

1921

TRN/LAN/1#5

P. W. D. Roads
No. 384/21

C.S.

C.E. "R"

Governor

SUBJECT.

1921

23rd April.

Previous Paper.

Improvement of track between Stanley and Naval Wireless Station.

384/21

~~PA 8/12/21~~
~~11/2/21~~

MINUTES.
Minute from Governor of 23rd April 1921. Encl (1)
Colonial Engineer.
For favour of your report please
R.S.
22 April 1921.

The Hon. Col. Secy.,

I beg to submit the following.

- (1) I have inspected the dry stone culvert built by the F.I. Co's men on the Track from Stanley to the Naval W/T Station. This culvert would have been of greater advantage if it had been placed at a lower level so as to drain a larger area of land and also to enable a thicker covering to be placed over the culvert. The culvert is well constructed and I do not consider the cost (£4) excessive.
- (2) I consider that it would be of great advantage if similar culverts were built at various water courses which cross the track.
- (3) I would suggest that a trackway for horse traffic could readily be made by digging parallel trenches about 12' apart to form a drained track. At intervals where the dip of the land renders it necessary, culverts should be constructed to

Subsequent Paper.

convey the

convey the water from the south side of the track to the north.

Where necessary ditches should be cut in a northerly direction to the beach to drain the ditch on the north side of the track.

This trackway could, in my opinion, with advantage be diverted at various places from the present pathway.

(4) Sections of the trackway have at some time been filled with large boulders which present a very rugged and uneven surface. These sections require to be filled up and levelled with broken stones.

(5) I estimate the cost of this work would not exceed £300.

R.S.B.
C.E.
2/5/21.

H.E. the Governor,

Submitted..

A.C.S.
A. C. S. 2/5/21.

H.E.S.

Draft letter to Manager I.L.C. is attached

2. Copy should go to Col. Engineer

A.C.S.
8 May 1921.

Letter to Manager, Falkland Islands Company. Encl. 2.

Minute to Colonial Engineer. Encl. 2.

Letter from Manager, Falkland Islands Company. Encl. 2.

H.E. the Governor,

Submitted for information.

2. Shall paper be sent to Colonial Engineer & Treasurer to note?

A.C.S.
A. C. S. 10/5/21.

Minute from Colonial Engineer dated 10th May 1921. (5)

H.C.S.
I have shown the sketch, attached to (5) to Mr. Harding. Col. Engineer should see that track is described in accordance with his recommendations.

2. There is no provision in estimates for this work: when approximate cost is known a special warrant should issue Public Works Extraordinary construction of track leading to Mutt Camp.

A.C.
13 May 1921.

Colonial Engineer,

For your information & guidance.

A.C.S.
A. C. S. 14/5/21

The Hon; Col; Sec;.

Noted and returned.

Herewith wage accounts from Messrs The Falkland Islands Company for the weeks ending 13th and 20th May. & 27th May.

H.E. the Governor,

A.C.S.
C.E.
30/5/21.

Submitted.

2. Total amount expended to the 27th May 1921 amounts to £106:12: 7.

Mr. Harding sends me a statement of expenditure each week. A.C.

31 May 1921 A.C.S.
A. C. S. 30/5/21

Wages sheet to Friday 3rd June, on Road & Paddock Fence. (9)

Wages sheet to Friday 10th June, - do -Encl:(10).

Wages sheet to Friday 17th June, - do -Encl.(11)

Wages sheet to Friday 24th June,Encl:(12).

Wages Sheet to Friday, 1st July.....Encl (13)

" " 6th July (14)

Letter from Manager F.I.C., dated 7/7/21.....Encl:(15)

H.E.the Governor,

Submitted.

A. C. S.
A. C. S. 7/7/21.

H.E.S.

This is a very useful report

2. The work which has already been completed should be paid for.

3. Although no provision was made in estimates for the work I was going to undertake this in view of the condition of the track see para 1 of my minute in (1) that the Legislative Council would agree in principle that work should be undertaken.

4. A special warrant may issue for £500 "subject to an equivalent saving being effected on item 9 of Head XXIV" Repairs to Kelly

5. On 2nd of February last at monthly interview with Colonial Engineer I gave him verbal instructions to report on condition of public jilts, to say (2) what repairs were necessary + (3) what would be cost of

repairs gradually broken pits by concrete
pits. No report has been received from
Colonial Engineer. Repairs to jetties started
not to be done on this paper. Money is
only intended as means of record for which
funds intended for repairs of jetties have been
appropriated for another work. £7100 will
remain under item 9 of which can be used for repairs
repairs to jetties of ~~the~~ necessity. It is important
that charges seem can ~~be~~ ~~made~~ ~~unfully~~ ~~at~~
Spent before 31st December 1921.]

26 July 1921

Colonial Engineer,

For your information & guidance.

Will you please submit Special Warrant in
accordance with para:4 of His Excellency's minute.

H. S. Thompson
A. C. S. 25/7/21.

Hon. Col. Secy.,

I beg to state that I have examined
the work done by the F.I.Co. on the Track leading to
the North Camp and find it satisfactory.

2. Special Warrant herewith for £500 in accordance
with para. 4 of H.E. the Governor's minute of 26th.
July 1921.

R. R. Basely

Colonial Engineer.
August 4th. 1921.

H. E. the Governor

Submitted for approval of

Special Warrant for £500.

H. S. Thompson
A. C. S. 5/7/21
5 Aug 1921

Special Warrant No 21/21 registered & filed.

Hon: Treasurer

For necessary action please

& pass to Colonial Engineer & note.

K. Atkinson
A.C.S. 8/8/21

Hon. Col. Sec.

Special Warrant No 21 withdrawn.

M. Craigie Hackett
Ag. Treasurer,
9th August 1921.

Colonial Engineer,

Paper passed to you.

M. Craigie Hackett
Ag. Treasurer,
9th August 1921.

The Hon; Col; Secretary.

Voucher for £ 266- 18- 0. in favour of Messrs The Falkland Islands Co passed into the Treasury this day.

2. The above amount is cost of labour, no allowance has been made for tools etc. Please see letter (15).

R. B. Basely
Colonial Engineer.

13/8/21.

The following supplementary expenditure approved by Leg Council at a meeting held on the 23rd Sept 1921.

Timber xxiv B? W. E.

Item 12b. Track to New to Camp £500

Ag. Ch. Brown
Clerk Legislative Council.

Extract from minutes of meeting of the
Legislative Council held on the 20th Nov. 1923

The Hon. G. I. Turner requested.....that
the portion of the track leading to the north
Camp, already constructed, should be kept in
repair.

G. H. Brown

Clerk of the Legislative
Council.

*Copy of reply by the Ag. Governor
laid on table at meeting of Leg Council
held on the 3rd of May 1924. (16)*

Colonial Engineer.

*To note,
G.H. 13
C/S
3 May 1924*

The Hon; Col; Secretary.

Thank you,

Noted and returned.

N. Stanley

Col; Engineer.

7/5/24.

*Y.S.
Submitted for information*

[Signature] 10 May 24

15 May 1924

Minute from Col Engineer of

10th November, 1924 — Encl (17)

[Signature]

Y.R.
submitter. F. R. 78 of 1924 for 50
in L.P. 226/24 ^{in brief} sent to G.E.
today.

~~Handwritten signature~~ 13 Nov. 24
14 Nov. 1924.

Colonial Engineer
For info
G.M. 1/8
for C.E.
14 Nov. 1924.

The Hon; Colonial Secretary.

Thank you . Noted and returned.

Prosser
Col; Engineer.
17/11/24.

From Governor to Colonial Secretary.

The track from Stanley to the Naval Mt Station
leads to several farms in the north of the island.
It is an poorer impassable for horses. It is important
that it should be put into a state which will
permit of it being used, with safety, for horse
traffic. No elaborate work is contemplated.

2. The Hon. H. A. Harding has been paid enough
to employ labour, at his disposal, in building
as an experiment a rough dry stone culvert
on one of water courses at a short distance
to the west of Sullivan Hill. The estimated
cost of the work is £4.

3. Will you please ask the Colonial Engineer to
inspect this work and to report as to its
suitability + in what manner similar work
could be improved without incurring any
considerable increase in expenditure.

4. Will you also ask Colonial Engineer to
report whether he has any suggestions to
put forward for improving the track to
Mt Station at a modest expenditure.

M. 22 April 1921.

345/21.

9th May,

21.

Sir,

With reference to the culvert which has been constructed on the track leading to the Naval W/T Station, I am directed by the Governor to request that you will be so good as to arrange for the construction of similar culverts where required.

2. It is desired that the track should be put into such a condition that it can be used with safety by horse traffic, and it should be not less than 12 feet in width.

3. The culverts should be so constructed that when finished, their level should be as nearly as possible that of the track itself. This may necessitate in some cases the excavation of a deeper ditch than in the case of the trial culvert.

4. Small metal to a depth of six inches and small shingle to a depth of two inches should be placed on the top of the culverts so as to give sufficient body for horse traffic.

5. Shallow ditches with a fall sufficient to permit of drainage should be constructed on each side of the track and when necessary ditches should be cut on the north side of the track

towards/

The Manager,

The Falkland Islands Company, Ltd.,

towards the beach.

6. Then sections of the existing track which have been filled up with large boulders should be levelled with broken stones.

7. Where the track can with advantage be diverted from its present course, this should be done.

8. The work should be carried out to the satisfaction of the Colonial Engineer.

9. It is recognized that it is not possible to prepare an accurate estimate of the cost of the work but full details of all expenditure incurred should be kept.

I am,

Sir,

Your obedient servant,

W. A. THOMPSON,

Acting Colonial Secretary.

31

C.S. 345/21

No. 345/21.

MINUTE.

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

..... 9th May 19 21.

To..... The Colonial Engineer,

..... Stanley.

From

THE COLONIAL SECRETARY,
Stanley, Falkland Islands.

I am directed by the Governor to forward to you, for your information, the attached copy of a letter to the Manager of the Falkland Islands Company, Ltd.

W. A. THOMPSON,

Acting Colonial Secretary.

~~W. A. THOMPSON,~~

345/21.

(4)

C.B. 345/21

Falkland Islands Company Limited,

Stanley, May 9th, 1921.

Sir,

I have to acknowledge the receipt of your letter of to-day's date on the subject of the track leading to the Naval Wireless Station, and to say that the stipulations have been carefully noted.

I propose to furnish an account every week of the expenditure incurred in wages of labourers employed upon the work; up to and including Friday the 6th instant, the total amounts to £11.8.10, full details of which will be sent to the Colonial Engineer

I am,

Sir,

Your obedient servant,


Manager

The Honourable

The Colonial Secretary.

MINUTE PAPER.

Departmental Number.

From The Colonial EngineerDate May 10th. 1921To The Hon. Col. Secy.,

SUBJECT.

Construction of Track to Naval Wireless Telegraph Station.

Reference
Numbers. }

I beg to submit herewith a rough sketch of suggested alteration in the line of the Track leading to the Naval W/T Station.

(2) After the track leaves the corner of the wire fence I would suggest that it be carried, as far as possible, along the coast line. I am of opinion that harder ground will be found and that the draining of the track will be rendered much easier.

R.B.B.
C.E.
10/5/21.

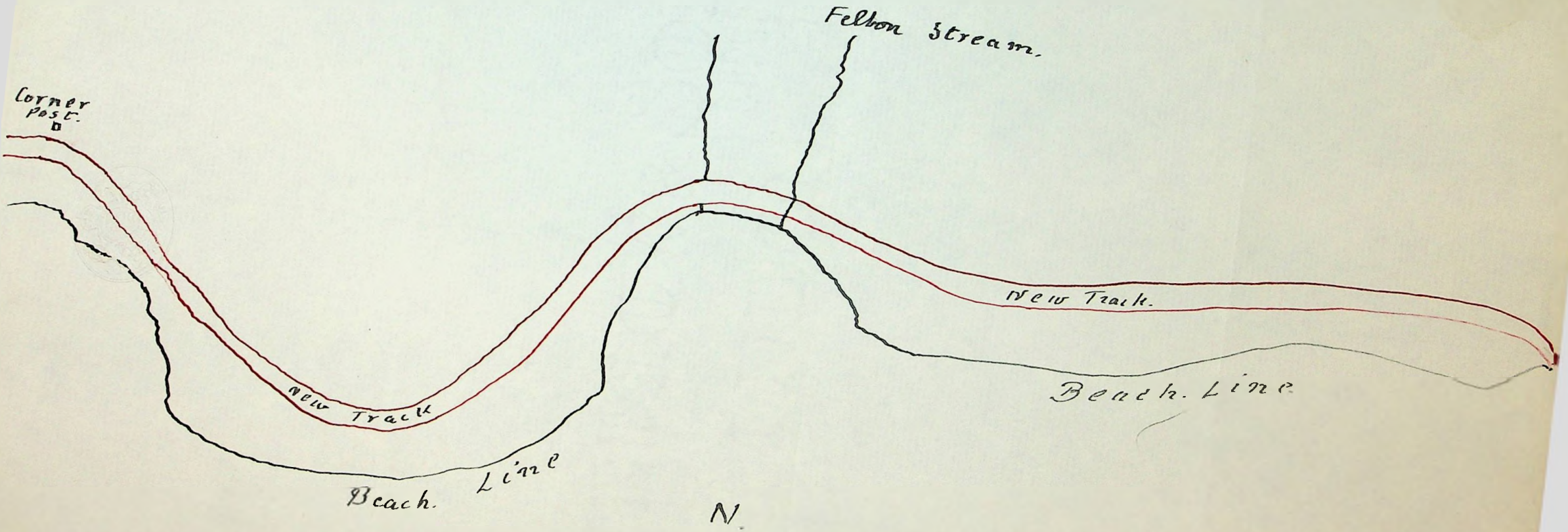
H.E. the Governor,

Submitted.

2. C.S. 345/21 is with Your Excellency.

A. C. S.
A. C. S. 10/5/21.

Suggest. line of New Track.
m/p. 345/21.



m.p.
C.E.
10/5/21.

m/p. 345/21.

MEMORANDUM.

5

345/21

..... May 10th. 1921.19

From..... The Colonial Engineer.....

To

The Honble

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

Stanley, Falkland Islands.

Letter to Messrs The Falkland Islands Co.,Ltd. noted.

(2) To what Vote will the expenditure be charged? Perhaps it will be necessary to have a new Item under P.W.E.

H.E.the Governor,

R.A.P.
C.E.
10/5/21.

Submitted.

2. C.S.345/21 is with Your Excellency. Charge to Item (1) Roads Bridges, Drains under XXIII "Works Recurrent" on the Estimates for 1921 ?

A. C. S.
A. C. S. 10/5/21.

Wages to Friday, 13th May, on Road and Paddock Fence.

ROAD. to 6th May.

6 men, 22 hours each - 132 hours @ 1/2,	£ 7. 14. 0.
Leading hand 22 hours @ 1/4,	1. 9. 4.
Foreman, 12 hours @ 1/11,	1. 3. 0.
Half-time Motor Boat & Driver, 3 days @ 7/6,	1. 2. 6.
	<hr/>
	11. 8. 10.
	<hr/> <hr/>

May 6th to 13th.

10 men 14 hours each - 140 hours @ 1/2,	8. 3. 4.
Leading hand, 14 hours @ 1/4,	- 18. 8.
Foreman, 25 hours @ 1/11,	2. 7. 11.
Motor Boat and Driver, 3 days @ 15/-,	2. 5. -
	<hr/>
	13. 14. 11
	<hr/> <hr/>

TOTAL to 13th May, £.25. 3. 9.

PADDOCK FENCE. to 6th May.

1 man, 18 hours @ 1/3,	1. 2. 6.
1 " 18 " @ 1/2,	1. 1. -
	<hr/>
	2. 3. 6.
	<hr/> <hr/>

May 6th to 13th.

1 man, 32 hours @ 1/3,	2. - . -.
1 man, 32 " @ 1/2,	1. 17. 4.
	<hr/>
	3. 17. 4.
	<hr/> <hr/>

TOTAL to 13th May, £.6. 0. 10.

(7)

Wages to Friday May 20th, on ROAD and PADDOCK FENCE.

=====

ROAD.

May 13 to 20.

10 men,	402 hours @ 1/2	23. 9. 0.	
Leading hand	36½ " @ 1/4	2. 8. 8.	
Foreman	36½ " @ 1/11	3.10. 0	
Motor boat & driver	5 days @ 15/:	3.15. 0	
		<hr/>	33. 2. 8
Account to May 13th			25. 3. 9
			<hr/>
TOTAL to May 20th			£ 58. 6. 5.
			=====

PADDOCK FENCE.

May 13th to 20th.

1 man	40 hours @ 1/3	2.10. 0	
1 "	40 " @ 1/2	2. 6. 2.	
		<hr/>	4.16. 2.
Account to May 13th			6. 0.10.
			<hr/>
TOTAL to May 20th,			£10.17. 6
			=====

Wages to Friday, 27th May, on Road & Paddock Fence.

ROAD. May 20th to 27th.

13 men, 373½ hours @ 1/2,	21.	15.	9.
Leading hand, 42½ hours @ 1/4,	2.	16.	8.
Foreman, 42½ hours @ 1/11,	4.	1.	6.
" omitted last week, 6 hours,		11.	6.
Motor boat & Driver, 5 days @ 15/-,	3.	15.	-
	<hr/>		
	33.	0.	5.
Account to 20th May,	58.	6.	5.
	<hr/>		
	£. 91.	6.	10.
	<hr/> <hr/>		

PADDOCK FENCE. May 20th to 27th.

1 man, 36½ hours @ 1/3,	2.	5.	8.
1 " 36½ hours @ 1/2,	2.	2.	7.
	<hr/>		
	4.	8.	3.
Account to 20th May,	10.	17.	6.
	<hr/>		
	£. 15.	5.	9.
	<hr/> <hr/>		

(9)

M/P. 345/2I.



WAGES TO FRIDAY, 3rd June, on ROAD and PADDOCK FENCE.

ROAD. May 27th to June 3rd.

11 men, 382 hours @ 1/2,	22.	5.	8.
Leading hand, 14 hours @ 1/4,		18.	8.
Foreman, 36½ hours @ 1/11,	3.	10.	0.
Motor boat @ Driver, 5 days @ 15/-,	3.	15.	0.

30. 9. 4.

Account to 27th May, 91. 6. 10.

£ 121. 16. 2.
=====

PADDOCK FENCE. May 27th to June 3rd.

1 man 12½ hours @ 1/3,	-	15.	8.
1 man 12½ " @ 1/2,	-	14.	7.

1. 10. 3.

Account to 27th May, 15. 15. 9.

£ 16. 16. 0.
=====

The Hon; Col; Secretary.

Submitted.

R.A.B.
C.E.

6/6/21.

(10)

CS. 345/21

M/P. 345/21.

WAGES ON ROAD AND PADDOCK FENCE to FRIDAY, 10th June.

ROAD. 3rd to 10th June.

Foreman 44.30 @ 1/11.	R - S - H.
7 men 349.30 hours @ 1/2,	£ 20. 7. 9.
Leading hand 44.30 hours @ 1/3,	2. 15. 8.
Motor Boat & Driver 6 days @ 15/-	4. 10. 0.

	31. 18. 9.
Account to 3rd June,	121. 16. 2.

	£. 153. 14. 11.
	=====

PADDOCK FENCE.

N i l.

Account to 3rd June, £. 16. 16. 0.

The Hon; Col; Secretary.

Submitted.

R.B.B.
C.E.

16/6/21.

(11)

C.S. 345/21

C/S. 345/21.

WAGES ON ROAD TO FRIDAY, 17th JUNE.

7 men, 376 hours @ 1/2,	£ 21. 18. 8.
1 leading hand, 44.30 hours @ 1/3,	2. 15. 8.
Foreman, 44.30 hours @ 1/11,	4. 5. 4
Motor boat & Driver, 6 days @ 15/-,	4. 10. -

	83. 9. 8.
Account to 10th June,	153. 14. 11.

	£ 187. 4. 7.
	=====

The Hon; Col; Secretary.

Submitted.

R.A. Basely.

Colonial Engineer.

23rd June 1921 .

WAGES TO FRIDAY , 24th June, ON ROAD .

7 men, 185 hours @ 1/2,	£ 10. 15. 10.
Leading hand, 26 hours @ 1/3,	1. 12. 6.
Foreman, 26 hours @ 1/11,	2. 9. 10.
Motor boat & Driver, 3 days @ 15/-	2. 5. 0.
	<hr/>
	17. 3. 2.
Account to 17th June,	187. 4. 7.
	<hr/>
	£ 204. 7. 9.
	<hr/>

The Hon; Col; Secretary.

Submitted.

R. B. Bradley

Colonial Engineer.

2nd ~~XXXX~~ July. 1921.

(13)

C.S. 345/21

C/S. 345/21.

Wage Sheet. 8.

WAGES ON ROAD TO FRIDAY, 1st JULY, 1921.

13 men 403 hours @ 1/2,	£ 23. 10. 2.
2 leading hands 54 hours @ 1/3,	3. 7. 6.
Foreman, 38 hours @ 1/11,	3. 12. 10.
Motor boat & driver 4 days @ 15/-	3. 0. 0.

	33. 10. 6.
Account to 24th June, 1921,	204. 7. 9.

	£ 237. 18. 3.
	=====

The Hon; Col; Secretary.

Submitted.

R. B. Basely.

Colonial Engineer.

5/7/21.

(14)

CA 345/21

C/S. 345/21.

Wage Sheet No.9.

WAGES ON ROAD TO WEDNESDAY, 6th JULY, 1921.

13 men, 328 hours @ 1/2,	£ 19. 2. 8.
2 leading hands 66 hours @ 1/8,	4. 2. 6.
Foreman, 28½ hours @ 1/11,	2.14. 7.
Motor Boat and Driver, 4 days @ 15/-	3. 0. 0.
	<hr/>
	28.19. 9.
Account to 1st July,	237.18. 3.
	<hr/>
	£. 266.18. 0.
	<hr/> <hr/>

The Hon; Colonial Secretary.

Submitted.

Colonial Engineer.

7/7/21.

The Falkland Islands Company, Limited,
Stanley,

7th July, 1921.

345/21.

Sir,

With reference to your letter of 9th May I understand that His Excellency the Governor desires that the cost of the work done should be apportioned as nearly as possible.

Seeing that on the arrival of the steamers shortly due we shall be unable to continue the work for some time it will be as well to place on record the work completed to date as follows:-

Culverts. 27 have been constructed, metalled and shingled, the average quantity of stone and shingle in each being 3 tons and about $1\frac{1}{2}$ tons respectively. After making one as an experiment these have been more carefully constructed in accordance with His Excellency's wish. Six especially entailed an exceptional amount of labour and material.

Ditching. About 900 yards - depth varying as desirable.

Roadway. The roadway 12 feet wide constructed at the narrow part of the track is 70 yards over all. A wall 2 feet thick, averaging 4 to 5 feet in height, has been built along the sea-front for 47 yards. The whole roadway of 70 yards by, say, 10 feet has been metalled, the foundation being of rough broken stones surfaced with average road metal and shingle. We estimate that the wall contains 60 tons of stone, the metalled surface over 50 tons and the shingle 20 tons.

The Honourable

The COLONIAL SECRETARY.

Other work. In various places it has been found desirable to fill in soft hollows with cracked stones and shingle. There are at least 8 of these.

The actual cost of the labour on this work amounts to £ 266.18. 0. without any addition for the use of wheelbarrows and other tools and appliances. The wheelbarrows have required repairing, some 16 hammers were made for the stone breaking, and a tent was constructed to enable the men to break stones in bad weather. I fear too that the boats used for carrying the men to and from the schooner on which they had their meals will need repairing through damage on the beach. So far I have not appraised the above, but will later ask that the Government will allow some suitable addition on this account to the cost of the labour.

On going carefully into the time occupied on the different branches I estimate the cost as follows:-

Roadway,	£ 90. 0. 0.
21 culverts @ £5.	105. 0. 0.
6 culverts @ £7.	42. 0. 0.
Ditching - 900 yards @ 4d,	15. 0. 0.
Filling up soft patches and tightening fence.	14. 18. 0.
	<hr/>
	£ 266. 18. 0.
	<hr/>

I am,
Sir,
Your obedient servant,


Manager.

(16)

Reply to question raised by the Honourable
G. I. Turner, regarding the repair of the
track leading to the North Camp.

(To be laid on table at meeting of the
Legislative Council to be held on the
3rd of May, 1924.)

With reference to paragraph 8 of the minutes
of the meeting held on the 20th of November, 1923,
the Acting Governor has the honour to inform the
Council that, owing to work of a more urgent nature,
it has not been possible to repair the track leading
to the North Camp, but that the improvement of the
roads generally will be undertaken on the arrival
of suitable plant from England.

121

MINUTE PAPER.

Departmental Number.

From The Colonial Engineer.....

.....

Date... 10th November, 1924.

To The Hon. Col. Secretary...

Track leading to North Camp.

Reference
Numbers.

The Hon. Col. Secy.,

With reference to the work on the track leading to the North Camp. The original intention was to repair certain sections of the track for which provision in the sum of £25 (F.R.64) under Head XVII., item I, Roads, Drains & Bridges, was approved.

Owing to the nature of the sub-soil (peat) it was found impossible to make a satisfactory job without removing it. A considerable amount of peat has been cut out.

It is estimated that a further sum of £50 will be required to cover the cost of this work and, seeing that the greater part of the work is of a constructional rather than a maintenance character I would request permission to submit a Financial Requisition in the above-mentioned sum under XVIII. item 6, Construction of Track Leading to North Camp. There has been no expenditure under this item during 1924.

R. S. Ashby

Colonial Engineer.

10/11/24.