they are now all electric at Ajax?

[illegible] 6/x.

352

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				6.10.52

To

COOPER AJAX BAY HOA/C

REFERENCE ADMIRALTY OIL BURNING COOKER AND ACCESSORIES ON LOAN TO AJAX SINCE 1950 STOP NAVY NOW HAVE USE FOR THIS AT W/T STATION GRATEFUL IF YOU COULD ARRANGE RETURN BY FIRST OPPORTUNITY.

COLONIAL SECRETARY

See 384

Time

SS

Sent to oc. Rm for Disp

ACS Spare copy at cover

SS.

383

Bu. (X or 380)
25.11.52

Reverse - Mr. Cooper replied to effect that CDC. had paid Admiralty the hire fee up to June (?) 1953 & said he could only return at great inconvenience.

Original telegram was sent to Sir Royce Mewins for his comments but was not returned. The R. M's left the Colony on 24.X.52

29.X.

384

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				29.10.52

To

COOPER AJAX BAY — HOA/C

OIL BURNING COOKER MAY NOW BE RETAINED UNTIL FURTHER NOTICE.

SECRETARY

Time

25.11.52 (x ~ 380)

SS

K.J.V. BU at

DECODE.

385

TELEGRAM.

From Freezer, Ajax Bay,

To The Colonial Secretary

Despatched: 31st October, *19* 52 *Time:* 14.00

Received: 31st October, *19* 52 *Time:* 15.56.

Cement being delivered December ex charter vessel . Have you any supply up to twenty tons we can draw from for replacement December

Freejax

O.i.c. P.W.D.

Can you help pl.

H.C.S

Have arranged to supply.
A.C. 1/11/52

(Intld) J.B.
for C.S.
31/10/52

Reply at 386

P/L VP

386

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				4. 11. 52.

To

FREEMAN AJAX BAY

385 YOUR TELEGRAM 31st OCTOBER TWENTY TONS CEMENT AVAILABLE SUBJECT REPLACEMENT DECEMBER

COLONIAL SECRETARY.

Time

B.U. 25/11/52 (+ m 38)

325 387.

acs

R BU 880 on 15/12/52

1 BU 15/12

388

TELEPHONE: MAYFAIR 8484 TELEGRAMS: VELOP. AUDLEY. LONDON CODE: BENTLEY'S SECOND

COLONIAL DEVELOPMENT CORPORATION

33 HILL STREET
LONDON · W. 1

Our Ref:- 112/ANP/4
Your Ref:- 0588/III

14th November, 1952

The Colonial Secretary,
Stanley,
Falkland Islands.

Dear Sir,

FALKLAND ISLANDS FREEZER - HIRE OF TRACTORS

380

I refer to your letter of September 24th last addressed to Head of Works.

We have now been able to meet Mr Livermore, your Superintendent of Works, and have arrived at an amicable settlement regarding the matter in question on the lines given below -

(1) The Corporation will settle any outstanding hire charges regarding the Government TD6 tractor;

(2) The Corporation will waive all claims for the hire of the Corporation TD9 tractor for transporting peat at Port Stanley;

(3) The Corporation will undertake to order on behalf of your Government all spares necessary to put the TD6 tractor into working order and ship them to Port Stanley; the Corporation to bear £700 towards the landed cost of these spares, your Government to meet the balance of the cost.

I regret that it is not yet possible to give a definite instruction for the orders to proceed as the Colonial Office have not yet given their formal approval to the cost of the final phase of the Freezer construction. It will therefore be necessary to wait until that has been received before we can implement the agreement as outlined above.

Yours faithfully,

A.G. Shepherd

A.G. SHEPHERD
Assistant Secretary

See 425 in Vol IV.

MED 207/2/01

Saving

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLAND ISLANDS (COLONY)

Date 11 November, 1952.

No. 176 Saving

Sir Miles Clifford has asked that the enclosed correspondence be forwarded to you for information and action as necessary.

SECRET.

TELEPHONE:
ROYAL 1914.

TELEGRAPHIC ADDRESS:
SOUTHAMEXY, FEN, LONDON.

THE SOUTH AMERICAN EXPORT SYNDICATE LIMITED

WORKS
RIO SECO, PUNTA ARENAS,
CHILE.

106 FENCHURCH ST
LONDON - E - C - 3

28th October, 1952.

Sir Miles Clifford,
The White House,
Apartment 493,
Albany Street,
Regents Park,
LONDON, N.W.1.

Dear Sir Miles Clifford,

I have refrained from writing you until now about the possibility of a radio-telephone apparatus being acquired by the Colonial Development Corporation for use between Ajax Bay and Rio Seco. You will doubtless remember that Tom Jones and I discussed this matter with you when we had the pleasure of your company at lunch a few weeks ago.

Jones has written me to say that he has made application to the Chilean Government for permission to install such apparatus, and therefore, I would appreciat it if you would let me know what would be the cost of supplying suitable apparatus and what steps we should t towards acquiring one, if the Corporation is agreeabl its installation.

With kind regards.

Yours very truly,

FOR THE SOUTH AMERICAN EXPORT
SYNDICATE, LIMITED.

George Bassburn
Managing Director.

CS. Have heard yet?

OAG

I have told him to get CDC to telegraph direct to you: we should let them have a set either on replacement or at landed cost. I think FIDS have one or more spare. [illegible]

391

G.H.

Minute at 390.

No approach has been made.

16/12

SF. (390). Have we a spare?

17/12

A.C.S

Pages 390-1 - I have discussed with H.H. who asks that the file be B.U. when request is received from C.D.C.

22/12

Code 7.2.2. (Labiarge)

J.U.P.

23/12.

ACS Seen thank you

30/12

CLOSED SEE Pa VOLUME IV

Pa 8