

1920

Roads

TRN/LAN/1#2

C.S.

No. 98.

G.S. 237/4

Administrator

SUBJECT.

1920

8th February

Previous Paper.

ROADS. Suggestion for commencing a simple road-system in the Colony. ~~making of tracks in camps by ploughed furrows and cairns~~

MINUTES.

Feb 17/20

F of W. For your observations. I presume that the Carters will not be so busy in the near future as they have been during the last few months, - the peat season - . But failing a Carter possibly Newman & the prisoner could undertake this work?

T-R. Stephenson
Adm.

Feb 8/20.

Hon. Colonial Secretary.

I agree that something might be done to mark the various routes to the camp settlements.

2. I do not think, however, that it would be possible to plough a furrow from Stanley say to Fitzroy, Port Louis, Teal Inlet, &c., as the intervening camp for long stretches is so soft that a horse and plough could not possibly pass. Moreover, where the camp is soft, a furrow in winter would almost certainly be under water and in a very short time would be entirely obliterated.

3. Newman is too old to undertake work of this nature as it would entail a great deal of walking, the distance

from

Subsequent Paper.

from Stanley to Darwin being over 60 miles. Neither would it be wise to employ a prisoner (especially prisoner Carlson) at so great a distance from Stanley without a proper escort.

4. The simplest way to mark the routes, in my opinion, would be to erect sign-posts say 5 or 6 feet long, painted white, at intervals of from 200 to 500 yards or more according to the nature of the ground. Where stones are easily procurable then cairns could be built as suggested in place of erecting wooden posts. For this work the co-operation of the Falkland Islands Co. and other farmers should be invited; no doubt the shepherds on the various settlements would be willing to undertake the work during their spare time in winter in consideration of a small bonus. In any case the work would have to be done by men who are thoroughly acquainted with the routes.

F.W.
F.of W.

16.2.20.

3

Office,

I have carefully gone into this question with various farmers, and have myself ridden over the ground in the more immediate neighbourhood south of Stanley (admittedly the softest portion of the camp) and I cannot agree that it would be impossible to plough or furrow. There might be stretches of a chain or so where a detour would have to be made.

2. Water in a furrow does not obliterate it. I know of old plough tracks on low-lying ground in England still to be seen that were made at least 25 years ago. The peat though soft is too much bound together by fibres to cave in.

3. If Newman is too old and unsuitable as an escort for Prisoner Carlson, Constable Swain would perhaps be better.

4. I think small sign posts, (at all events within ten miles of Stanley), would get pulled up by the local youths, — besides costing money. Cairns of stone on the other hand offer to the juvenile mind an incentive to fling extra stones on the top of them rather than disintegrate them.

5. The

5. The matter might be brought forward again when prisoner Carlson has finished the work he is at present engaged upon.

6. Another main track that should soon be taken in hand is the continuation of the Navy Wireless Station road to Seal Inlet, Douglas, and San Carlos. This one and the one to Darwin seem to be the most frequented on East Falkland Island.

T. R. S. Johnston

Administrator.

23rd February, 1920.

⁴
Foreman of Works.

For your information.

Will you kindly let me know when the prisoner has finished the work he is at present engaged upon?

T.R.S.
24.2.20.

⁵
Hon. Col. Sec.

The prisoner will have finished the work he is at present engaged upon in a day or so.

T.R.S.
9-3-20.

⁶
Office

For letter to Mr. F. B. Goddard according to attached draft.

March 23/20

T. R. S. Adm.

Letter to Mr. F. B. Goddard 23.2.20.

Letter from Mr. E. B. Goddard
25.3.20

⁷
Seen. The machines described seem to be the very thing for this country, and the one we know the price of seems remarkably cheap. Bring forward in one month, after the return of Colonial Engineer. An improvement of cross-country communication is so very necessary here that I have no doubt the purchase of such machines will be favourably considered.
march 23/20

B. U. 26.4.20.

(9)

Col. Enguier,

For your remarks as in (7)

A. J. J.
26.4.20.

(9)

Hon. Colonial Secretary.

The machine referred to appears to be that which is used on construction work and also in cutting ditches on a large scale.

2. With regard to the main question, that of suitable marks of direction on the tracks to various out stations on farms, I am of opinion that if such could be erected that they would be of some advantage. But I do not think that the ditch principle ~~is~~ is at all suitable. In the first place if the ditch is to be cut sufficiently wide and deep to be visible for many years, then it will be a source of great danger, especially in the winter when it will become full of snow drift, and so as far as direction is concerned of no avail.

Secondly, unless the ditch is drained at various levels it will become full of water; the water in course of time will break down the side of ditch and spread over the land at such points, and so cause a swamp.

Thirdly, experience proves that once the top sod of peat banks has been cut the solidity of the surrounding land is affected, and should the ditch be cut, as it would have to be, over peat banks, then the bottom would be soft peat of any depth into which a horse and rider would sink.

3. In conclusion, I would not advise the purchase of a ditching machine for this purpose.

R.B.B.

C. S.
15-5-20.

(10)

Col. Eng. to speak on this subject.

[Signature]
17. 5. 20

(11)

The Hon. Col. Sec.

I have seen H. E. as requested.

P.B.B.
C.E. 19/5/20.

(12)

Ex. Co. Col. Engineers to attend

[Signature]
19. 5. 20

Extract of Minutes of Meeting of the Ex: Co: 23/7/2

"The Council heard the views of the Colonial Engineer on the question of the suggested road system which had originated with Lt: Col: St: Johnston, but in consideration of the statements made, it was agreed that the Government would not be justified in undertaking expenditure on the lines suggested"
"The Council decided that the matter did not call for further action"

(1) 98/20

MEMORANDUM

A difficulty having lately arisen in connection with the Asst. Colonial Surgeon's visit to a distant part of the "Camp" owing to there being no guide available, it has occurred to me that it would save much trouble in future if one or two of the principal routes could in some way be marked so that any stranger could find his way. I doubt very much whether any scheme of road-making in the usually accepted sense of the term will ever be feasible in this colony, but eventually a system of definite Horse "tracks" might be laid out, by two parallel ditches to drain the surface water, and by throwing the earth from them on to the centre of the track to raise it.

But even this would cost a lot of money over any extensive system of routes, and also labour is at present very scarce in the colony. But a preliminary to this, in the marking out of a track merely for guidance of strangers could I think easily be arranged by ploughing a single line to follow the best route usually taken by the "guides"; this should cost very little, merely the labour of one man with a horse and plough. A government carter and cart-horse could be used, and a plough could no doubt be borrowed for a few days from the Falkland Islands Company or from Mr Turner. A trial might be made on the route most often used, viz. that between Stanley and the next largest settlement, Darwin.

To make the track still more obvious to strangers a 5 ft. cairn of stones (of which the camp has abundance) might be piled up by the carter at, say every mile. By this means a start would be made in the long postponed matter of inland communication through the colony.

T-R-8/Johnston
Administrator.

7th February, 1920.

59/20.

23rd March, 1920.

Sir,

I am directed by the Administrator to ask if you will be good enough to send him a rough description of the road-making (surface-levelling) machine you spoke of the other day, together with the name of the maker, price and any other details you may be in possession of.

2. Also His Excellency would be glad if you could let him have any similar information about the ditching machine you mentioned at the same time.

I am,

Sir,

Your obedient servant,

(T. N. Colman.)
for Colonial Secretary.

E. B. Colman Esq.,
at Stanley House,
Stanley.



3
98/20
Stanley House.

24th March, 1920.

Sir,

In reply to your letter, -98/20, -of yesterday's date I regret that I am not in a position to give any details of the road-making (surface levelling) machine to which you refer for the reason that the only information I am in possession of is that obtained from persons recently returned from Terra del Fuego. I gather that the machine used consists of a knife-like hoe, wider than a motor track, which is drawn by five horses an average distance of twelve miles per day. This machine cuts off the mounds which are then thrown off the track. I neither know the makers name nor the price of this implement.

2. The ditching machine referred to was described and illustrated in "The Farmers & Stock Breeders Journal" of the 24th November, 1919. It is spoken of as a Swedish invention made by Messrs Laverton & Co., Spalding, Lincoln, costing £43.

It can be used with horses or tractors and cuts a ditch from seven to twelve inches wide and down to a depth of four feet six inches.

I am,

Sir,

Your obedient servant,

Edward B. Goddard

T.N. Goddard, Esq.,

Colonial Secretary,

Stanley.