

C.S.

PUBLIC WORKS.	
(Roads)	
No.	77/29.

1929.
~~1928.~~

Col. Engineer.

SUBJECT.

1929.

13th Feb.

PROPOSED ROAD TO NORTH CAMP

Previous Paper.

See also L.P.s 114/30, 64/34, 171/38, 71/34

MINUTES.

1-3

Minute from Col. Engineer dated 13th Feb. 1929.

7

4-5

Draft No 33 of 16. 2. 29.

C. E.

Please see

that you for clear

at course report sent place.

J. Miller

16. 2. 29

Hon. Col Sec

Noted. Thank you

C. Roberts
19. 2. 29.

Subsequent Paper.

114/30

P.A. 20/2/29

Telegram from S. of S. 26/3/29.
Re. patch to S. of S. no. 50 of 27th March 1929.

6.
17

g.p.
part 6 sketch with a draft
depth is reply.

2. I wish repeat the sketch.

Sketch occurred in the work at the
time of the depth of the wall

by H.P.S. - Depth:

[Signature]

28.3.29

H.P.S.
see 5th
M
(2027)
5

Col. Ry.

To see

[Signature]
28.3.29

Hon. Col. Sec.

noted

C. W. Roberts 30.3.29.

4
6 3.7.29
4. 21

28

Despatch N^o 55/29 was sent
by ~~Dr. R.~~ R. Roald Amundsen 25th April

Hon C.S.

G.R. 13

Ag. C.S.

31. V. 29

Hon C.S., Hon C.E. to
me. I was approved for this
year. Note amounts for estimates
next year. Article for Penguin
M.

$\frac{31.29}{5}$

8 Telegram from Sept 20/29

Hon Treasurer?

Hon G. Roberts

for note and necessary
action.

G.R. 13

Ag. C.S.

1. II. 29.

Colonial Engineer.

Notes and passed to you.

In Brian Walker

6. 6. 29

Hon Col Sec

Noted thank you.

C. Roberts

C.E. 10. 6. 29.

P.A.
12/6/29

Copy of Special Warrant of 24/6/29

9.

G.P. Special Warrant No. 13/29.

submitted, G.P. 13
A.G.C.S.
26-11-29

Hon C.S.

Herewith. Hon C.S. to see.
M.

(26/29
6)

Hon Treasurer }
Colonial Engineer }

S. W. 13/29 herewith

G.P. 13
A.G.C.S.
26-11-29

Colonial Engineer

S. W. 13/29 for £1000
Wakarangi and paper passed
to you. In charge Haller.

From
27.6.29

Hon Col Secy.

Noted & returned.

Hon Col Secy.
28/6/29.

H
29/6/29

Letter from Mr C. Anderson & others 6/5/30 (10)

12. Letter to Messrs. B. Anderson & others. 14 May 1930.

Mr. W. E.

To see.

2. Other reference to our
recent conversations you will
be found among at your
convenience to report on the
suppositions made as to the
Narrow River Bridge at the
approach to the North Brook
Pass on the Eastern track
to the North Camp.

Yours,
J. M. L.

14.5.30

Hon. Col. Sec.

I will inspect the bridge and
pass at the first opportunity

C. Roberts
15/5/30.

~~15. 8. 30~~
~~15. 5. 30~~

~~2. 10. 30.~~
~~25. 9. 30.~~

~~21. 9. 30.~~
~~15. 8. 30~~

~~The. Lt. Eng.
Vet. Off.~~

With reference to our
conversation of last night: when the
track to the North Camp is being
marked will you kindly consult
Mr. Bender of Morry Valley as
to the line the track should

Inside Minute Paper.

follow through the substance land

under leasehold by him?

2. Mr. Butler through W.

Mr. Attorney has represented to me

that persons ride indiscriminately

through this land.

3. I enclose, loose, a note

from child W. Mr. Attorney looked to

me. ? Apparently a new bridge over

the Mural River would help to

mend matters.

J. Miller
9

2. 10. 30.

Hon. Col. Sec.

noted.

I will bear this in mind
when making the survey

C. Roberts

2-10-30.

Hon. Col. Sec.

noted.

I noticed several tracks on
my way through Sanders land but
did not realize that there were
as many as shown by sketch.

J. H. O.

4-10-30.

Hon. Colonel Baggett,

Have you ^{yet} any thing further

& report on above connection please.

2/4 6. 12. 30.

S. R. O.
for C. S.
10/11/30

6. 10. 30.

Hon. Col. Sec.

Nothing further to report, as the
survey has not yet been made.

It will be probably early next year

C. Roberts

12/12/30.

b.f. 31/1/31.
~~21/11/31~~

4 21. 2. 31.
48 2 2. 31.



P. A. Vund.
~~21. 2. 31.~~

Despatch to S. of S. no. 146 of 18/7/31.

13-14.

Mr. J.P.O. noted
21/7/31

Mr. Treasurer met
22.7.31.

Mr. P.O. M. 25.7.31.

Please see.

J. M. D.
20.7.31.

b.f. 31/10/31.
a.s. 25/7/31

15. Minute from Hon. Director of Public Works. 14:10:31

Mr. Treasurer. Any remarks, please?
Mr. P.O.

J. M. D.
19.7.31.

Hon. Col. Sec.

I concur.

Mr. George Harbison

Leas.

14. X. 31

Hon. Col. Secy.

I concur, please.

J. Emmet Moir. 17/X/31.

Tech. Officer. J. M. 19. 11. 31.

Chief Constable. S.H.H. 22. 10. 31.

Any remarks please?

J. M. 19

17. 10. 31.

y.p.
But 15 submitted to authority
to proceed as suggested.

Hon. C. P.

Approved

J. O. P.

23. 10. 31

J. M. 2

23. 10. 31.

C.S.O. No. 74/29

Sheet No. 6

Inside Minute Paper.

~~The S.P.O.~~

Please take action,
and arrange for the
publication of the necessary
notice in the "Penguin".

[Signature]

24.10.31

Hon. Col. Sec.

Noted, and notice sent
to the editor of the "Penguin"

[Signature]
26.10.31.

G.F. 20. 11. 31.

18. 27. 10. 31

~~The J.P.O.~~

The Treasurer.

Please note vol 16.

J. Roberts

13. 11. 31.

Hon. Col. Sec.

There will not be an excess
on the original estimate.

C. Roberts.

16. 11. 31.

Hon. Col. Treasurer.

Lo you accordingly.

C. R.

16. 11. 31.

Hon. Col. Sec.

Secy.

Mr. Garijn Kallera

16. XI. 31.

P. H. J.

19. 11. 31

Inside Minute Paper.

17. Minute from Hon. Director of Public Works. 1/4/32.

J.L. Subhtel, This is a most satisfactory achievement and reflects the greatest credit on Mr. J. Roberts at all concerned.

J.L.

1-4-32.

Hon C.P.
eyes: the completed work is indeed satisfactory, and Mr G. Roberts & his staff are to be commended

J.G.

1-4-32

~~Hon D.P.H.~~ C.P. 2-4-32.

Hon Treasurer M.H.
4-4-32. Please see

Hon P.D.O. HSE
6/4/32

J. Miller
2-4-32

P.A.
7/4/32

Minute from Sta. DofW 3/10/34 (18-19)

Y.E. Submitted. I consider that it would be preferable to postpone the proposed work until the spring. The road will not be so hard during the winter months.

2. Cost to be charged to Head ~~XXI~~ (17) Improvement of tracks to Camp?

MCH
as cd.
4. 4. 34.

Y.E. C.S.

I must confess I did not appreciate that this work would be so expensive. However, I would like the experimental 1000 yards but in hand as soon as convenient, the cost being charged as you suggest.

2. The remainder can wait until the spring or summer by which time too Mr. J. Roberts will have returned.

Y.E.

6. 4. 34.

Hon. Director of Public Works.

To note for necessary
action.

MCH
ay c.s.

6. 4. 34.

Hon. Col. Secretary.

noted. The experimental
strip will be put in hand.

MCH
ay c.s.
9/4/34.

lf 30/8/34.

A. J. 9/4/34

Hon. Director Public Works.

Will you kindly report
when the experimental strip
has been completed.

MCH
ay c.s.
4. 9. 34.

Hon. Col. Sec.

I have had a small strip
tared on the North Camp Track. It
will not last as it breaks away
from the edges.

It was the late acting Governor's
(Mr Ellis) idea to have the centre
portion of the tracks tared, so that
they would be soft for the horses
feet. I believe that there is a

possibility of unshod horses developing
tar boils through travelling on tarred roads.
I do not agree with the scheme, especially
where there is so much camp for horses.
I submit that now the track work has
stopped, no further action be taken with
regard to the suggested tarred strips

C. Roberts.
17.4.35.

Yr. I agree with the views of
the D.P.W. Mr. Felton asked
that a strip of soft material
should be laid in the centre
of the road but if the road
is too hard horses can be
kept on the camp alongside.
No further work should be
done in this connection?

MCH
Es.
18.4.35

I understand that there is no "camp"
alongside though that appears to be the
best solution if the road is made wide
enough.
No funds are available for further work
on the road

~~Yr.~~ 18/4/35

No.

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

MINUTE.

13th. February, 1929

From Colonial Engineer,

Stanley.

To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

PROPOSED ROAD TO NORTH CAMP.

I beg to submit a plan and estimate for the construction of a road leading from Stanley Westwards to the North Camp as far as the Admiralty Wireless Station.

2. I am prompted to do this for several reasons, viz.

(a). The construction of such a road will find a certain amount of most useful and economical employment. The time is fast approaching when the supply of labour in the Colony will exceed the demand. There are at the present time several men without employment in Stanley, ^{and} due to the completion of the Improvement Works, the numbers are steadily increasing, and I see very little prospect of them being employed outside of the Government.

(b). It will be possible to obtain on the track some 438,000 cubic yards of peat, all of which it will be possible to transport into Stanley on a level road by motor lorry. This in itself will eventually pay for the road by effecting an economy in the supply of Government peat, which is now 10,000 cubic yards each year, and at present has to be transported over a very rough and hilly track by horses and carts from bogs, some of which are two miles from Stanley with the distance increasing each year. It will therefore become essential during the next few years to find new fields from which to win peat.

I submit that the construction of such a road as proposed would solve this problem.

The/

(c). The camp through which the road would be constructed is considered by travellers from the North Camp to be the most difficult for horse transport for some sixty miles out. This to a large extent is due to the boggy nature of the land. The road if constructed would therefore also be beneficial to all travellers from the North Camps entering and leaving Stanley.

3. The surfaced roads of Stanley end at "A" as indicated on sketch. There is no surfaced road on section A to B, but a rough cart track exists with an unsightly and insanitary ditch at its side to drain the track. I submit that this road should be graded, surfaced and rolled, and the existing ditch replaced with a concrete kerb and gutter. On this section is Government House, Colonial Secretary's residence, Senior and Junior Officers' Quarters, and the Falkland Islands Battle Memorial and grounds.

4. The total for the scheme is estimated at £5,800. If the work is approved, I would suggest that it be spread over a period of say three years, i.e. £1,000 this year which includes plant, £2,400 in 1930, and £2,400 in 1931. In the first year I have included for the provision of a small shed and a portable crusher, as it will be essential to move these along the track as the work proceeds. I estimate that the expenditure on this plant will more than pay for itself in a saving over transport of crushed stone from the present Quarry at the back of the Town.

G. Roberts.
Colonial Engineer.



BASIS OF ESTIMATE.

Section A to B. (Reservoir Road to Sullivan House.)

	£.	s.	d.
Form culvert under road at Magazine Valley Stream.	45.	0.	0.
Form road, average 7 yds. wide.			
Metal, blind and roll.			
970 yards @ £1. 7. 6.	1,333.	15.	0.
Concrete kerb and gutter on South side.			
870 yards @ 14/- per Yard.	609.	0.	0.
Catchpits with drain connections to the sea.			
4 No. @ £12 each.	48.	0.	0.

	2,035.	15.	0.

SECTION B TO C.

Excavate, grade, metal and blind for lorry road 12 feet wide; form drainage trench on the South side of road with drain connections leading to the sea at intervals.	1750 yards run @ 18/- per yard.	1,575.	0.	0.
Build retaining wall 3 feet high 2'6" in thickness to prevent sea encroaching.	100 yards @ £1 per yard.	100.	0.	0.

		3,710.	15.	0.

SECTION C TO D.

Erect trestle bridge to take lorries at "Felton's Stream".	say	150.	0.	0.
Excavate, grade, metal and blind for lorry road 12 feet wide, form drainage trench on the South side of road with drain connections leading to the sea at intervals.	1,600 yards run @ 18/- per yard.	1,440.	0.	0.
Provision of portable working shed for crusher and engine, also shelter for men.	say	200.	0.	0.
Provision of portable crusher with rotary screen and engine in one unit.	say	260.	0.	0.

TOTAL		£ 5,760.	15.	0.

SAY £5,800.

FALKLAND ISLANDS.

No. 33.

GOVERNMENT HOUSE,
STANLEY,

16th February, 1929.

Sir,

Enclosure I.

Enclosure II.

I have the honour to submit a copy of a letter, together with the enclosed plan in original, dated the 13th of February, 1929, and addressed to the Colonial Secretary by the Colonial Engineer on the subject of the proposed construction of a road from the end of the present made road in the town of Stanley at the north-eastern corner of the Government House grounds to the Admiralty Wireless Station at the western end of Stanley Harbour. The projected length of road is two and a half miles approximately and its cost is set by Mr. Roberts at £5,800 as shown on the detailed estimate annexed to his letter.

2. I have to seek your sanction for the construction of the road at the expenditure stated which will be spread over the three years 1929, 1930 and 1931, in the nature of a capital work chargeable against the accumulated surplus balances of the Colony which amount at the present time to £25,000 more or less. You will see that during 1929 it is suggested that £1,000 only of the total amount should be spent.

3. I have to support entirely the reasons in favour of this work advanced by Mr. Roberts, namely, the necessity for finding employment in Stanley for a number of married men at the least (the single men should be encouraged rather, in my opinion, to obtain employment

THE RIGHT HONOURABLE

L. C. M. S. AMERY, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES.

far/

far as possible on the camp stations), the desirability of providing an alternative source for the supply of peat, and the advantage of improving the approach to Stanley along the track from the North Camp to which among others Mr. G. J. Felton, M.L.C., has drawn repeated attention, on the last occasion at the meeting of the Legislative Council held on the 13th of November, 1928, during the debate on the Appropriation Bill for 1929. A copy of the minutes of that meeting of the Legislative Council was transmitted under cover of Mr. Ellis's despatch No. 357 of the 21st of December, 1928.

4. In addition I would remark that the construction of the road would serve considerably to increase the general amenities of life in Stanley as enabling residents in the town to walk, bicycle, or, may be, drive in carriage or by motor-car for a mile or two beyond its limits. Moreover I trust that the idea is not wholly fantastic of building at some future date a road to the north-western corner of the East Falkland island, say, to San Carlos Station, via Teal Inlet and Douglas Stations which might connect by the short crossing of the Falkland Sound with a similar road beginning on the West Falkland island at Port Howard. Of such a road or track the road which it is now proposed to construct would be in the natural course the first stage.

I have the honour to be,

Sir,

Your most obedient,
humble servant,

ARNOLD HODSON.

CODE.

TELEGRAM.

From.....

To.....

Despatched : 26th March. 1929. *Time :* 1446.

Received : 27th March. 1929. *Time :* 0930.

26th March. Your Despatch 16th February No.33. detailed estimate not received. Please forward.

SECRETARY OF STATE.

GOVERNMENT HOUSE,

STANLEY.

27th March, 1929.

FALKLAND ISLANDS.

No. 59.

Sir,

With reference to your telegram of the 26th of March, 1929, I have the honour to forward a copy of the detailed estimate of the cost of the proposed construction of a road from Stanley to the Admiralty Wireless Station at the western end of the harbour which was omitted by oversight from my despatch No. 33 of the 16th of February, 1929.

2. I would express regret for any inconvenience which may have been occasioned to you by this oversight.

I have the honour to be,

Sir,

Your most obedient
humble servant,

ARNOLD HODSON.

THE RIGHT HONOURABLE

L. C. M. S. AMERY, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES.

TELEGRAM.

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From. SECRETARY OF STATE FOR THE COLONIES.

To. H.E. THE GOVERNOR.

Despatched. 30th May. 1929. 1455.

Received. 31st May. 1929. 2100.

30th May. Your despatch 27th March Construction road I
approve.

SECRETARY OF STATE.

FALKLAND ISLANDS.

1929.

No. 13

SPECIAL WARRANT.

A. H.

Governor.

Date June 19 29.TO THE HONOURABLE
THE TREASURER.

Whereas it has become necessary, in the interests of the Public service, to incur certain Expenditure, not sufficiently^a provided for in the Estimates, as set forth in the subjoined Schedule,^b in anticipation^c of a vote of the Legislature^d and of the approval of the Secretary of State:—

a. to remain only in case of an excess on a vote.

b to be struck out if complete authority has been obtained c or d if either partial authority has been obtained.

You are hereby, on my personal responsibility, authorized and required to pay from the Treasury the sum of ONE THOUSAND. Pounds
- - - Shillings and - - - Pence and to charge it to the Heads and Sub-heads of the Expenditure specified in the Schedule.

And for so doing, this, together with the proper Accounts, Certificates and Acquittances, shall be your sufficient warrant and discharge.

Schedule.

Particulars of Service.	To be charged to		£	s.	d.
	Head.	Sub-Head.			
Construction of section of road to north camp from west of Government House.	APPENDIX. I.	ROAD TO NORTH CAMP.	1,000.	0.	0

Signature of the Officer
submitting the Schedule
for Warrant.

C. Roberts
Colonial Engineer.

Date 24th June. 19 29.

(Special warrants are to be prepared in triplicate. One copy to be filed in the Office of the Colonial Secretary, one in the Treasury, and one to be furnished to the Audit).

May 6th. 1930.

(10)

The, Hon the Colonial Secretary.

Port Stanley.

Sir.

In view of the announcement in the "Penguin" of Thursday March 27th, under the heading of "Tracks to the Camps", we, the undersigned farmers of the North Camp would be grateful for the information whether the original idea of the track from Stanley, to the North Camp has been abandoned in favour of the Stanley Fitzroy track, and if so, for what reasons.

We are, Sir,

Yours obedient servants.

Chas. Anderson.

R. Greenshields

G. F. Jellicoe

A. B. Pituluga

Alex Pituluga

77/29.

14th May,

30.

Gentlemen,


With reference to your letter of the 5th of May, 1930, I am directed by the Governor to inform you that the matter of the improvement of the track from Stanley to the North Camp is receiving consideration separately from but simultaneously with that of the improvement of the track from Stanley to Fitzroy and Darwin. No definite pronouncement, however, can be made in this connection at the present juncture.

2. I am to add that His Excellency is at a loss to understand how it can have been suggested to you that the former track had been abandoned in favour of the latter track in view of the work which, as you are aware, is actually in progress between Stanley and the Western Wireless Station and which there is no intention to discontinue.

I am,

Gentlemen,

Your obedient servant,


Colonial Secretary.

Messrs. C. Andreason
and others.

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GOVERNMENT HOUSE,

STANLEY.

18th July, 1931.

FALKLAND ISLANDS.

No. 146.

My Lord,

I have the honour to refer to Mr. Amery's telegram of the 30th of May, 1929, conveying approval of the proposal submitted in Mr. Hodson's despatches No. 33 of the 16th of February and No. 55 of the 27th of March for the construction of the road known as the "North Camp Road" to the western end of Stanley Harbour, and also to item 8 of Head XXI. "Public Works Extraordinary" of the estimate of the expenditure for 1931, under which provision is made for the expenditure on this service of £1500 during 1931. Out of a total amount of £5900 estimated for the whole work £391 was expended in 1929 and £1917 in 1930, leaving £1,542 to be expended in 1932.

2. I have to seek Your Lordship's sanction to expend out of this balance of £1,542 up to an additional £750 in 1931, making the total for the year £2,250, if required. As a set-off against the excess that will thus be incurred under the item instanced substantial savings are expected to accrue under other items of the Public Works departmental votes, notably, under Head XX. item 5. "Repairs and Maintenance of Government Buildings" £275, and item 13. "Upkeep of Street Lamps" £145 and under Head XXI. Item 1. "Government School Improvements" £150.

3. Your Lordship will recollect that it was

proposed/

THE RIGHT HONOURABLE
LORD PASSFIELD OF PASSFIELD CORNER, P.C.,
SECRETARY OF STATE FOR THE COLONIES.

proposed originally to complete this work during the three years 1929, 1930 and 1931. Pressure of other works, however, has not permitted and the extension of the programme for the current year is rather in the way of recovering lost ground than anticipatory.

4. Furthermore in order to provide sufficient employment for the growing population of Stanley, particularly in the winter months, it is necessary in my view and in that of my advisors to keep work in progress in the manner explained.

I have the honour to be,

My Lord,

Your Lordship's most
obedient humble servant,

JAMES O'GRADY.



MINUTE.

14th October, 1931.

To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

From Director of Public Works,

Stanley.

Now that the North Camp Road is so far completed, I submit that the common fence and gate to the West of Sullivan House might be moved further West. I would suggest it be put at the West end of Mr. Mc Gill's Paddock which is situated approximately one mile further West.

If approved, I propose to add a small gate for pedestrians and cyclists.

E. Roberts.

Director of Public Works.

FALKLAND ISLANDS.



Downing Street,

No. 112

29 September, 1931.

Sir,

Red 114

I have the honour to acknowledge the receipt of your despatch No. 146 of the 18th of July, and to convey to you my approval of additional expenditure not exceeding £750 during 1931 making a total for the year of £2,250, on the construction of the road known as the "North Camp Road" to the Western end of Stanley Harbour.

I note that it is anticipated that saving will be effected under other heads of Expenditure, which can be set off against this excess and I assume that it is not contemplated that this expenditure will involve an eventual excess on the road construction programme as a whole.

I have the honour to be,

Sir,

Your most obedient,
humble Servant,

(Signed) J. H. THOMAS

VENNOR

SIR JAMES O'GRADY, K.C.M.G.,

&c.,

&c.,

&c.

MINUTE.



Ist April, 1932.

To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

From

Director Public Works,

Stanley.

ROAD TO THE NORTH CAMP.

I beg to report that the work of constructing the North Camp road as far as the Western Wireless Station was completed on the 30th March, 1932.

2. Further, I am pleased to state that it has been found possible to complete the work within the estimated figure, and that a balance remains of a few pounds which will be required for patching during the coming winter.

3. As you are no doubt aware the road is very popular with the general public, and economy on and quick transport of the Government peat supplies is already being effected. Whereas from the old Government banks on the Common 4 lorries would transport 4 loads per hour, it is now possible for the same number of lorries to transport 9 loads per hour from the North camp banks.

4. There are some 2,000 loads of peat for next season's supply to be carted from the North Camp banks, and it is anticipated that this will be transported and stacked in a reserve dump by the 15th April, 1932, thus creating a record for the cutting and carting of the Government peat supplies.

5. It is proposed to absorb the men who have been employed on the North Camp road by commencing work at once on the section of Ross Road from the Public Jetty eastwards to the Common fence.

E. Roberts,
Director Public Works.

MINUTE.

3rd April, 1954

To

THE COLONIAL SECRETARY,
Stanley, Falkland Islands.

From Director of Public Works,
Stanley.

Proposed tarring of 3 ft. centre strip of the North Camp road.

I beg to submit below an estimate of the cost of tarring the centre strip of the North Camp road (3 miles) for a width of 3 feet.

LABOUR.

Sweeping and cleaning road preparatory to tarring, filling pot holes, tarring and gritting.

5 men 3 weeks @ £2.12. 6. week each. 39. 7. 6.

Lorry transport. 2 men 2 weeks @ £2. 16. 3. each. 11. 5. 0.

Rolling road strip.

2 men, 1 week @ £2. 16. 3. week ea. 5. 12. 6. £56. 5. 0

MATERIALS.

70 tons of road screenings for application with bitumen. @ 10/- 35. 0. 0.

Petrol for lorry. 5. 0. 0.

6 cwts steam coal for roller. 18. 0.

Brooms, squeegees, etc. 3. 0. 0.

50 drums of bitumen emulsion @ 42/- 105. 0. 0. £148. 18. 0

Contingencies. £205. 3. 0
19. 17. 0

£225. 0. 0

2. There are 27 drums of bitumen emulsion available bought out last year for application to new roads formed under "Stanley Improvements". It is estimated that this will cover 2,700 yards run of the centre strip of the road, and the estimated cost to do this section is:-

		s.	d.
Labour.	30.	0.	0.
Materials. (excluding bitumen emulsion)....	<u>23.</u>	<u>0.</u>	<u>0.</u>
	53.	0.	0.
Contingencies.	<u>7.</u>	<u>0.</u>	<u>0.</u>
	<u>60.</u>	<u>0.</u>	<u>0.</u>

3. Tarring of roads should be done in warm and rather dry weather. In winter the emulsion thickens, is harder to work and has not the covering power, and, if His Excellency approves, I would suggest that an experimental strip of say 1,000 yards be done as soon as possible and that the remainder be left until the spring or summer.

4. It will be necessary to order more bitumen emulsion to complete the road.

5. Submitted please for head of charge if approved. Should the work be carried out under XXI. (17) Improvement of tracks to the Camp?

L. B. White

for Director of Public Works.

CROWN
STANDARD
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