

C.S.

PUBLIC WORKS
(Roads)

1926
~~1927~~

No. 649/26

"R"

Montgomerie, Stobo & Co., Ltd.

SUBJECT.

1926.

14th October,

ADVERTISEMENT - "COLFIX" COLD BITUMEN
FOR APPLICATION TO ROADS.

Previous Paper.

MINUTES. Stobo & Co.

175. Letter from Montgomerie, ~~Stobo & Co. Ltd.~~ of 14. October 1926

7/11/26

~~Robert~~ Col Engineer,

Engr. Engineer,

S. I. S.

To see

Walker

G. G. Sec.

21-12-26

Hon. Col Sec.

I should think this a very suitable material for coating the roads of Stanley, but am afraid that funds will not permit this at present
Robert E. E. 22-12-26.

Subsequent Paper.

Col. Pyrie

To see

W. L. Mills

Asst. Col. Sec

23. 12. 26

Paper recalled
10 Feb. 1927.
A. J. J.

Letter from Messrs. Montgomery, Stobo & Co. Ltd. 16-23.
10th Nov. 1926.

Ex. Officer S. L. Doherty

Col. Pyrie.

Please see.

W. L. Mills

Asst. Col. Sec

10. 2. 27.

Hon. Colonial Secretary,

noted. Please see attached
report dated 16th February 1927.

G. Roberts.

EXECUTIVE ENGINEER, IMPROVEMENT BOARD.
16/2/27.

Minute from Ex. Engineer of 16. Feby. 1927 24-27.

Inside Minute Paper.

g. p. P. Milled. Re Pr. P. P. P. to be asked
 whether he cannot himself find the money
 required by savings or other subhead of
 P. P. P. I e.g. L. a. i. r. a. t. o. r. or the assumption
 that the construction of road will not
 be proceeded with as part of the present
 scheme.

2. Alternatively it might be possible to
 obtain the whole or part of this sum of
 £ 140 from Head VIII. P. D. R. i. h. o. u. s. e. s. ,
 D. m. i. s. s. i. o. n. s. £ 500 ?

Just

16. 2. 27.

[Faint, mostly illegible handwritten text at the bottom of the page, possibly a signature or additional notes.]

M.H.

It is indeed unfortunate at this stage
that it has been found necessary to treat
our roads under improvement with a
bituminous dressing. Recent experience has
shown ^{however} that the hope entertained by Sir
John Middleton and the Executive Engineer
some twelve months ago that dressing and
blinding from pulverised stone might prove
sufficiently adequate cannot be fulfilled under
local conditions.

H.C.

1. It is indeed unfortunate at this stage that it has been found necessary to treat our roads under improvement with a bituminous dressing. Recent experience has shown ^{however} that the hope entertained by Sir John Middleton and the Executive Engineer some twelve months ago that dressing and blinding from pulverised stone might prove sufficiently adequate cannot be fulfilled under local conditions.
2. I have inspected the roads in question carefully during the last few weeks. I am convinced that dressing of a more binding nature is essential, and feel strongly that it would be false economy not to furnish it. The claims made on behalf of "Colfax" impress me favourably and the fact that no apparatus other than pouring cans and brushes is necessary is an additional merit as far as we are concerned.
3. Expenditure on bituminous dressing is an unexpected and therefore unprovided for contingency. The Executive Engineer should consider the question carefully, and submit his recommendation as to whether any re-trenchment in the general scheme can be carried out with a view to providing the necessary funds to meet it.

15 Feb. 1927.

Sr. Lynn

S. G. Cook

To you please

J. Miller
G. G. Lee

18.2.24

Hon. Colonial Secretary.

Submitted.

No funds are available from Improvement Works for tarring Ross Road unless approval can be given to spend a portion of the £1,000, earmarked for the installation of an incinerator.

2. There will be from £200 to £300 of consumable general stores left on charge on completion of the works, exclusive of plant, tools etc. These stores have been bought from the Improvement Works vote, and if, on completion of works, the vote can receive credit for the stores transferred to the Public Works Department or sold by auction or otherwise, it would be possible to provide the necessary funds for tarring Ross Road.

3. No further retrenchments on the Water Supply, Drainage and Roads are possible.

4. The estimates have already had to meet unexpected and unprovided contingencies amounting to £2,190 on preliminaries incurred by the Consulting Engineer, and passages of staff, leave pay etc.

5. It is not an absolute necessity to treat Ross Road with a tar dressing, but I do think however that to obtain the best results and maximum life from this road it should receive a bituminous dressing, and as stated by His Excellency it would be false economy not to do so, as instead of the road probably lasting 7 years if coated with bitumen, it might be found necessary to repair and patch the road after about 2 years if bituminous dressing is not carried out.

C. Roberts.
Executive Engineer.
21st February, 1927.

*G. S. Submittal. Re Executive Engineer
may proceed with preparations for the tar-spraying
of Ross road on the assumption that money
will become available from one of the sources
indicated in his paragraphs 1 and 2 of the
preceding ~~minutes~~ minutes?*

*2. He should also be requested to
submit an estimate of the cost of tar-spraying
in the manner the remaining work contemplated
under the Stanley Improvement Scheme. ^{and}
2. 24. 2. 27*

Notes

1. Until such time as a decision is taken regarding the construction of an incinerator (and this awaits a report from the Crown Agents -) it is not possible to consider any re-arranging, for other purposes, of the £1000 allocated to the review.
2. On the other hand I feel that top dressing is very necessary, and although I should have preferred to have found the required funds by some minor retrenchment on road or drainage, I appreciate the Executive Engineer's contention.
3. Executive Engineer may proceed with preparations for the tar-spraying of Ross Road on the assumption that funds will become available from the sale of surplus non-summable General Stores.

For
21 Feb 1927

Respectfully
S. L. Dicks

S. L. Dicks

Please note

J. M. Dicks

G. L. Dicks

25 2. 27

Hon. Colonial Secretary.

I beg to report that the estimated cost of tarring the remainder of the roads to be dealt with under the Improvement Works is as follows :-

	£.	s.	d.
John Street and St. Mary's Walk.	160.	0.	0
Philomel Street (Lower end).	20.	0.	0.
Dean Street. " "	20.	0.	0.
Villiers Street. " "	20.	0.	0.
Barrack Street. " "	20.	0.	0.
	<hr/>		
	£240.	0.	0.

S. Roberts
Executive Engineer.
14th March, 1927.

*y.2. Sch. 1. Re tarring of these roads
can receive consideration if at the time the
recovery funds become available for any sum.*

Just
16.3.27
*H.C. Yes. Inter alia we should
await the result of the approved
Experiment with Coe's on Ross Rd.*
16 March, 1927

Inside Minute Paper.

Ex. *Lynian*

~~S. I. Gorth~~

C. B. 18-3-27.
Exc. Engr.

To see.

J. Muller

G. W. Lee

17. 3. 27.

4
7. 4. 27.

20. 3. 27.

Hon. Colonial Secretary.

Submitted, in confirmation of conversation yesterday I beg to state that I have not forwarded the indent for the necessary 'Colfix' for tarring Ross Road as funds are not at present available under the Improvement Works to carry out this contingency, and I am not quite clear on the point as to whether the Improvement Works vote will definitely receive credit for the sale or transfer of surplus stores.

2. I submit that a definite ruling may be given on this please.

C. Roberts.
Executive Engineer.
9th April, 1927.

g.2. Schmitt. This being a capital work
involving a total net expenditure of £35,000
I think that the vote under Appendix I of
the Report of the Expenditure 3. Stanley
Improvement Works may properly be credited with
the proceeds of the sale of surplus stores
in the nature of an overpayment received.

2. g.2 may, however, wish me to ascertain
the views of the Treasury in the matter in the first
place?

Yours

9.4.27

Mr. Col. Regis. do not appear to help in
a question of this sort, ^{but} ~~and~~ there is a
deal of force in your argument, with which
I concur. I mentioned the matter to
Hon. Treasurer a few days ago, and
Mr. Craig Stalketh was inclined to think that
there could be no possible objection to
Appendix I being created with the proceeds
of the sale of surplus stores as an
overpayment received. It is only fair,
that he should be permitted to consider
the point carefully. Please refer as proposed.

11 April, 1927

Mr. Treasurer

According please

12.4.27

G. W. Sec.

11.4.27

Hon. Gen. Sec.

The Stanley Improvement Scheme is a special work separate and apart from the P.W.D. The capital work as stated by you involves a total net expenditure of £35,000, and I am therefore of opinion that the proceeds of the sale of surplus stores may properly be credited to Appendix 1. 3 Stanley Improvement Works.

M. Frank Hatcher
Treas.

12.4.27.

G.P.

Schubert. G.P. with Lady

approve this procedure being adopted?

2 Hon Treasurer, Local Auditor,

at Br. Synier S. I. Cook to note.

Jul

12. 4. 27.

Hel. Procedure approved.

J.D.
13 April, 1927

Mr. Treasurer

Local Auditor

Br. Coy. S. I. Cook.

For note.

Jul

G. W. Lee

13. 4. 27.

Hon. Col. Sec.

Noted.

Mr. Orange Hallett

14. 4. 27.

Local Auditor.

Passed to you.

Mr CH

14. 4. 27.

Hon Col Sec

Noted.

J. McConth

L.A. 15/4/27

Sr. Eyni

S. L. Johns.

For info

J. Miller

G. H. Lee

16. 4. 27

Hon: Colonial Secretary.

Noted.

Indent for "Colfax" in quadruplicate attached.

INDENT. NO.
27/27. of 20. 11. 27.

J.H.S.
EXECUTIVE ENGINEER, IMPROVEMENT WORKS.
8th April 1927

28 Lh. from Montgomery Stobo, Sec. of "July 1927"

Sr. Eyni

To see at for report

please.

J. Miller

22. 10. 27.

Hon. Colonial Secretary.

A further consignment
has been ordered, for treating
John St. Mary's Walk &
Ross Road.

LBLS
of C.E.
29/2/28.

✓
5.3.28.

Letter from Int. Coeff. L.A. of 8 Aug 1928.

29.

Col. Engineer.

To see

13/10/28.

Hon. Col. Sec.

seen. LBLS
13/10/28.

Letter from Int. Coeff. L.A.

30

Col. Engineer,

To see Rea 30

C. J. P.
14/11/29

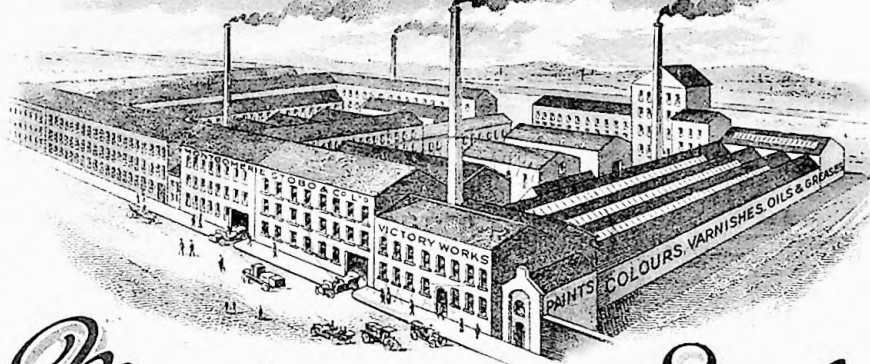
Hon Col Sec

noted and returned

CWG
C.E. 15-1-29.

5/11/29

The COLOURS of the BRITISH EMPIRE.



SCOTLAND
BRANCHES IN
CANADA
INDIA
AUSTRALIA
SOUTH AFRICA
NEW ZEALAND
EGYPT.

Montgomery, Stobo & Co., Ltd.

PAINT, COLOUR, VARNISH, OIL
AND GREASE MANUFACTURERS.



GEORGE STREET,
BRIDGETON.

GLASGOW.

Our Ref: EXPORT DEPT.

14th. October, 1926.

The Colonial Secretary,
FALKLAND ISLANDS.

PUBLIC WORKS DEPARTMENT.

"COLFIX".

Dear Sir,

We will be glad to hear if you have received our letter with reference to "Colfix" cold bitumen for application to roads and if you intend to take action in this matter.

No doubt the enclosed testimonials and photographs of roads which have been laid with "Colfix" will be of interest. We have indicated our desire to obtain your trial orders at 1/- per gallon delivered f.o.b. Glasgow, export barrels free. "Colfix" is supplied ready for application to the road in a cold state. It binds closer than heated materials and sets into a hard asphalt surface.

As we are selling thousands of barrels weekly in this country we feel sure that the result of your experience after trying out "Colfix" will involve a great saving to your department. We anxiously await your news.

We are, dear Sir,
Yours faithfully,

FOR AND ON BEHALF OF
MONTGOMERY, STOBO & CO. LTD.

for *Ernest*
EXPORT MANAGER

The COLOURS of the BRITISH EMPIRE.

WORKS -
GLASGOW,
SCOTLAND

BRANCHES
IN

CANADA

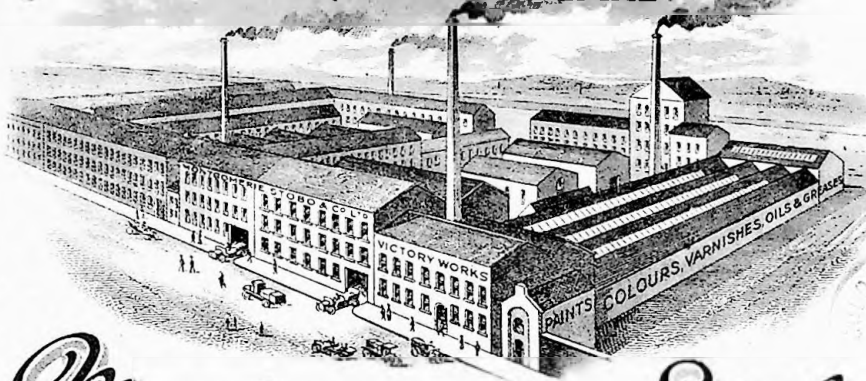
INDIA

AUSTRALIA

SOUTH AFRICA

NEW ZEALAND

EGYPT



Cables
& Telegrams -
"VASELINE, GLASGOW"
Codes Used -
A B C (5th Edition) & LIEBERS

Telephone -
1005, BRIDGETON.
(Private Branch Exchange)

Montgomerie, Stobo & Co., Ltd.

**PAINT, COLOUR, VARNISH, OIL
AND GREASE MANUFACTURERS.**



GEORGE STREET,
BRIDGETON.

GLASGOW.

Our Ref: EXPORT DEPT.

10th. November, 1926.

The Colonial Secretary,
FALKLAND ISLANDS.

FOR ATTENTION PUBLIC WORKS DEPARTMENT.

Dear Sir,

" COLFIX ".

Since writing you last we have received further testimonials for "Colfix" and take this opportunity of forwarding these to you. We feel confident in the hope that after considering the opinions of Surveyors throughout the country who have used "Colfix", you will not hesitate longer before sending a trial order for the cold liquid bitumen which has proved itself first in the World.

Will you kindly revert to our previous letters which will give you fuller particulars. We await the favour of your trial order for a minimum quantity of ten barrels "Colfix" Spray which will cover a surface of about 2,000 square yards, and thus assure a fair trial.

We are, dear Sir,
Yours faithfully,

FOR AND ON BEHALF OF

MONTGOMERIE, STOBO & CO. LTD.

E. West
for EXPORT MANAGER

No.

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

MINUTE.

16th February, 19 27



From Executive Engineer,

Improvement Works,

Stanley.

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

With reference to the use of "Colfix" for surfacing the roads of Stanley, I beg to submit the following report and observations.

2. Unfortunately there is an absence of a suitable dressing and binding material in the Colony for waterbound roads.

3. It is fairly obvious that penetration and a capacity for binding should be present to a high degree in the blinding materials.

4. Careful search and enquiries have been made, but no suitable material can be obtained here. The Consulting Engineer to the Colonial Government suggested pulverising and baking clay for the purpose, but this procedure would undoubtedly prove a very expensive experiment.

5. The non-penetration properties of the dressing and blinding materials obtainable here means that the surface dressing used merely lies on the surface of the road like a blanket, and this material is of very little value in cementing the constituent materials of the road. This means that the roads are insufficiently keyed and cemented to withstand the severe weather conditions and the small amount of traffic put on them, so that before very long they peel and eventually break up.

6. It must

W. Neave

6. It must also be pointed out that the prevalent strong winds experienced in these latitudes tend to sweep away the earth surface dressing and so destroy the wearing surface leaving the road bare.

7. I submit that the solution to good and lasting roads is to be found by surface tarring for the following reasons:-

- (a). Tar surfacing has been found to be the best means of abating the dust nuisance.
- (b). Tarring has proved most beneficial in parts where it is difficult to make drought resisting roads. (This is the case in Fort Stanley owing to the absence of suitable binding material).
- (c). In itself tar contains the essential characteristics that give penetration and adhesion to any road surface.
- (d). Tar has proved capable of giving results which are unobtainable by any other material.
- (e). The maximum economical life of a road can be obtained by surface dressing with tar, provided the application and top gritting material receive the attention they deserve.

8. There is no reason, if the work is carried out in a correct manner, why surface tarred roads in Stanley should need any further treatment for 7 years after the first application.

9. The surface dressing of roads is a question of extreme importance, and I feel sure that once a road in Stanley has been made and properly dressed with tar it will point the way to further advances being made.

26

10. Ordinary coal tar is obtainable locally at 2/6d. per gallon, but I do not recommend that it be used even for trials, as, apart from its cost, it is not suitable for road work as it contains more than 1 percent of water and ammoniacal liquor, which render it unsuitable for surface work on roads.

11. I have considered the material called "Colfix", as described in attached M.F. 649/26., and I am of opinion that this is as cheap as refined tar. "Colfix" is quoted at 1/- per gallon f.o.b. Glasgow export barrels free, whilst the latest price of refined tar in England is 10d. gallon plus the cost of barrels and transport to steamer.

"Colfix" delivered Stanley would be about 1/5d. per gallon, and it also has the advantage of not having to be heated prior to application and can be applied at almost any season of the year, whilst tar to be successful must be applied hot and whilst the road is comparatively warm, which, except during a warm summer spell, is practically impossible here.

"Colfix" appears to be used a lot in Scotland with success, where in places conditions are similar to this Colony.

12. I therefore submit that, providing funds are available, sufficient "Colfix" and brushes may be ordered so that Ross Road at least could be treated with it early next Spring. I attach an estimate of the cost for surfacing Ross Road with "Colfix".

C. Roberts.
Executive Engineer.

ROSS ROAD.

Surfacing with "Colfix".

Estimate.

Assuming that 1 gallon "Colfix" will cover 6 square yards on Stanley roads (and not a distance of 8 square yards as claimed by manufacturers)

1 barrel (25 gallons) will cover.....150 sq. yards.

1 barrel (25 galls) "Colfix" @ 1/- G....	£	s	d
Freight etc. charges on 1 barrel.		9	6
Labour applying 1 barrel.		17	9
	£	2	12
			3

= 4 1/4d. per square yard.

ROSS ROAD.

6,580 square yards.	@ 4 1/4d.	£	s	d
		116	10	0
Establishment charges and Contingencies.		23	6	0
		£139	16	0

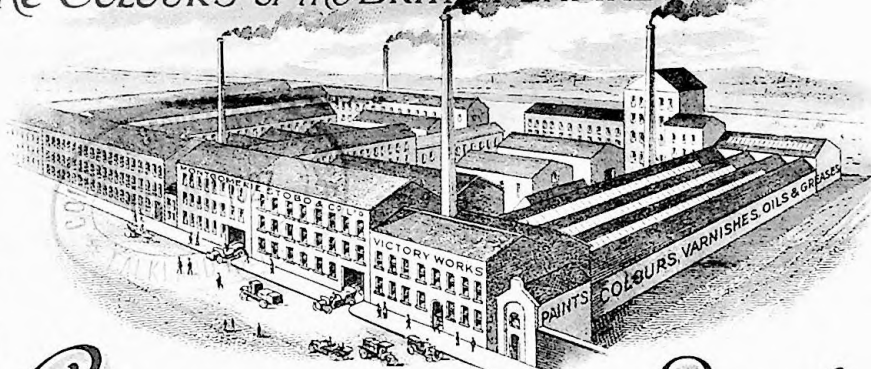
(Say £140 for surface dressing Ross road with "Colfix")

Materials required to be ordered.

- 45 barrels "Colfix" (25 gallons per barrel).
- 8 No. Wide brushes, suitable for applying "Colfix".

G. Roberts
 Executive Engineer.
 16th February, 1927.

The COLOURS of the BRITISH EMPIRE.



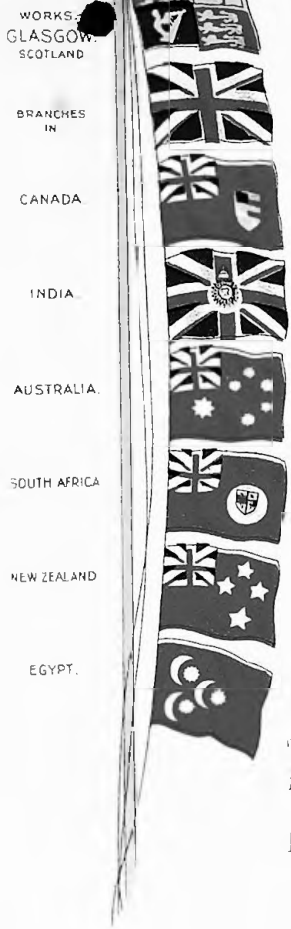
Montgomerie, Stobo & Co., Ltd.

PAINT, COLOUR, VARNISH, OIL
AND GREASE MANUFACTURERS.



GEORGE STREET,
BRIDGETON.

GLASGOW.



The Colonial Secretary,
FALKLAND ISLANDS.

11th. July, 1927.

Dear Sir, PUBLIC WORKS DEPARTMENT

"COLFIX".

Since we were favoured with your order for "Colfix" the Writer has returned from an extensive tour abroad, covering British Malaya, Hongkong and China, New Zealand, Australia, and South Africa. In all of these countries "Colfix" is making speedy progress. After preliminary tests which have been carried out during the last few years, "Colfix" is being manufactured in Hongkong, and shortly a new plant will operate in Calcutta, in addition to others which will follow. These will all meet the needs of adjacent countries as the demand has been increasing to such an extent that we cannot properly cope with it by effecting shipments from this country.

You now know what "Colfix" is, and we would appreciate greatly the favour of receiving your Engineer's report on the test which has been carried out. The cost of "Colfix" Spray is 1/- per gallon for 50 drums or under, delivered f.o.b. Glasgow with reductions for larger quantities. "Colfix" Grout is one penny per gallon extra. Although the initial cost is high, the rapidity of work, saving in heating expenses, etc., brings the final cost to compare very advantageously against any hot material.

We hope we will be favoured with your further orders at an early date, and we will be only too glad to reply to any query which you may place before us.

We are, dear Sir,
Yours faithfully,

FOR AND ON BEHALF OF
MONTGOMERIE, STOBO & CO. LTD.

EXPORT MANAGER

29

INTERNATIONAL COLFIX LIMITED.



DIRECTORS:
JOHN A. MONTGOMERY (CHAIRMAN),
GAVIN GEMMELL (MANAGING DIRECTOR),
HERBERT GREEN,
ERNEST T. THORNTON-SMITH,
ARTHUR H. JOHNSON, O.B.E.,
GEORGE D. S. LAIRD.

THE IDEAL COLD BITUMEN
FOR ROADS.

SECRETARY:
A. CARTWRIGHT, A.C.A.

EXPORT DEPARTMENT:

52-72 ROGART STREET,
BRIDGETON.

GLASGOW, S.E.

8th. August, 1928.

Registered Office:
Bush House,
Aldwych,
London, W.C.2.

Registered Office:
55/56 Pall Mall,
London, S.W.1.

GDSL/MA.

The Colonial Secretary,
FALKLAND ISLANDS.

Sir,

In view of the increased demand for Colfix we are pleased to inform you production costs have been further reduced and we are now in a position to offer our emulsion at the following keen prices:-

Colfix Spray 10d. per gallon.
Colfix Grout 11d. per gallon.

DELIVERED. F.O.B. Glasgow.

PACKAGES. 40 gallon export steel drums free.

SPECIAL REDUCTIONS FOR CONTRACTS FOR 500

DRUMS AND OVER ON REQUEST.

"Colfix" is now being produced by seventeen separate factories in various parts of the world, and definite plans are made to establish six more factories before the end of the year.

We have, the honour to be,
Sir,

Your obedient servants,

For and on behalf of

INTERNATIONAL COLFIX LTD.

Handwritten signature
DIRECTOR

6/19/28

INTERNATIONAL COLFIX LIMITED.



THE IDEAL COLD BITUMEN
FOR ROADS.



DIRECTORS:

JOHN A. MONTGOMERIE (CHAIRMAN).
GAVIN GEMMELL (MANAGING DIRECTOR).
HERBERT GREEN.
ERNEST T. THORNTON-SMITH.
ARTHUR H. JOHNSON, O.B.E.
GEORGE D. S. LAIRD.

SECRETARY:

A. CARTWRIGHT, A.C.A.

EXPORT DEPARTMENT:

52-72 ROGART STREET.

BRIDGETON.

GLASGOW, S.E.

Registered Office: Bush House, Aldwych, London, W.C.2.

Registered Office: 55/56 Pall Mall, London, S.W.1.
--

28th. November, 1928.

GDSL/MA.

The Colonial Secretary,
FALKLAND ISLANDS.

Sir,

We have the honour to inform you our company has amalgamated with Messrs. Bitumen Emulsions Ltd., and Messrs. G.S. Hay & Co., under the name of International Bitumen Emulsions Ltd. The export business will be conducted from this office as usual, but in our next letter we will be writing you under our new title. As a result of a conference to be held next week in London, we hope to be able to offer our emulsion at very low prices.

In the past we have always endeavoured to make reductions in our export prices whenever practicable. With amalgamated interests and prospects of increased production at once at our various works in this country we intend to give the best service to the Colonies in offering the best emulsion at the lowest prices.

We have the honour to be, Sir,
Your obedient servants,

For and on behalf of

INTERNATIONAL COLFIX LTD.

[Signature]
DIRECTOR