

C.S.

<u>PUBLIC WORKS.</u>	
(Roads)	
No.	71/34.

193 4.

C. S. O.

SUBJECT.

1934.

CONSTRUCTION OF TRACKS TO THE CAMP.

23rd March.

Previous Paper.

114/30.

- ① Ests
- ② N. Camp Road
- ③ Track Digway
- ④ Froy River Bridge

For previous correspondence see M.P. 171/33. <sup>①</sup> *Ests*  
 See also M.P.'s. 77/29, 114/30, 64/34. <sup>②</sup> <sup>③</sup> <sup>④</sup> *Track Digway Froy River*

MINUTES.

Hon. C.S.  
 Draft despatch herewith for fairing, please.

(Itld.) J. M. E.  
 18.3.34.

*Despatch to S of S no. 34 of 22/3/34.*

Y.E.  
 Despatch submitted for signature.

(Itld.) M. C. H.  
 Ag. C.S.  
 22.3.34.

Hon. C.S.  
 Despatch signed. Please let Hon. S.M.O. see.  
 2. I put up also a draft of the necessary  
 resolution for introduction at the next meeting  
 of the Leg. Co.

(Itld.) J. M. E.  
 23.3.34.

*Hon. S.M.O.*

*To see.*

*MCH*

*ag. C.S.*

*23.3.34*

*J.M.E.*

*24.3.34*

Subsequent Paper.

Copies from M.P. 141/33.

1-4

Extract from Minutes of Meeting of Executive Council  
held on the 29th March, 1934.

His Excellency explained to the Council that he had recently recommended to the Secretary of State, that as an emergency measure for the relief of unemployment, tracks should be constructed at the entire cost of public funds over private lands between Stanley and Fitzroy River and Stanley and the Estancia, and that an additional sum of £2,200 should be expended in 1934 under Head XXI. PUBLIC WORKS EXTRAORDINARY, item 17. "Improvement of Tracks to the Camp" against equivalent savings under the same head.

The Council confirmed the action taken and agreed that the necessary Resolution should be laid before the Legislative Council.

*A. Stuart*

Clerk of the Executive Council.

Extract from minutes of meeting of Legislative Council  
held on the 15th May, 1934.

The Resolution was adopted.

*S. A. L. A. L.*

Ag. Clerk of the Legislative Council.

*Respatch from S of S. no. 69 of 30/5/34. 8-10.*

*H. Submitted.*

*mch  
by ed.  
9. 8. 34.*

*✓ ymd  
12. 8. 34.*

*P. A. mch  
15. 8. 34*

11-12. Minutes from D.P.W. of 1/4/36.

Y.E. Submitted for approval.

The recommendations are on the lines which Y.E. had already suggested.

J.R.C.  
6/7/36

Approved  
~~ttttt~~ 6/7/36

Hon. D.P.W.

To note approval.

Arrangements for the completion of these works may now be commenced.

J.R.C.  
6/7/36

Hon. Col. Sec.

Draft notice submitted for approval please

C. Roberts

D.P.W.  
10/7/36.

Y.E.

This was mentioned in a conversation I had with Y.E. yesterday afternoon and I believe Y.E.'s wish is that the road should be made smooth after the manner in which the Surf Bay road has been done and NOT to have a horse track down the Centre.

2. I suggest that this matter might be discussed with the D.P.W. at a time which Y.E. may appear

J.R.C.  
11/7/36

(13-14)

Note  
Notice of J.R.C.  
sent to the Hon. Col. Sec.  
to be returned  
12/7/36  
J.R.C.

Notice for publication in "Inquirer" 14/7/36 (15)

Telegram to S. of S. No. 44 of 14. 7. 36. (16)

Extract from minutes of meeting of Executive Council held on the 11th of July, 1936.

After the Agenda for the Meeting had been dealt with the question of making the roads to the North and South camp available for camp horses by making a central soft track was considered.

The Director of Public Works informed members that he had made experiments over small sections of the road and as far as could be judged central soft tracks with the road foundations underneath would stand up to the traffic. The cost of making these and improving the road surface was estimated at \$560.

Members were unanimously in favour of proceeding with the work and the Governor concurred.

*G. Stewart*  
Clerk of the Executive Council.

Hon. D. W.

To see (16)

The draft notices at (13) + (14) have been approved

*J. E. C.*  
15/7/36

Hon. Col. Sec.

*Noted, Thank you.*

*M. Roberts.*

16/7/36

Telegram from S. of S. No. 61 of 16. 7. 36. (17)

*J. W. Red. (17) submitted for information.*

*C. H. S.*  
17/7/36

*Satisfactory*  
*ttttt*

17/7/36

Hon. D.P.W. } M.C. 20/7/36.  
 C.C. Coy. } ~~Admission~~ 27.7.36  
 Local auditor } ~~House Nos (16) + (17)~~  
 J. Pres.  
 17/7/36

P.A. 21/7/36

- (18-19) Letter from Secretary, S.P.W. of 24/4/36
- (20) Minute from D.P.W. 4/8/36
- (21) Letter from Mr C Harrison 19/8/36
- (22) Letter to Mr. C. Harrison of 20.8.36.

P.A. 20/8/36

- (23) Letter from Secretary, S.P.W. of 15/9/36
- Y.E. Submitted - No reply is called for
- J. Pres. 18/9/36

~~18/9~~ 18/9

P.A. 19/9/36

- (25-26) Letter from Hon. G.J. Setton of 15/1/37

Yr. Submitted. Mr. Felton was  
in town a short time ago and  
then had an opportunity as a  
member of Esc. Co. of putting my  
representations before Yr.  
The public considers the road a  
very great benefit not only for  
"joy riding" but for exercise during  
the months of winter, and more  
particularly for transporting peac  
fuch.

Mess  
et.

21. 1. 37.

Mr. Felton has taken two years  
to protest and now complains that the  
road made - which he wishes continued -  
is useless for riding. He knows perfectly  
well that there are only two alternatives: -

- (1) A metalled road at a narrow cost  
and useless for riding with camp horses
- (2) A non-metalled track which becomes  
useless after a few rides has been used  
in wet weather.

Govt. has been to great expense to make a  
bridge at Mr. Felton's request and in the spot  
chosen by him and it is never used by riders

Please acknowledge his letter

 21/1/37

(27) Letter to Hon. G. J. Felton, of 22/1/34.

Hon. D. P. W.

To see.

M.H.  
es.

22. 1. 34.

Hon. Col. Sec.

See thank you.

C.W.G.  
25/1/37.

P.A.  
25/1/37.

(28-30) Minutes from D.P.W. of 20/4/37.

Yh.

Submitted. There are no funds available, all votes for roads being earmarked.

M.H.  
es.

22. 4. 37

This is a very small claim and from the Camp being repaid to the £1100 voted for Roads Bridges etc and it would be very difficult to refuse it. The only item I do not like is £6 each for two horses for 12 days Mr. Felton and Mr. Langdon might be asked to lend 1 horse each Apart from

that I approve of the expenditure  
up to £25 immediately. The  
other work costing £93 can be  
done in January the necessary allowance  
being made under X1K, in the  
Estimates.

2. I wish the work to be taken  
in hand as early as possible. I  
assume that this small sum of £25  
can be met from savings in X1K.

~~W.H.~~ 22/4/37

D.P.W.

To note. No doubt you can  
find £25. Mr. Felton and  
Mr. Langdon will be asked to  
lend horses.

2. When can a start be  
made please. Where are the  
horses required?

W.H.  
22.4.37.

How to see.

Noted. This work can be  
carried out under X1K.1. Arrangements  
have been made for boarding two men  
for about a week, at the Estancia.  
The work can be started as soon  
as the horses are in Stanley,  
preferably about the 26<sup>th</sup>, this would  
leave two clear weeks before construction.



Will permission from the F.I. Co  
for the men to work on their lands  
be necessary, please.

J.P.W.  
23/4/37.

Mr. Letton is due in Stanley  
today. I have written him  
about the horses.

I have spoken the manager  
J.S. Coy, he gives permission so  
far as land belonging to his  
Coy is concerned, and will inform  
Mr. Langdon their Section  
manager.

W.C.H.  
23. 4. 37

D.P.Wks.

To note.

W.C.H.  
23. 4. 37

How to see.

Noted  
J.P.  
23/4/37.

J.P.  
This work will commence on  
Tuesday the 27<sup>th</sup> inst.

2. Mr. Langdon has sent  
one horse. When Mr. Letton  
was told this and asked to

! One he said he considered he should be paid for the hire. In the meantime he has provided a horse.

met  
C.  
26.4.37

Good work

~~met~~ 26/4/37

D.P. Wks.

I hope the men can go out to make a start tomorrow.

met  
C.  
26.4.37.

How to get Sec.

This work has been commenced.

met  
C.  
26/4/37.

H.

H. asked for this file.

met  
C.  
19.5.37

P.H.  
27/4/37

I understand that the work was very well done and is much appreciated. It is creditable to the workers that they used initiative.

If it is found in October that <sup>other</sup> savings to the amount of £93 can be made I would be very glad to see the major work carried out before Christmas.

£150.00 to be included in this vote for 1938 for Camp Hacks through under the major heading ~~met~~ 19/5/37

Inside Minute Paper.

D.P. Wks.

To note H.C.'s minute.

2. Para. 1 may be communicated to those concerned in the work.

Careful note should be made of para 2 and 3

M.H.  
19.5.57.

How to be seen.

Noted. Every endeavour will be made to complete this work in the Spring.

J.P.W.  
25/5/57.

(31) Letter from Mr. E. S. Sitatunga & others of 17/5/57.

D.P. Wks.

For report and recommendations please. Are there funds available?

J.P.W. for C.S. 22/5/57.

How to be seen.

I agree that a bridge is required near the Murch on the track to the North Camps. Funds are not available for the work to be carried out this year & suggest it be an item under P.W. & in 1958 Estimates.

J.P.W. for D.P.W. 24/5/57.

Inform Mr. Pitaluga with  
reference to his letter of the  
17<sup>th</sup> May, 1937, that there are  
no funds available this year  
for improvement of the track  
he refers to, but that provision  
will be made in the 1938 Estimates  
to cover such improvement.

MCH  
Asy. Gov.

27. 5. 37.

Letter to E. Stanley B. Pitaluga, Esq. of 28. 5. 37.

(32)

Bf 1/8/37.

YB 28/5/37

S.P. W.

request

Can you furnish an estimate of the  
cost?

Jed  
24/8/37

Hon. Sec.

Owing to recent severe  
snow drift it was not possible  
to visit the site until 22<sup>nd</sup>  
August. Estimate in draft  
for 1938.

Jed.  
for S.P.W.  
26/8/37.

T.E.

Submitted for information  
Jed  
27/8/37

Hon. C.S.

Thank you. We are making  
provision in 1938 Estimates for  
this. A bridge is badly needed.

MCH  
30. 8. 37.

PA  
2/3/38

H.C.

I wish the work in red (20),  
 taken in hand as soon as  
 possible subject to consideration  
 of any variations the D.P.W.  
 considers desirable

llllt 15/1/35

D.P.W.s.

Accordingly please. I fear  
 a S.W. will be necessary as  
 no provision was made for  
 tracks to the camp. A  
 saving might be effected under  
 Bridge across Murrel.

met

CS  
 15-1-35

Hon Col. Sec.

Lehallen inspected and reported on this track  
 last April. I propose to send him out  
 with men when he returns from Fox Bay.  
 He should be in Stanley some time in Feb.  
 The Bridge over Murrel can go on at the  
 same time. At the present time weather  
 is unfit for men to live in tents.

I will go into the whole thing & report late Feb.  
 Lt Roberts

~~Approved  
M.A. R.V.~~

of 31/3/38  
G.D. 28/2/38.

D.P.W.

Is there anything to report  
in this connection please?

J.D.  
G. J. R. C. A.  
11/3/38

Hon. Col. Sec.

I propose to visit the Murrel River for  
the purpose of selecting a suitable site  
for the bridge.

C. Hallen will visit the Estancia track  
and report suitable arrangements for  
improvements, say, costing up to £150.

Suitable opportunity for these visits  
will be taken between 14<sup>th</sup> & 20<sup>th</sup> March.

Work should commence on the 21<sup>st</sup> or 22<sup>nd</sup> March.

£250 is available for Bridge, under XX P.W.E.

£150 is available for tracks " XIX P.W.C.

Do you agree with above arrangements please?

G. Roberts  
12/3/38.

*M.*

Proposals submitted for approval.

met  
C.

14. 5. 58

Approved. F. & C. will  
doubles be worked and asked to call  
to bridge.

14/3/58

D.P. Wks.

to note H's minute.

met  
C.

14. 5. 55

Hon. Col. Sec.

Two short bridges for the Estancia  
track are being assembled in the Dockyard.  
The weather is too bad to send men out  
at present.

Separate report submitted on the question  
of bridging the Murrel on the N Camp  
track.

*M Roberts*

21/3/58.

Letter to the Manager, The Falkland Island Co. Ltd. of 23/3/38. (38)

D.P. Wks.

To note.

MCH  
Cl.

23.3.38

Non Col. Sec.

Noted.  
Mc 24/3/38.

of 31/3/38.  
L.D. 25/3/38

Letter from Manager, F. I. Co., of 26.3.38.

(39)

D.P. W.

To note.

A. J. J.  
for L.S.  
28/3/38

Non Col. Sec.

Noted thank you.

S. Roberts.

15/6/38.

Minute from D.P. W., of 15.6.38.

40-41.

M. I fear the estimated cost of £2560 makes it impossible to carry out this work. In any case the volume of traffic does not justify such expenditure.

2. The Murre River pass



Might be improved and made  
safer for crossing at high  
water if boulders in the bed  
of the pass could be removed.  
I will speak to Mr Langdon  
about the matter.

I copy <sup>43</sup>  
lllll 16/6  
MCH  
Cl.  
16.6.38

D. P. Wks. <sup>44</sup>

To note. Plan is returned  
herewith for filing for  
future reference.

MCH  
Cl.  
16.6.38

<sup>45</sup>  
Hon. Col. Sec.

Noted, thank you plan filed  
for record.

C. Roberts.  
17/6/38.

~~31/7/38~~  
~~31/7/38~~  
b.f. 31.8.38  
MCH. S. S. 38

<sup>46</sup>  
B. U. when  
Mr Langdon is  
here in Stanley.  
MCH  
Cl.  
1.9.38

D. P. Works

47

I have discussed with Mr Langdon the suggestion put forward in my minute of 16<sup>th</sup> June sheet 8. Mr Langdon has informed me that the removal of boulders would be useless since what is really required is a bridge to enable passage under bad winter conditions of ice, both for travellers and stock. What is really required is a substantial ~~excursion~~ <sup>excursion</sup> at Site "C" in Sketch 1 (ref 35). The estimated cost £2560 appears altogether excessive. Something is required on the line of the bridge over the ~~ward~~ <sup>ward</sup> on the Estancia track but the Site "C" would require a pier in the centre of the stream.

Geo 30/9/38  
 L.H. 2/9/38  
 Lf. 31/10/38  
 C. 30/9/38

Perhaps in conjunction with Mr Challen you will go into the matter.

W.H.S.  
 6. x. 38

48

Hon; Col Sec,

Submitted. Prior to Mr Challen's departure on leave the Murrell was not sufficiently full to see exactly where it overflowed. Twice during this winter after thaws and heavy rains I have been to the site to ascertain to what extent the water rises over the banks and found it had not done so on either occasion.

2. I am not yet satisfied that a bridge cannot be erected at a site other than "C" at a far less cost than quoted on ref 40, and I submit that a further survey may be carried out after the arrival of the Ex Engineer and his views on the work obtained.

D. Murrell  
 O.i.c. P. W. Dept.  
 19/8/39

19  
 B. U. C. after arrival  
 of Ex. Engineer  
 met 21-8-39  
 Lf. 21/9/39  
 Lf. 27/9/39

R.F. 27.9.39.  
 24.25.9.39.

Ex. Engineers. 50

Referred please. No funds can be made available for such work while heavy war expenditure continues.

MCH  
C.D.  
30. 9. 39.

51

Hon: Col: Sec:

Noted.

J.S.  
3. x. 39.

~~1.9~~

52. Memo. to all members of Council of 28/5/54.

A.C.S. wd. like a new file made with 52 - Title <sup>as</sup> memo. W.D. 31/5

New file 1641 opened.

V.P.  
1/6/54.

GOVERNMENT HOUSE,

STANLEY.

22nd March, 1954.

Sir,

I have the honour to acknowledge the receipt of your despatches No. 156 of the 29th of December, 1953, and No. 5 of the 11th of January, 1954, and also your telegram of the 15th of March in reply to my telegram of the 12th of March, 1954, and to furnish, as desired, my observations on the letter from the Falkland Islands Sheepowners' Association dated the 6th of December, 1953.

2. It is true in the first place that, except for the operations of the Falkland Islands and Dependencies Sealing Company, Limited, sheepfarming is the only industry of the Colony and alone contributes directly to the revenue through the export tax on wool. The sheepowners, however, are subject to no other form of local taxation, apart from the general duties of customs on the importation of liquor and tobacco; the majority of them even escape payment to the Colonial Treasury of death duties in virtue of the fact that the greater number of the estates are registered as limited liability companies with their head offices in the United Kingdom. Moreover as against the payments made into the Land Sales Fund the sheepowners have obtained, or are in process of obtaining, the freehold of the farms.

3. Again it is true that in recent years the town of Stanley has attained a growth disproportionate to the Colony/

RABLE  
CUNLIFFE-LISTER,  
P.C., M.C., M.P.,  
SECRETARY OF STATE FOR THE COLONIES.

Colony as a whole and that the public monies spent on works in and near it bear no immediate relation to the source from which they derive. On the other hand Stanley is the capital and the sole town of the islands; indeed, there is no other centre of whatever size which is not in private possession. Yet somehow the Association seems to me to have failed to reach the heart of the matter with which it is concerned. It appreciates insufficiently that the primary object of the works which are being undertaken in and near Stanley is not the continued development of the town but the provision of unemployment relief and that these works are being undertaken there for the reason that it is at Stanley that the unemployed collect and are to be found, and it passes lightly over the radical cause of the unemployment problem, namely, the existence of a surplus of population, which is due mainly to the natural increase.

4. You are aware that consideration is being given to the possibility of devising remedial measures to deal with this surplus of population and that actual arrangements have been made whereby no less than twenty men during the 1932-1933 season and thirty men and youths during the 1933-1934 season were employed by the whaling companies operating in the Dependencies. Apart from the necessity of providing for the surplus of population, that is, of finding work for the hundred and more men who would be otherwise unemployed and without the means of subsistence, I do not see that any appreciable saving can be made in the cost of government. The estimate of the ordinary expenditure has been reduced steadily from £47,504 in 1929 to £37,292 in 1934 and every opportunity is seized, as it occurs, to enforce further cuts in personnel, salaries, or recurrent services.

5. I am unable, therefore, to agree that the case for the sheepowners is as strong as it is represented in their letter. At the same time I do not wish to deny them all reason and I think that the suggestions which they put forward in regard to the construction of tracks may be taken into serious account so far as is consistent with administrative efficiency and economic return.

6. I recommend that, as an emergency measure and as an integral part of the programme of unemployment relief works, tracks passable by motor traffic should be constructed at the entire cost of the public funds over private lands in the possession of the Falkland Islands Company, Limited, the Estate A. Morrison and the Estate Mrs. T. Robson between Stanley and the Fitzroy River on the way to Darwin and between Stanley and the Estancia at the south-eastern extremity of Salvador Waters on the way to Teal Inlet, Douglas Station and the north camp of the East Falkland. In every case the concurrence of the owners will be obtained before any work is started. As again you are aware, hitherto the cost of improving communications has been met by the Government over suburban lands only and the cost over private lands has been shared with the owners on a half-and-half basis in accordance with the scheme approved by Lord Cassfield in 1930. This scheme will remain in force as applicable to improvements carried out elsewhere and its modification in respect of the two tracks mentioned will be regarded as a temporary concession in the exceptional circumstances which at present prevail.

7. I have had a recent opportunity personally viewing the country to be traversed between Stanley and Fitzroy and it may be of value for me briefly

- 4 -

my experiences and impressions. I had been over the country between Stanley and Teal Inlet in a Morris six-wheeled motor lorry on a previous occasion. Accompanied by the Senior Medical Officer and by Mr. L. W. H. Young, M.L.C., and local manager of the Falkland Islands Company, Limited, I was given passage by Commodore A. M. Evans, O.B.E., R.N., in H.M.S. "Meteor" as far as Lively Island at the entrance to the Choisoul Sound whence we were conveyed by auxiliary schooner to Darwin. The next day we were driven by Mr. G. M. Sodd, the camp manager of the Falkland Islands Company, Limited, in his Ford motor car from Darwin to Fitzroy, a distance of just over forty miles which we covered in rather less than three hours and with reasonable ease and comfort. After a night's rest at Fitzroy we rode to Paterson's Point on the Fitzroy River, where it is proposed to build a bridge, were ferried in a dinghy across the Fitzroy River and completed the twenty-five miles into Stanley on horseback following the line of the projected track until we struck its head in the neighbourhood of Mount William four miles from Stanley, at which juncture we were met by a Morris motor-car. The total time occupied on this section of the journey was five hours.

3. I wish to make it clear that while the country between Darwin and Fitzroy provides good going, for a large part along hard ridges, that between Fitzroy and Stanley is vastly different, consisting of "peat banks, swamps, stone-runs and outcrops of rock, intermingled with streams" (see page 5 of the report on the Proposed Improvement of Tracks in the Colony by the Director of Public Works dated the 4th of April, 1930). The track between Darwin and

Fitzroy

Fitzroy has been made comparatively with little labour or expense; last year in the course of a few months by removing the top sod or by levelling with the spade fifteen miles were cleared at the cost of £14 a mile. Similarly its extension from Fitzroy as far as Paterson's Point on the Fitzroy River does not present any difficulty. But over practically the entire distance from the Fitzroy River to Stanley such simple methods will not suffice. It will be necessary to excavate the soft peat to a depth varying from six to eighteen inches, to lay a mattress of rock and to spread with crushed stone, for otherwise after any rain the surface becomes water-logged and is quickly churned into a slough. The country between Stanley and the Estancia also is of the same nature. It is necessary to have a road resting on a metalled foundation and roughly surfaced rather than a track that is required to permit of the safe passage of motor traffic over these areas; and the roads actually under construction across the suburban lands have been evolved through experimental stages into roads of the type described, the cost of which approximately is £8/- a yard run or £712 a mile. I may mention here that Mr. G. Bonner, C.E., the Chairman of the Falkland Islands Shepherds' Association and signatory of the letter referred to in the first paragraph of this despatch, was contacted by the Director of Public Works on the 13th of February, 1934, over the tracks, or roads, across the suburban lands. Mr. Bonner stated that he had no idea such excellent work had been carried out and expressed his utmost satisfaction at all he saw.

9. It will be convenient for reference, perhaps, if I give a summarised statement of the present position in regard to these roads across the suburban lands. The

Fitzroy/



Pitzroy track is passable now for motor traffic out of Stanley up to the foot of Mount William, a distance of four miles, and the Estancia track beyond the western end of the inner harbour on a distance of four and a half miles. Work is in progress in the former case as far as five miles away from the town and in the latter case eight miles.

10. To give effect to these proposals, more immediately, I have recommended (and have received your approval) that during the current year an additional sum of 22,200 should be expended under Head XXI. "Public Works Extraordinary", item 17 "Improvement of Tracks to the Camp" of the estimate for 1931 and that equivalent savings should be effected under the same head, item 3 "New Roads etc., in Stanley", item 14, and item 4 "Three new roads from Stanley to banks",

It is understood that work will be proceeded with simultaneously on the Pitzroy and on the Estancia tracks.

The postponement of certain of the roads contemplated under items 3 and 4 until, say, next year is of no real significance and the re-allocation of the monies will cause no administrative difficulty of any consequence in the Public Works department. You will observe that the effect of the re-allocation is that out of the total provision of 314,640 under Head XXI. 26,520, or more than 44 per centum, will be spent on the improvement of communications to the camp, thus :-

Item 2.	"Ribbon Tracks to the Camp over Suburban Lands"	24,000
Item 14.	"Bridge over Murrel River"	2 150
Item 17.	"Improvement of Tracks to the Camp"	2 150
	plus	21,500
	plus	2 720
		<hr/> 26,520 <hr/>

M/10



FALKLAND ISLANDS.

Downing Street,

No. 69.

30

May, 1934.

Sir,

I have the honour to acknowledge the receipt of your despatch No. 34 of the 22nd March, concerning certain representations by the Falkland Islands Sheepowners' Association, and to inform you that I approve the recommendations in paragraph 6 of your despatch for the construction, at the entire cost of public funds, of tracks passable by motor traffic over private lands between Stanley and the Piteroy River on the way to Darwin, and between Stanley and the Estancia at the south-eastern extremity of Salvador Waters on the way to Teal Inlet, Douglas Station and the north camp of the East Falkland.

*Read 14.*

29 May, 1934.

2. I enclose, for your information, a copy of a letter which I have caused to be addressed to the Falkland Islands Sheepowners' Association in the matter.

3. I take this opportunity to confirm my telegram No. 9 of the 19th March, in which I conveyed to you my approval of the introduction of a resolution in the Legislative Council to sanction the expenditure during the current year of an additional sum of £2,220 under Item 17 of Head XXI of the estimates, to be effect by a reduction of £1,500 under Head XXI, item 3, and a reduction of £720 under Head XXI, item 4.

I have the honour to be,  
Sir,

Your most obedient,  
humble servant,

(Sgd.) P. CUNLIFFE-LISTER.

THE OFFICER ADMINISTERING  
THE GOVERNMENT OF  
THE FALKLAND ISLANDS.

29 May 4

39233/34.

Sir,

With reference to the correspondence terminating with your letter of the 16th January, I am directed by Secretary Sir Philip Cunliffe-Lister to inform you that he has approved a recommendation by the Officer Administering the Government of the Falkland Islands that, as an emergency measure and as an integral part of the programme of unemployment relief works, tracks passable by motor traffic should be constructed at the entire cost of the public funds over private lands between Stanley and the Fitzroy River on the way to Darwin, and between Stanley and the Estancia at the south-eastern extremity of Salvador Waters on the way to Teal Inlet, Douglas Station and the north camp of the East Falkland.

THE CHAIRMAN,  
FALKLAND ISLANDS SHEEPOWNERS' ASSOCIATION.

2. The arrangement in force hitherto, whereby the cost of improving communications has been met by the Government over suburban lands only, and the cost over private lands has been shared with the owners on a half-and-half basis, is to remain in force as applicable to improvements carried out elsewhere, and its modification in respect of the two tracks mentioned is to be regarded as a temporary arrangement in the exceptional circumstances which at present prevail.

3. On the question of the cost of administering the colony, the Acting Governor has reported that the amount of the ordinary expenditure has been reduced by £47,504 in 1929 to £37,292 in 1934, and that every opportunity is seized, as it occurs, to secure further reductions in recurrent services.

I am,

Sir,

Your obedient servant,

THE  
F

(Signed) H. T. ALLEN.

No.

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

MINUTE.

1st July. 19<sup>36</sup>

From

DIRECTOR OF PUBLIC WORKS.

To

COLONIAL SECRETARY.

Stanley.

Hon Colonial Secretary,

With reference to our verbal conversation regarding work to be carried out on tracks to camp I submit the following report for consideration. In doing this I am assuming that the intention is to so improve the tracks that it will be possible for horses as well as cars to travel on them.

I have recently inspected these tracks and suggest that :-

- (a) The central portion of the road for a width of 2' 6" should have the rocks and shingle removed and be filled with peat loam.
- (b) All ruts and hollows in the present motor track to be filled in with shingle, which will be obtained from the sides and central portion of the present track.
- (c) All the existing drainage trenches alongside the track to be cleaned out.

The sections to be treated should be from, North Track. From the Wireless Station gate to 250 yards west of the gate at the "Two Sisters" fence.

South Track. From the common gate, south of Sappers Hill to 1250 yards west of the second fence on suburban land leased to Mr Browning.

I estimate this work will provide employment for ten men for ten weeks.

I suggest that tenders be invited and only tenders received from unemployed men be considered, that a limit of £? ? ? per week be made as the maximum amount that will be paid for each man employed.

In view of the suggestion that tenders should be invited, I have refrained from giving the approximate cost of this work, this figure can be given to you verbally.

*E. J. Collett.*

Director of Public Works.

GOVERNMENT NOTICE.

Tracks to the Camp. (Track "A")  
- - - - -

Tenders are invited for conditioning tracks to the Camp.

2. The work consists of improving the tracks in such a manner as to make them usable for horse as well as motor transport.
3. The central portion of the track for a width of 2' 6" and to a depth of not less than 6" is to have the rocks and shingle removed and is to be filled in with peat loam, any rock removed is to be placed in tidy heaps at the side and clear of the tracks.
4. All ruts and hollows in the present motor track are to be filled in with shingle in such a manner as to leave the finished work even and in the form of a camber. Shingle for the above will be obtained from the sides and central portion of the track.
5. All the existing drainage trenches alongside the track are to be cleaned out as the work proceeds.
6. The section on which this work is to be done is :-  

From the Wireless Station gate to 250 yards west of the gate at the "Two Sisters" fence, in all approximately 6410 yards run.
7. The price is to be given for so much per yard run.
8. The contractor is to provide his own tools and arrange his own transport. The Government will provide a small portable shed suitable for shelter only, and will provide a lorry for four moves of this shed, but the contractor will do all the handling on and off the lorry.
9. Sufficient labour is to be maintained to carry out the work in an efficient and expeditious manner, not less than 5 men including the contractor being employed at any one time.
10. In making payment for this work the Government will not pay more than £3. 5. 0. per week for each man employed.
11. The Government does not bind itself to accept the lowest or any tender.
12. Should the work not proceed to the satisfaction of the Government Officer supervising, the Government reserves the right to cancel the contract at any time.
13. Tenders should be addressed to "The Chairman of the Tender Board" and marked "Track A" on the outside of the envelope and should be deposited in the box marked "Government Tenders" at the Colonial Secretary's Office not later than 12 noon on ~~Monday~~ <sup>Saturday</sup> the ~~27th~~ <sup>25th</sup> July, 1936.
14. Only tenders received from unemployed men will be considered, *and work is to be started not later than the 1<sup>st</sup> of August*
15. Any further particulars can be obtained on application during office hours to the Director of Public Works.

(Sgt.) G. Roberts,  
Director of Public Works.

GOVERNMENT NOTICE.

Tracks to the Camp. (Track B)

Tenders are invited for conditioning tracks to the Camp.

2. The work consists of improving the tracks in such a manner as to make them usable for horse as well as motor transport.
3. The central portion of the track for a width of 2' 6" and to a depth of not less than 6" is to have the rocks and shingle removed and is to be filled in with peat loam, any rock removed is to be placed in tidy heaps at the side and clear of the tracks.
4. All ruts and hollows in the present motor track are to be filled in with shingle in such a manner as to leave the finished work even and in the form of a camber. Shingle for the above will be obtained from the sides and central portion of the track.
5. All the existing drainage trenches alongside the track are to be cleaned out as the work proceeds.
6. The section on which this work is to be done is :-  

From the common gate south of Sappers Hill to approximately 1200 yards west of the second fence on suburban land at present leased to Mr Browning, in all approximately 7064 yards.
7. The price is to be given for so much per yard run.
8. The contractor is to provide his own tools and arrange his own transport. The Government will provide a small portable shed suitable for shelter only and will provide a lorry for four moves of this shed, but the contractor will do all the handling on and off the lorry.
9. Sufficient labour is to be maintained to carry out the work in an efficient and expeditious manner, not less than 5 men including the contractor being employed at any one time.
10. In making payment for this work the Government will not pay more than £3. 5. 0. per week for each man employed.
11. The Government does not bind itself to accept the lowest or any tender.
12. Should the work not proceed to the satisfaction of the Government Officer supervising, the Government reserves the right to cancel the contract at any time.
13. Tenders should be addressed to "The Chairman of the Tender Board" and marked "Track B" on the outside of the envelope and should be deposited in the box marked "Government Tenders" at the Colonial Secretary's Office not later than 12 noon on ~~Monday~~ <sup>Saturday</sup> the ~~27th~~ <sup>26th</sup> July, 1936.
14. Only tenders received from unemployed men will be considered and work is to be started not later than the 1st of August 1936.
15. Any further particulars can be obtained on application during office hours to the Director of Public Works.

(Sgt.) G. Roberts,  
Director of Public Works.



14/7/21

NOTICE.

The attention of the Government was drawn some time ago to the inability of the camp horses to make use of the metalled tracks into Stanley, and the Director of Public Works has for some time past been engaged in carrying out experiments on central soft tracks on the roads. These experiments have proved satisfactory as far as it is possible to judge from what has been tried and consequently tenders have been called for the work necessary to recondition these tracks which will it is hoped be appreciated by riders using these roads.

---

DECODE.

16

TELEGRAM.

From H.E. The Governor,

To Secretary of State for the Colonies.

---

Despatched: 14th July, 19 36. Time: ...

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

No. 44. Public Works Extraordinary Head 21 Item 10  
Magazine not required this year as other safe storage has  
been found for explosives. Request your permission by  
telegram to substitute first improvement of existing roads  
to camp to make them fit for horse traffic and second  
improvement to Stanley Common by draining and fencing.  
Total provision on Head Public Works Extraordinary will not  
be exceeded.

Governor.

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

**SENT.**

---

Number	Office of Origin	Words	Handed in at	Date
Despatched:	16th July, 1936.	Time:		
Received:	16th July, 1936.	Time:		

---

To H.E. The Governor.

From: Secretary of State for the Colonies.

---

*Red 16* No. 61. Your telegram 14th July unnumbered. I approve of proposed additional provision,

S. of S.

Time

---

Stanley  
Shetland Isles

27<sup>th</sup> July 1936

To the Hon. Act. Secy.

Sir

I am desired by the members of the Reform League to place before the Government <sup>the opinion</sup> that the work on the Camp Roads, as advertised for contract, is a waste of work.

The opinion of the League is that the money allotted to this work would be better spent by extending them instead of the present scheme.

We believe that the dug out centre, filled in with peat or earth will be a bog-hole in wet weather and in dry weather it will crumble and be blown away.

(18)

Fluthermac, it will be in constant  
need of refilling, and we cannot see  
that in any way, it can become a  
usefull. or. needed work.

I am. Sir

Your obedient servant

Clement Harrison.

(See)

TENDERS FOR CONDITIONING TRACKS TO CAMP. (Track "B")

Tenders due at 12 noon on Saturday 25th July, 1936.

Tenderer.	Amount of Tender.			Remarks.
	£.	s.	d.	
J. Coleman		2	=	1/2 yard
S. Hansen		1	6	
C. J. Skilling		1	6	
A. J. Linderberg			9	
J. Newman			8	
A. Macfarren			5	+ 6"
D. J. McLeod		1	=	
W. G. Glendon			10	
J. Clifton			10 1/2	
H. W. Hatchman		11	0-	
J. G. Short			9	
C. A. Betts		14	6	
J. Watts		11	4 1/2	

Approved to accept the tender of W. A. Macfarren  
 for the sum of 6 1/2 yard

Tender Board.

Macfarren  
C. Roberts. Chairman  
A. Brown

25th July, 1936.

I, the undersigned hereby agree to carry out  
the work of conditioning tracks to the Camp,  
(Track "B") in accordance with specification  
attached hereto, for the sum of.....  
per yard run.

A. M. Loren

H. E. Egan  
Witness.

C. Roberts  
Director of Public Works.  
27th July, 1936.

Tracks to the Camp (Track "B")  
-----

Tenders are invited for conditioning tracks to the Camp.

2. The work consists of improving the tracks in such a manner as to make them usable for horse as well as motor transport.
3. The central portion of the track for a width of 2' 6" and to a depth of not less than 6" is to have the rocks and shingle removed and is to be filled in with peat loam, any rock removed is to be placed in tidy heaps at the side and clear of the tracks.
4. All ruts and hollows in the present motor track are to be filled in with shingle in such a manner as to leave the finished work even and in the form of a camber. Shingle for the above will be obtained from the sides and central portion of the track.
5. All the existing drainage trenches alongside the track are to be cleaned out as the work proceeds.
6. The section on which this work is to be done is :-  

From the common gate south of Sappers Hill to approximately 1200 yards west of the second fence on suburban land at present leased to Mr. Browning, in all approximately 7064 yards.
7. The price is to be given for so much per yard run.
8. The contractor is to provide his own tools and arrange his own transport. The Government will provide a small portable shed suitable for shelter only and will provide a lorry for four moves of this shed, but the contractor will do all the handling on and off the lorry.
9. Sufficient labour is to be maintained to carry out the work in an efficient and expeditious manner, not less than 5 men including the contractor being employed at any one time.
10. In making payment for this work the Government will not pay more than £3. 5s. -d. per week for each man employed.
11. The Government does not bind itself to accept the lowest or any tender.
12. Should the work not proceed to the satisfaction of the Government Officer supervising, the Government reserves the right to cancel the contract at any time.
13. Tenders should be addressed to "The Chairman of the Tender Board" and marked "Track B" on the outside of the envelope and should be deposited in the box marked "Government Tenders" at the Colonial Secretary's Office not later than 12 noon on Saturday the 25th July, 1936.
14. Only tenders received from unemployed men will be considered, and work is to be started not later than the 1st of August, 1936.
15. Any further particulars can be obtained on application during office hours to the Director of Public Works.

(Sgd.) G. Roberts,  
Director of Public Works.



AUSTRO-GERMAN AGREEMENT

After a first instant of hesitation had passed all the leading papers in Rome yesterday announced the Austro-German Agreement in terms reserved for events of the very highest importance. The "Messagero" heads its leader "The Service of the Cause of Peace.", the "Voce D'Italia" speaks of "European clarification" and the "Popola di Roma" of "a remarkable step forwards on the way to European rehabilitation."

All the Rome papers give prominence to the telegrams exchanged by Signor Mussolini and Herr Schuschnigg which the "Voce d'Italia" calls "an event which the people of Italy can only welcome with pleasure."

It is reported from Berlin that Herr Fuehrer has received the following telegram "The conclusion of the agreement whose aim is to restore friendly and neighbourly relations between two German states offers me a welcome opportunity to greet your Excellency as Fuehrer and as Chancellor of the German Reich, and at the same time to give expression to the conviction that the operation of this agreement will promote well-being in Austria and in the German Reich and will consequently be a blessing to the whole German people. I believe that your Excellency will share my opinion that this agreement is also a valuable contribution towards general peace."

Herr Fuehrer, the Reich Chancellor, thereupon replied "The greetings which your Excellency extends on the occasion of to-day's conclusion of the German-Austrian Agreement are heartily reciprocated. I wish to add that by this agreement the old traditional relations rooted in racial unity and a century-old similarity of history, will be restored in order that two German States may work together in the future hand in hand for their common welfare and for strengthening the peace of Europe."

CORRECTION.

The decision in the Boxing match between Thompson and Cletheroe was a draw and not a win for Thompson as previously stated

SOME BISLEY RESULTS

The United Services Cup was won by :- 1st-Regular Army,  
2nd-Royal Navy,  
3rd-Royal Air Force.

England won the Elcho Shield from Scotland with Ireland third. The outstanding individual performance on Friday was that given by Captain F.E.B. Guise of India who scored 15 consecutive bullseyes at 200 yards in an extra competition. This is one in which a competitor may fire as many cards as he wishes during the meeting (on payment of 2/6 each card) and the distances are 200, 500, 600 and 1,000 yards. In the event of a competitor making a full score - 35, he continues firing until he drops from the bull.

(Contributed)

F.I.D.F.M.R. CLUB

The following are the highest averages and scores for the week. Shooting only took place on two nights.

L. Reive	98.66	(6)
W.J. Bowles	97.5	(8)
W.J. Grierson	97.42	(7)
E.F. Lellman	97.00	(4)
K.V. Lellman	96.66	(3)
W.M. Allan	96.00	(5)
W.J. Summers	95.66	(3)

L. Reive	100(2)	W.J. Bowles	99
W.J. Grierson	99	E.F. Lellman	99
W.M. Allan	98	P. Hardy	98
K.V. Lellman	98		

A Class medal was won by L. Reive. B Class medal was won by G. Betts. Sealed score prizes were won by E.F. Lellman and C. Reive.

TOKIO. The reports of Britain laying down seven capital ships in the next three years and of the United States following suit will necessitate Japan laying down additional warships of the same class by 1938 according to the press.

TENDERS FOR CONDITIONING TRACKS TO CAMP. (Track "A")

Tenders due at 12 noon on Saturday 25th July, 1936.

Tenderer.	Amount of Tender.			Remarks.
	£.	s.	d.	
R. J. Hunter			10	
S. Hansen		"	6	per yard.
C. J. Skelling		"	6	
A. Clifton			11	
K. Pucci			7	
J. G. Short			9	
S. G. Albridge & F. Ashley			9	
A. Clarke			5 <sup>3</sup> / <sub>4</sub>	
W. G. Beck			4 <sup>1</sup> / <sub>2</sub>	
L. J. Lundenberg			9	
J. Newman			10	
A. McLaren			5	
W. N. Benne			10	
J. Watts		1	4	
J. Clarke			5 <sup>1</sup> / <sub>2</sub>	x
H. P. Biggs		4	-	
B. Biggs		5	-	

Approved to accept the tenders of Messrs. <sup>J.C.</sup> A. Clarke & W. G. Beck for the sum of 6 per yard subject to the D.P.W. arranging the contract between the persons concerned.

Tender Board.

*W. G. Beck*  
*J. Clarke*  
*A. Newman*

25th July, 1936.

I, the undersigned hereby agree to carry out the work of conditioning tracks to the Camp (Track "A") in accordance with specification attached hereto, for the sum of..... per yard run.

J. Clarke  
W. S. Beck

A. Williams  
Witness.

A. Roberts  
Director of Public Works.  
27th July, 1936.

GOVERNMENT NOTICE

Tracks to the Camp. (Track "A")

Tenders are invited for conditioning tracks to the Camp.

2. The work consists of improving the tracks in such a manner as to make them usable for horse as well as motor transport.
3. The central portion of the track for a width of 2' 6" and to a depth of not less than 6" is to have the rocks and shingle removed and is to be filled in with peat loam, any rock removed is to be placed in tidy heaps at the side and clear of the tracks.
4. All ruts and hollows in the present motor track are to be filled in with shingle in such a manner as to leave the finished work even and in the form of a camber. Shingle for the above will be obtained from the sides and central portion of the track.
5. All the existing drainage trenches alongside the track are to be cleaned out as the work proceeds.
6. The section on which this work is to be done is :-  

From the Wireless Station gate to 250 yards west of the gate at the "Two Sisters" fence, in all approximately 6410 yards run.
7. The price is to be given for so much per yard run.
8. The contractor is to provide his own tools and arrange his own transport. The Government will provide a small portable shed suitable for shelter only, and will provide a lorry for four moves of this shed, but the contractor will do all the handling on and off the lorry.
9. Sufficient labour is to be maintained to carry out the work in an efficient and expeditious manner, not less than 5 men including the contractor being employed at any one time.
10. In making payment for this work the Government will not pay more than £3. 5s. Od. per week for each man employed.
11. The Government does not bind itself to accept the lowest or any tender.
12. Should the work not proceed to the satisfaction of the Government Officer supervising, the Government reserves the right to cancel the contract at any time.
13. Tenders should be addressed to "The Chairman of the Tender Board" and marked "Track A" on the outside of the envelope and should be deposited in the box marked "Government Tenders" at the Colonial Secretary's Office not later than 12 noon on Saturday the 25th July, 1936.
14. Only tenders received from unemployed men will be considered, and work is to be started not later than the 1st of August, 1936.
15. Any further particulars can be obtained on application during office hours to the Director of Public Works.

(Sgd.) G. Roberts,  
Director of Public Works.

Price.....1d)  
Monthly Subscription....2/- } Delivery  
Annual Subscription....£1.) Free.

STANLEY,  
FALKLAND ISLANDS.  
13th July, 1936.

ADVERTISEMENTS

Single insertion 6d a line, minimum 3/-; Repeat insertion 6d a line, minimum 2/-; Whole Page 15/- one insert; Half Page 10/- one insert.  
Rates are payable in advance.

Lighting-up Time 5.12

RADIO PROGRAMME

Overseas music or Studio selections will be broadcast from 8 p.m., while at 9 p.m. the Time Signal will be given and at 9.30 p.m. News Items.

COOKERY LESSONS

Arrangements have been made for the Senior girls attending the Government School to receive teaching in the art of cookery. The lessons will be given by the Senior Mistress in the Church House kitchen, which has been renovated and equipped for the purpose.

It is hoped to make the lessons of real practical value to the future housewives of the Colony, and the Superintendent of Education hopes that all concerned will watch the experiment with sympathetic interest and do what they can to make it a success.

Later it may be possible to employ a full-time domestic science teacher and to provide classes for other groups of the community, including men. In this country, with our limited range of foodstuffs, it is most desirable that we should know how to make the best of our resources.

The m.v. "Gentoo" arrived in Stanley from Pebble Island this morning.

OF INTEREST TO WIRELESS FANS.

Successful Two-way Amateur Communication.

The Amateur Wireless Station operated under the licence VP8B held by Mr. T.H.H. Hennah carried out experimental transmissions between VP8B and other Amateur Stations on Sunday July 5th. The station, which has been designed and operated by Mr. R. McLaren on behalf of the licence holder, succeeded in exchanging signals with Mr. Oscar C.E. Mik of Amateur Station LU3HK Cordoba, Argentine. During tests LU3HK informed Mr. McLaren that his signals were perfectly readable, moderately strong, and with a pure D.C. Tone.

Later the same day signals were exchanged with Mr. Colin H. Grattan of LU9BV Buenos Aires.

The Stanley Amateur Station was worked from 4 volts low tension battery, and a Milnes Unit of 150 volts for high tension.

(Contributed.)

Hanworth Lord Sempill, who left England on a flight to Australia on Friday, has returned to England from Vienna as his auxiliary petrol supply was not working properly.

New York. Over 500 people have died during the recent heat wave in the United States from strokes, heart failure and drowning. A cool wave from the Middle West is expected to reach the Eastern coast to-day.

No. \_\_\_\_\_

MINUTE.

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

4<sup>th</sup> August 1936.

From D. P. W.<sup>AS</sup>

Whom To.

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

Submitted the attached copies  
of Tenders and signed contracts  
for Roads and Football Field.  
for record.

C. Roberts.  
4/5/36.

Stanley  
Halkland Isls.

19<sup>th</sup> Aug. 1936

To the Hon Col Secretary.

Sir,

Red (19) May I remind you, that I have received no reply to my letter dated 27<sup>th</sup> July 1936, concerning the work on the camp roads.

Will you be good enough to let me have, at least, an acknowledgement of that letter, in time for the League meeting, to be held on the evening of the 20<sup>th</sup> Aug. 1936.

I am, Sir,

Your obedient servant  
Edmund Harwood  
(Sec).

71/34.

20th August,

36.

Red 21

Sir,

With reference to your letter of the 19th of August, 1936, I am directed to inform you that my letter No. 135/34 of the 5th of August, was intended to cover the replies to both your letters of the 27th and 29th of July.

2. It is regretted that a reference to your letter of the 27th July was omitted, the contents of which were of course placed before His Excellency the Governor.

I am,

Sir,

Your obedient servant,

Acting Colonial Secretary.

Mr. C. Harrison,  
Secretary,  
Falkland Islands Reform League,  
STANLEY.



Stanley  
Falkland Isles

15<sup>th</sup> Sept. 1936

To the Hon. Act Colonial Secretary

Sir,

Your letter of the 20<sup>th</sup> Aug, 1936  
No 71/34, has been considered by  
our Committee, and they are of  
the opinion, that it in no wise gives  
an answer to our letter, dated 27<sup>th</sup> July  
1936, nor does your letter of the 5<sup>th</sup>  
Aug, 1936 No 135/34 cover our letter  
of the 27<sup>th</sup> July.

The work, the League complained of  
being completed, nothing can be done  
in the matter now. But the League  
is resolved that if a similar occurrence  
arises, we shall have no compunction

Recd 27

Recd 19.

Recd. 67.68  
inf. 135/34

about petitioning the Secretary of State  
for the Colonies, to send a commission  
to inquire into the abilities and qualifications  
of the Technical officials at the head of  
the Government departments.

I have the honour to be

Your obedient servant

Clement Harrison

(Sec. F.I.R. L)

TEAL INLET  
FALKLAND ISLANDS

Jul 15. 1936

The Hon  
The Colonial Secretary

Sir

On behalf of all camp workers & their families, I wish to protest against the stopping of work on the tracks out of Stanley. The Original Scheme was called Improvement of Tracks & was what we all looked forward to as we knew if road building was started it would still mean a number of years before the riders got any benefit.

The making of the road followed the riding track & ruined it for riding so that riders from the camp are worse off than before. The road as far as it goes is a help to the few going in from the camp who can afford £1 for car hire but is mainly for joy riding by the people of

## TEAL INLET

FALKLAND ISLANDS

Stanley who own cars or cycles.  
I cannot see why some of the surplus  
labour may not be used in  
Improving the tracks to Fitzroy  
Port Louis & Estancia  
Ditching Bridging & filling holes.  
The farm workers all say, "If  
only Government Officials had to  
ride the tracks once a month in  
the winter, something would soon  
be done".

Yours truly

G. A. Fells

TRACK TO ESTANCIA.

I beg to submit report and estimate on the track from the Estancia to the Two Sisters' gate.

I left Stanley on Friday the 16th of April, in company with Mr V. Summers, riding one of his horses , and was loaned a horse by Mr Langdon for the return journey.

I left the Estancia on the morning of the 17th with Mr G. J. Felton to look over the track, there are several different tracks in use, and the one taken by Mr Felton keeping to the sides of the stone runs as much as possible was better than I went out by with Mr Summers. To make this track good and avoid making detours and getting off the horse to lead over short rocky places with holes between the rocks (about nine places in all) it is necessary to break down the rock and pave a pathway about two feet wide with flat rocks, these places vary from six yards to twenty-five yards in length

In other places over peat banks there are a few bad ditches which could be improved by digging out and a few rocks placed in them.

Between the Murrel bridge and the Two Sisters' gate, three small bridges are required to lay over bad ditches, these could be moved to another spot when the approaches get cut up and would require to be about eight feet long and five feet wide.

This is the work Mr Felton suggested might be done as soon as possible, should the Government decide to carry out any improvement, and I estimate it would take two men about two weeks to complete, They would require a horse each, which would have to be hired, should the farmers not feel inclined to lend two horses for the work.

For the first week the men would be working on the Estancia end of the track and it would be necessary to arrange with Mr Langdon and Mr Anderson for their board and lodgings at the Estancia, while on this end they could carry their meals from Stanley. Motor transport over the camp at this time of the year is very difficult and expensive.

I estimate the above work will cost :-

2 men for 2 weeks @ £2. 16. 3. per week each.	11. 5. 0
Board and lodgings for two men for six days @ 2/6 per day each man.	1. 10. 0
Material for three small bridges.	9. 12. 6
Transport to Two Sisters.	<u>1. 12. 0</u>
	23. 19. 6
Hire of 2 horses for 12 days @ 10/- each.	<u>12. 0. 0</u>
say	<u>£ 36. 0. 0</u>

The further undermentioned work suggested by Mr Felton would have to stand over until the commencement of the summer, as transport considerable/would be required.

- (1) A bridge over the stream that must be crossed by traffic going round the Heads. about 18 feet long and nine feet wide.
- (2) Break down large rocks, fill all holes and cover with clay for about fifty yards length at the top or east end of the large stone-run.
- (3) To the west of the iron gate over peat banks, dig out and drain, fill holes and make good for about half a mile.

This work would require transport by six-wheeled lorry at the time they are required in Stanley for carting peat.

Approximate cost of work :-

Labour.	25. 10. 0
Transport.	12. 0. 0
Materials.	12. 10. 0
Lodgings, &c.	<u>3. 0. 0</u>
	53. 0. 0
New set of steel tracks for six-wheel lorry.	<u>40. 0. 0</u>
	<u>£ 93. 0. 0</u>

G. K. Challen.  
General Foreman of Works.  
20th April, 1937.

4/1/37

(31)

STANLEY

FALKLAND ISLANDS

17th May, 1937.

Sir,

I have to inform you that the North Camp Track running to Port Louis is in a very bad condition especially at the Murrel, which is dangerous and requires bridging. I therefore have the honour to enquire whether the Government will be good enough to improve this track in a similar manner to that of the Teal Inlet track.

I am,

Sir,

Your obedient servant,

E. Stanley B. Piteluga.

Fred G. Langdon  
"Fitzroy"

J. R. Robson.  
Port Louis

J. H. Smith  
Johnson & Co

The Honourable  
The Colonial Secretary  
Stanley

71/34.

23th May,

57.

Sir,

Red 31

I am directed to acknowledge the receipt of your letter of the 17th of May, and to inform you that His Excellency regrets that there are no funds available this year for the improvement of the track referred to but that provision will be made in the 1938 Estimates to cover such improvements.

I am,

Sir,

Your obedient servant,

for Colonial Secretary.

E. Stanley B. Pitaluga, Esq.,  
Rincon Grande,  
EAST FAULKLAND.





No. \_\_\_\_\_  
(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

MINUTE.

21st March 1938

From Director of Public Works

To The Honourable the

Colonial Secretary

Stanley, Falkland Islands.

Accompanied by Mr.Challen I visited the Murrel River on Monday the 14th March for the purpose of selecting a suitable site for a bridge and exploring the possibilities of transporting materials up the river by scow. I inspected and measured the site which was thought most suitable. but have since received information from Mr Biggs of the Murrel House that the site cannot be approached during the winter months. This spot, which we will call Site A, is shewn on Sketch No.1 and would require a bridge with an open span much wider than that reported by Mr Challen in April of last year. The materials for its construction would therefore cost much more with consequent extra expense for transport and erection.

2. On Friday the 18th March Mr Challen again visited the Murrel and met Mr Biggs at the Salt Water Pass. They spent most of the day inspecting possible sites and taking measurements; but failed to find a suitable site over which a bridge could be erected without going to considerable expense.

3. I submit herewith for record a sketch shewing positions and measurements of the sites, with notes.

4. In view of the inspections so far carried out I am extremely doubtful whether it is going to be possible to find a suitable site where a bridge can be erected for anything approaching the sum of £250 which is provided in the Estimates for 1938.

5. I understand that this estimate was based on the understanding that the Falkland Islands Company Limited would sell to the Government steel masts or spars similar to, but longer than, those used on the previous bridge over the Murrel. On making enquiries I am informed that the masts are not now for disposal.

6. As I view the situation at the moment it is not possible to obtain/

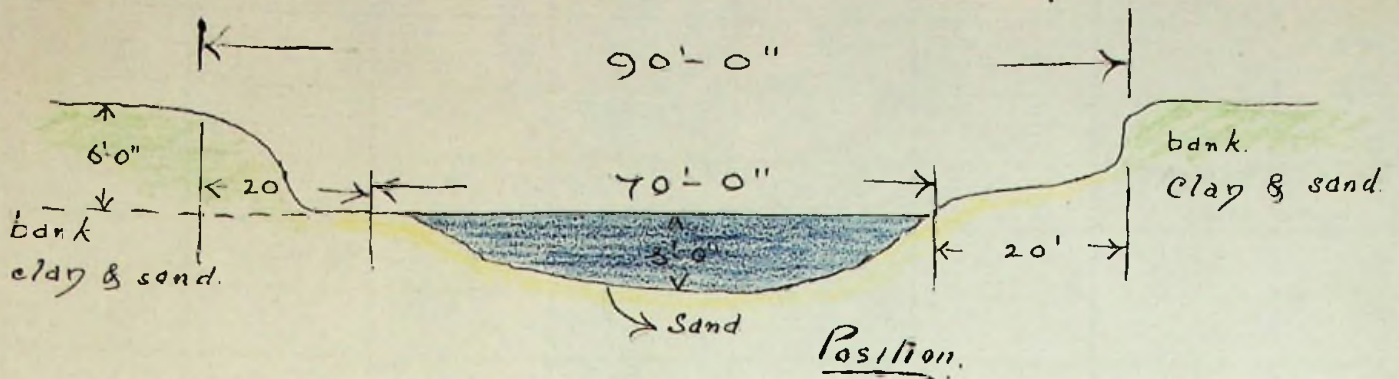
obtain materials locally which will be suitable for a wide span bridge which is going to be of practical and lasting use, and the sum of £250 is totally inadequate for even the purchase of the materials in the United Kingdom.

7. Before any further action is taken I suggest that an official letter might be sent to the Falkland Islands Company asking whether they will arrange for Mr Langdon of Fitzroy to meet a representative of the Public Works Department at the Murrel for the purpose of selecting the most suitable site. As you are aware Mr Langdon is a practical man and is conversant with the tracks and requirements of the North Camp travellers. When the site has been decided a careful survey can be made and a further report submitted.

8. It would then be advisable to inform the North Camp farmers of the proposed site selected and the action taken. Before embarking on any definite scheme it is very necessary that this should be done; we may get some useful criticism seeing that all have their own tracks and pet views on where a bridge should be. A good instance of this was the bridge over the River Malo.

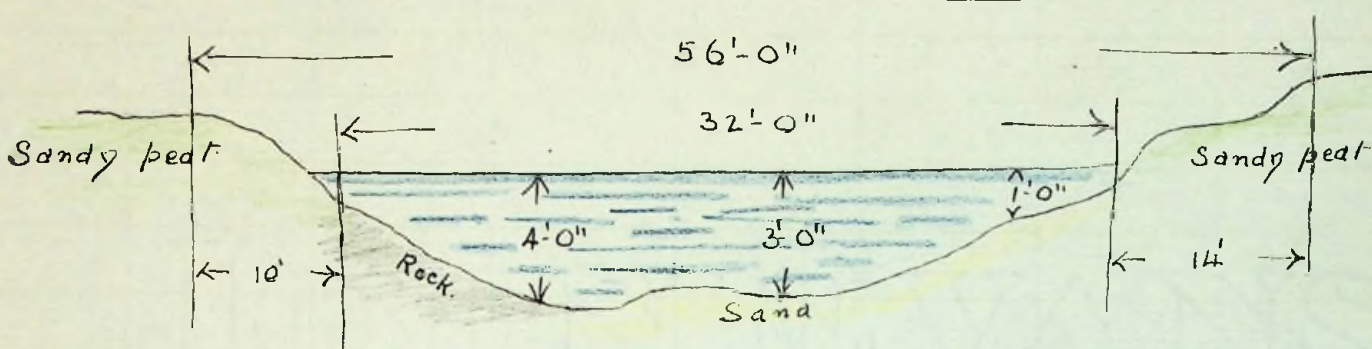
*G. Roberts*

DIRECTOR OF PUBLIC WORKS.



Position.

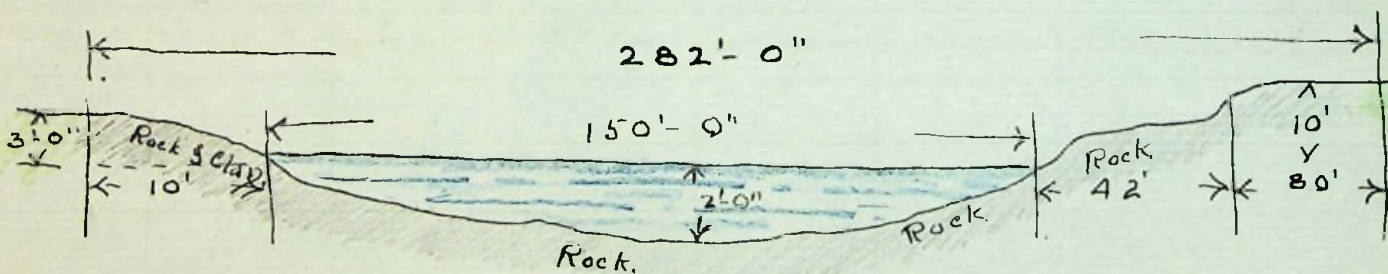
250yds upstream from Benders fence and approx 1/2 mile above the Salt Water Pass at Drunken Rock. This site cannot be approached during winter months or after a rainfall.



Position.

Note  
Bank on the N side is too low when stream is in flood the land is covered for 30yds to a depth of 1'-6"

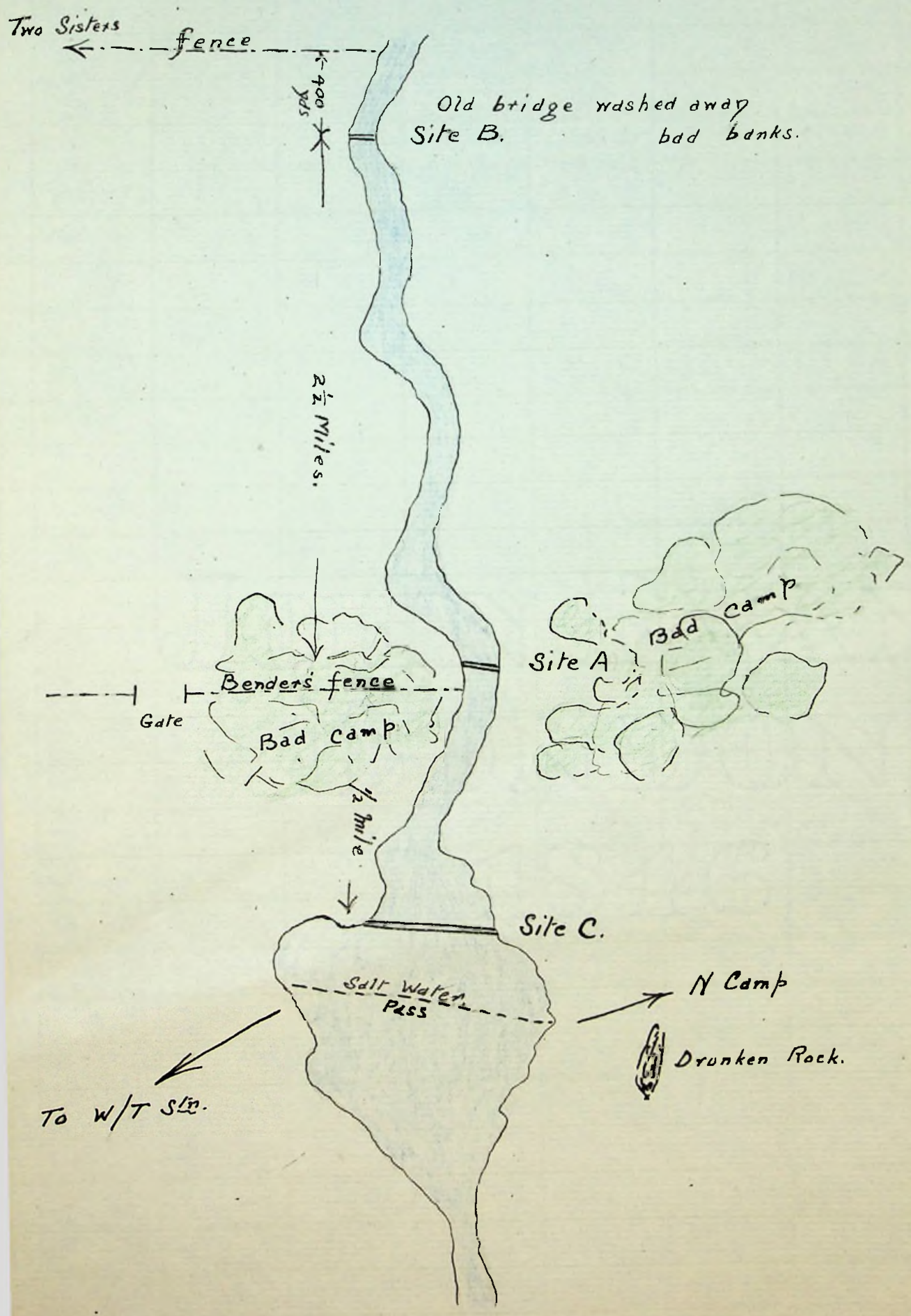
Bush Pass, which is 400yds below boundary fence leading to the Two Sisters. This was the site of the old bridge which was carried away by ice when river was in flood.



Position.

500yds above Salt Water Pass at Drunken Rock. The bottom is mostly rock and all approaches are good. Bridge would be costly owing to its length.

Approximate position of sites



71/34.

25th March, 38.

Sir,

With reference to the proposed construction of a bridge over the River Murrel on the North Camp track, I am directed to inform you that the Director of Public Works has requested that arrangements may be made for Mr. F.G. Langdon your Manager at Fitzroy to meet a representative of the Public Works Department at the Murrel for the purpose of selecting the most suitable site.

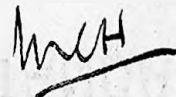
2. Mr. Langdon is fully conversant with the track referred to and the requirements of persons travelling to the North Camp.

3. I am to request therefore that you will be good enough to make the arrangements desired by the Director of Public Works.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

The Manager,  
The Falkland Islands Co., Ltd.,  
Stanley.

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" R. RADIO.



*Stanley*

26th March, 1938

*Red 38*

Sir,

In reply to your letter dated 23rd March, I have the honour to inform you that Mr. F.G.Langdon has been instructed to communicate direct with the Director of Public Works concerning the proposed construction of a bridge over the River Murrel, and to arrange a convenient time to meet the Representative of the Public Works Department at the Murrel.

I am,

Sir,

Your obedient servant,

*L. F. Hodgson*  
Manager.

The Honourable  
The Colonial Secretary  
Stanley.

No.

MINUTE.

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

15th June. 19 38.

From .....

To The Honourable .....

Director of Public Works.

Colonial Secretary.

Stanley, Falkland Islands.

With reference to the proposed bridge over the Murrell River for which there is an item of £250 in the 1938 Estimates, and further to my report dated the 21st March 1938 (Reds 34 - 37) I beg to submit the attached plan and report :-

The question of a site for a bridge over the Murrell River has been fully discussed with Mr Langdon (see Reds 38-39) and he is in agreement with the views which I have previously expressed, i.e, that it is not possible to find a suitable site where a bridge costing £250 can be erected which is going to be of practical use. He agrees that the only site where a bridge will stand and be of any use to the North Camp, is at site "C" as indicated on rough sketch No 1. (Red 35)

Since discussing the question with Mr Langdon, and making the survey, I have discussed it with Mr S. Pitaluga, and he holds the same view ; I have therefore drawn up a plan and estimate for placing on record. From this it will be seen that it is quite a major work and one which cannot be carried out this financial year.

If it were possible to find a spot where something could be done for an expenditure of from £200 to £250 then I would advise proceeding with the work, but as this is not possible and in view of the few people which it would serve, I am doubtful whether the heavy expenditure of £2560 is justified.

If it were not possible to get through the river then something would have to be done; it is possible at low tides to pass a flock of sheep over and to walk through the stream in rubber knee boots, this was actually done whilst I was carrying

/out

out the survey.

The estimated cost of the bridge as suggested on the plan is £2,560. which is made up as follows :-

Materials.	1810. 0. 0
Labour.	<u>750. 0. 0</u>
	<u>£ 2560. 0. 0</u>

This estimate is based on utilizing the sections of the old Wireless Station masts for intermediate piers, and costs of previous bridging materials supplied to this Government by the Crown Agents for the Colonies.

*G. Roberts.*

Director of Public Works.