

C.S.

MISCELLANEOUS.

19 38.

No. 119/38.

L. A. Sedgwick,

SUBJECT.

1938.

15th June.

Previous Paper.

FORMATION OF "STANLEY MOTOR CLUB."

305/07, 76/04

MINUTES.

① Letter from Mr. L. A. Sedgwick of 15. 6. 38.

Registrar-General.

Will you please say whether there are any clubs registered in the files of the Reg. Gen.

A. J. P. 23/6/38

Hon. CS
The Index Books (General) have been examined. Entries from 1847 to date fail to reveal the registration of clubs such as above.
A. J. P. 28/6/38

Subsequent Paper.

Letter to Mr. L.A. Sedgwick of 27.6.38 (2)



P.H.
29/6/38

Letter from Sec. Stanley Motor Club. 27.9.38.

(3)

Chief Constable.

Please see me with this.

MCH
Ed.

28.9.38

Spoken

MCH

Yh

Submitted. I do not think the Motor Club can reasonably expect action under (1) unless they are prepared to meet taxation for the purpose.

2. With regard to (2) and (3) Registrations and driving licenses terminate on the 31st of December of the year of issue. In view of the comparatively small fees required to be paid by owners of motor vehicles I do not see that any case has been made out for quarterly registration as in the U.K. The aim of the Club is apparently to avoid having to pay in the winter if a car is laid up.

3. I think the driving license should be for a year from date

Inside Minute Paper.

Ord: red 43
Rep: " 51
mi 214/32

Sheet No. 1

of issue.

MCH
es.
3. X. 38

What is the total revenue derived from cars now and what is the ^{average} expenditure on road maintenance? What is the consumption of petrol?

MCH 3/X/38

Hon. Treas:

Will you please state the total revenue derived from cars now or perhaps the Ch. Constable can give the amount from his register.

MCH
es.

3. X. 38.

Hon. CS.

Submitted

Revenue - motor vehicles

1937
£103-7-6

1938.
30/9/38
£111-6-8

Expenditure on Roads (actual)

20.30/9/38

XIX. PWR - Roads

1937 £1099-18-10

£1787 13-3

~~XX~~ PWE -

1. New Roads

1138-7-2

26-10 -

3. Feet Roads

219. 19. 10

- - -

7 Roads to Lines

1573-8-8

- - -

Total

£4031-14-6

£1783-3-3

P.T.O.

Importation of Petrol (from all sources)
Period • 1/10/37 to 30/9/38 = 18242 Gallons.

W. J. P. S.
6/10/38

W. J. P. S.

~~Importation~~

D.P. Wks.

Will you please state
the average expenditure on
road maintenance, as apart from
road construction

2. What is the petrol
consumption of Govt. on an
average?

W. J. P. S.
7. X. 5

How Govt. Sec.

Expenditure on maintenance
of roads is approximately £174
per month, the increase on last
year accounted for by surfacing
& dressing roads completed in
1936/7.

2. Consumption of petrol by
Government vehicles, monthly:-

Public Works Lorries (5)	346
" " Ford Truck	10
" " Motor Cycle	4
Government House Car.	7 1/2
Hospital Car.	19
Pump at Water Spring	12
	<hr/>
	398 1/2 galls.

W. J. P. S.

Off. P. W. Dept.

15/10/38

Petrol consumption average
for year.

Col. Govt. say	4,000	Galls
Mr. Coy sales and their own use	15,000	"
Estate Williams Sales.	1,800	"
Total	<u>20,800</u>	"

Motor Vehicles regd: -

23	Cars
7	Vans & Lorries
35	Motor cycles.

(excluding Govt. cars and lorries)

A proportion of the Petrol
used in a year is for
motor boats and petrol engines
for wool presses etc.

12 Vans and Lorries	per annum
use, say	700 galls
25 Cars	400 "
35 Motor cycles	200 "
	<u>1300</u> galls

Say 15600 galls a year

Submitted. The revenue from
motor vehicles in 1937 was
£103-7-6 and to 30th Sept 1938,
£111-6-8.

The P.W.D. gives expenditure
on road maintenance at
£2088 p.a.

Petrol consumption of motor vehicles in a year I estimate at 15,600 gallons but probably on an average it does not exceed 12,000 gallons.

I obtained from the F. C. G. and Estate Williams their average annual sales of petrol. A good deal is used for boats, pumps and other power units.

Wm
C.S.
20. 10. 58

Please reply stating that (1) from statistical information collected as a result of this letter, it appears that while the revenue derived from motor traffic is less than £120 a year the expenditure on the maintenance of roads has risen with and largely in the interests of that traffic to £2000 a year. I am unable to increase present provision for this service.

(2) ~~When the Club is vice versa~~

~~Decreased having regard to the small revenue derived from motor vehicles,~~

I am not prepared to recommend the legislation in respect of the registration by a measure which would it appear further reduce the small revenue derived from motor vehicles

but

(3) I am glad to be able to meet the request that driving licences should be for one year from the date of issue

Legislation is not necessary re (3)!

Wm
21 Oct 58

Y/h.

Section 5 (1) and (2) of Ord. 2 of 1936 (read 43 in attached file) provides that the fee for registration and a driving license shall be paid annually. According to the Schedule if a car is registered in Sept the full fee for the year is payable but if after the 30th Sept then $\frac{1}{3}$ rd only. Similarly if a driving license is taken out ^{late in the year} a full fee for the year ending 31st Dec^r is charged.

2. It would seem only reasonable that where registration is taken out or a driving license applied for during the year that only the proportion to the end of the year should be charged. As regards registration, reduction can only be made after the 30th Sep^r.

3. If driving licenses can be issued for one year from date of issue it might be argued that the same should apply to registration. It might be preferable to leave matters as they are unless Y/h. is prepared to approve amendments.

of the Ordinance.

MCH
ed
22.X.38

Better let it go as to half
minute meeting (2) include
driving license and adding
in lieu of the (3) that I am however
prepared to consider favorably the
amendments proposed in the law
if some slight increase is made
in the fees now chargeable, (at)
the same time

MCH 22/X/38

Letter to Hon. W.F. Sedgwick of 25.10.38 (4)
Memoranda from Hon. S.H.C., of 19.10.38. 5-6.

H. Reds 5 and 6 submitted.
2. A sum of £200 has
been inserted in the 1939
Estimate for a car for the
Medical Dept. It may be
possible to getting some fitting
which could be put in a car
if a stretcher case had to
be carried. S.M.C. to consider?

MCH
ed
25.X.38

There is a hand ambulance I think
if so it would not be possible to fit a
motor in this small place.

The matter is scarcely within the province
of a motor club MCH 28/X/38

Hon. S. M. O.

To note. Is there a hand ambulance here?

W.H.

25. 10. 38

W.H.

Yes, one was presented by a man. o. was sometime ago which I resurrected from the fire-station and had fitted up. The police now use it to transport patients from boats

W.H.
26. 10. 38

7 Letter to Mr. L. A. Sedgwick of 28. 10. 38

P.F.
28/10/38.

(8-10)

Minutes from O.C. P.W. D. of 19/2/38.

D. P. Wks.

It is not for the Motor Club to dictate how the work should be done.

Acknowledge the receipt of the letter and say that the steam roller will be used when your Dept. considers the conditions suitable to warrant its use.

W.H.
21. 11. 38

How to be.

Copy of letter sent to
Sey. Stanley Motor Club.

D.P.
30/12/58

11

Seen.

mcH
es

3. 1. 59.

pa
3/1/59

Minutes from Ch. Constables of 9/2/59 (12-13)

Yr.

Submitted. It does not appear to me that motor traffic is of sufficient volume here to justify carrying out the request of the Motor Club. The fact is that most of those persons who own and drive motorcars here have not been properly taught and would not pass a driving test in England.

2. Nevertheless I see no objection to A. being carried out if the D.P. agrees.

I am not clear as to what is required under B. Police require training in these matters and in any case we have no constables on point duty.

I agree with C.

3. Perhaps it would be as well if I saw the Secy regarding B. of his letter.

mcH
es

9. 2. 59.

H.C.

The whole style of the letter is so much better calculated to invoke a good will response than the tone of previous communications from this and other bodies that recognition should be given to the interest.

The reply to A is that the suggestion has been sent on to the Col. Secty for the consideration of the Govt.

The reply to B is that the request of the Club is not clear and that it might be as well for a number to discuss the matter with the Chief Constable.

The reply to C is that it is the duty of all ~~constables~~ ^{constables} to use their authority as defined in the letter.

You might ~~send~~ ^{draw} a letter w.r. to A saying that the ^{Headmaster of} the School has been drawn to the advisability of warning the children periodically of the necessity for care and of the meaning of warning signals

11/2/38

Chief Constable.

Please reply as in
draft attached.

WCH
CJ
11. 2. 39

How Col Secy
Noted copy of letter herewith.

SMM

13. 2. 39.

(14.)

D/E

Before a letter is
sent to the Motor Club
regarding A of (12) will
you kindly furnish your
observations and recommendations
after consulting the Headmaster.
Please see the last para
of H's minutes overleaf.

WCH
CJ
14. 2. 39.

How Col Secy.

I have spoken to the Headmaster
and he will arrange for the children to be
given instructions in the proper use of the
roads. Warnings will also continue to be given
of the danger of careless bicycling, which is
far too common. If something drastic is not
done to prevent cyclists speeding into the front
road from the hills leading down to it there
will sooner or later be a serious accident.
The police might be instructed to deal with
this matter. Brakes on bicycles probably
need regular inspection.

2. A particularly dangerous place is the
exit from the R.C. school on to John Street.
It is quite blind, and children being children
will run out of it without thinking. Perhaps
the R.C. authorities would consider making this
an entrance only, and arranging for their
school children to leave by the way out on to
the front road.

WCH
CJ

15. 2. 39

- 15. Letter to Secretary, Motor Club, 15. 2. 39.
- 16. Letter to Rev. Father Drum of 16. 2. 39.

D/E. am. 17. 2. 39
 Ch. Constable.

To note,
 MCH
 ———
 el
 16. 2. 39.

Hon. Col. Seely
 Noted returning from
 MCH
 cc
 17. 2. 39.

A.H.
 18/2/39

- 17-19. Minutes from D.P. W. of 17/5/39.

D.P. Wks.
 You had better put up
 an estimate of cost. The
 road leading west past Govt
 House is getting full of holes
 and this condition continues
 to Moody Valley. A report of
 what is required with particular
 reference to roads in drains that
 require early attention should
 be prepared.

MCH
 ———
 el
 19. 5. 39

Hon Col Sec.

The North Camp road and the western half of Surf Bay road are both urgently in need of repairs and surface dressing, and it is possible only to fill wheel ruts and holes with beach shingle and grit, which is not at all satisfactory, at present.

2. To make a permanent job I consider these roads should be treated with tar and screenings, and in support of this style of dressing on which I may have appeared to be persistent, I attach illustrations of roads similarly treated. 20-21.

3. Dressing with clay, metal and rolling as previously carried out on these roads costs approx 1/7d per square yard, and the cost to dress with tar and screenings, similar to Government House drives, is 1/11 per square yard, or for 4224 yards x 4 yards, the whole length of North Camp road to W/T Station, approximately £1600. The section of Surf Bay road referred to above is in a worse state than the North Camp road.

H. G. Lunn
O.i.c. Public Works Dept.
29th May, 1939.

D.P. Wks.

Can the curb at the bend approaching the Battle Memorial be carried back and the road widened. It is a dangerous turn. Even if the curb is removed and broken stone put down it would give more room for cars to pass each other. It appears a job which could be done in a very short time.

*MCH
—
C.L.
31. 5. 39.*

Hon Col Sec,

I agree this is a dangerous bend, and widening will be commenced immediately.

2. A report will be submitted later on the advisability of metalling the reclaimed ground opposite the "Old Quarters" and widening the road leading to the Memorial gate

H. G. Lunn
O.i.c. P.W.D.
1/6/39.

D.P. Wks

There are no funds available to do the road mentioned in your minute of 29th May? I fear all that can be done at present is to fill up the pot holes periodically. In any case owners of motor cars have no grounds to put forward in support of heavy expenditure - they contribute very little by way of registration fees etc.

MCH
2.6.39.

How to be seen.

Noted, with copy of letter to Motor Club.

J.O.
5/6/39.

J.R.

Submitted for information.

MCH
5.6.39.

Seen.

One of the questions referred to is this file is the danger to children whenever children are stopping

on the steep roads leading to Victory
Green red flags might be put up
as a warning to motorists and a police
station at a blind approach in Ross Road
to warn motorists
MCH
6/6

Chief Constable.

To note H.C.'s instructions
for necessary action.
MCH
6.6.39.

How. 10th Dec.

7/6/39.

I have noted H.C. instructions and have ordered two (2)
red flags for use at Victory Green, and also I make arrangements
for a constable to be stationed on point duty at Billiers St.

May I be permitted to point out that there are five (5) roads
leading to Ross Rd, which are used for tobogganing, four (4)
of these I would consider to be very dangerous

Philomena St. Sean St. Billiers St. and Barrack St.

Could I make a suggestion that the Electrical Dept would fix
up a red light on each of the electric standards near to the
above street corners, as a flag could not be discerned at
night fall. Also a light should be placed at each crossing
on John St, which would then warn motorists that
children were there tobogganing on those streets.

Could it be circulated through the medium of the
"Church News Weekly" for the benefit of motorists

M. Hooley
C.C.

7/6/39.

Submitted. If tobogganing on the
public roads is to continue then I
think it should be prohibited on all
roads except one, namely Billiers St.
leading to Victory Green. A proper
measure of control could then be
exercised.

MCH
9.6.39

H.C.

I approve of your recommendation
and a public notice might be
issued saying what is being done provisionally
for the prevention of accidents

12/6/35

Chief Constable.

To note. Tobogganning
will only be permitted on
Villiers St.

mch

12.6.39

Please put up a
Notice.

mch

Hon. Col Secy

Noted. May I be permitted to suggest that Hebe St
should be used in the place of Villiers St for the
purpose of tobogganing, as there is no danger of
motor traffic on this street. If tobogganning
is confined to Hebe St there would be no
need of any precautions.

SAM

C.C.

14.6.39

Ch: Constable.

Yes, we can give
Hebe St. a trial.

mch

14.6.39

Hon. Col Secy
Noted Thanking you

SAM

15.6.39

80.
20/6/39

CLOSED
SEE
0706

See

STANLEY,

15th. JUNE 1938.

Sir,

I have the honour to inform you that a meeting of Stanley motorists was held last evening for the purpose of forming a Club.

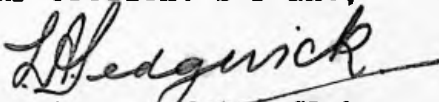
The Club was duly formed and will be known as the "STANLEY MOTOR CLUB" under which name I here make application for the registration of the Club.

It is anticipated that the membership will be approximately sixty inclusive of a committee of six.

I am,

Sir,

Your obedient servant,


Hon. Sec. Stanley Motor Club.

The Hon. Colonial Secretary,

Stanley.

119/38.

27th June, 38.

Sir,

I have the honour to acknowledge the receipt of your letter dated the 15th of June, 1938, stating that Motorists in Stanley have decided to form a Club to be styled the "Stanley Motor Club".

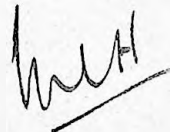
Red 1

2. This has been duly recorded in this office, and perhaps in due course you will forward a list giving the names of the management and the present membership.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

Mr. L.A. Sedgwick,
Hon. Secretary,
Stanley Motor Club,
STANLEY.

STANLEY MOTOR CLUB,

STANLEY,

27th. SEPTEMBER 1938.

Sir,

The Stanley Motor Club have directed me to forward the following for His Excellency's consideration.

(1) In view of the increased importation of motor vehicles to this Colony and the subsequent strain on the roads we respectfully ask if suitable provision will be made in the next year's estimates to meet the up-keep of the roads which this extra strain will necessitate.

(2) That the legislation governing the registration fees on motor vehicles be readjusted to conform with the English law which provides for such fees by quarterly issue.

(3) That the legislation governing the licence to drive motor vehicles be readjusted to conform with the English law which provides for a yearly issue from date of application.

In forwarding these practical requests we have every confidence that His Excellency will, after due consideration, exercise his power to grant same and so meet the wish of the majority, if not all, ^{of} the motorists in the Colony.

Yours faithfully,

L. Hedgwick
Sec. Stanley Motor Club.

The Hon. Colonial Secretary,

Stanley.

119/38.

25th October,

38.

Sir,

With reference to your letter of the 27th of September, 1938, I am directed by the Governor to inform you that His Excellency is not prepared to amend the legislation in respect of the registration of Motor Vehicles and the issue of driving licences by a measure which would it appears further reduce the small revenue derived from Motor Vehicles.

2. I am to add that His Excellency is however prepared to consider favourably the amendments proposed in the law if some slight increase is at the same time made in the fees now chargeable.

I am,

Sir,

Your obedient servant,

M. H.
Colonial Secretary.

Mr. L. A. Sedgwick,
Secretary,
Stanley Motor Club,
STANLEY.

STANLEY MOTOR CLUB,

Stanley,

17th. October 1938.

Sir,

At a recent meeting of the Stanley Motor Club one of the members raised the subject of transporting sick patients to the Hospital.

It is the custom at present for people who wish to have a patient conveyed to Hospital to call upon the nearest person owning a motor vehicle quite regardless whether the patient is in a fit condition to be bundled in and out of the usual small type of conveyance sought.

Naturally the owner of the car does not like to refuse his services in these emergencies but certainly later may have rather a chilled feeling that his services were not of a beneficial nature, owing to the inconvenient size of his car, should the patient only survive a few hours after admission to Hospital as in a recent case.

The members of the Stanley Motor Club feel that the Hospital should be equipped with the means to meet these emergencies in the form of a small motor ambulance of about 8 H P. which we are sure would serve this essential purpose in such a manner as to fully warrant the initial cost and the subsequent upkeep.

We sincerely trust this suggestion may receive your careful consideration and await your reply with interest.

Yours faithfully,

L. Heagrich
Secretary, Stanley Motor Club.

Senior Medical Officer,
Stanley.

Minute.

19th. October, 1938. (6)

To The Honourable,
Colonial Secretary.

From, Senior Medical Officer,
Stanley.

119/38.

Please receive the attached letter which I have advised the writer you will reply to.

2. I am not impressed with the "chilling idea."
3. Patients seem to get to and from hospital successfully as it is and while an ambulance would be nice to have there is insufficient call to justify the purchase.


Senior Medical Officer.

119/38,

28th October, 38.

Sir,

With reference to your letter dated the 17th of October 1938, addressed to the Senior Medical Officer, I am directed to inform you that there is a hand ambulance available for medical cases and that there is insufficient call to justify the purchase of a motor ambulance.

Red 5

I am,

Sir,

Your obedient servant,

MCH

Colonial Secretary.

Mr. L. A. Sedgwick,
Secretary,
Stanley Motor Club,
STANLEY.

9

Stanley Motor Club.

Stanley.

15th. December 1938.

Sir,

The members of the Stanley Motor Club have directed me to place before you the views generally expressed and resolutions passed at a recent meeting in connection with the road repair, the progress being made and the method adopted.

(1) It was the unanimous opinion of the members, after hearing the report on the recent interview with you, that insufficient advantage was being taken of the dry state of the Surf Bay Road, this latter point was impressed by you as of primary importance for the using of the Steam Roller.

(2) That the absurd method of placing loose metal on a dry clay surface and leaving it to be scattered by the first vehicles to pass over is both an absolute waste of money and time. We maintain that the only practical method by which some measure of durability can be obtained is by placing the metal on a wet clay surface and immediately rolling until securely bound.

(3) We feel that to secure the best service of the Steam Roller and to afford the road repair gang the best facilities to complete the repairs in the most economical, satisfactory and substantial manner - the Steam Roller should be placed absolutely under the control of the Foreman engaged on such repair work and to be in service when and where as directed by him. We understand that the free use of the Roller is not the case at present and we advocate that this drawback must inevitably severely retard the progress of repair and be a source of continuous annoyance to the workmen to see their work ruined for the want of this most important and essential factor in all practical road making.

continued:-

(4) With reference to your letter dated October 4th. which states that a cattle stop would be placed on the Surf Bay Road where Davis Street terminates at an early date and to your recent assurance that this work had commenced- we regret to state that no foundation in fact is yet apparent although considerable time has elapsed and the summer is well advanced when the benefit of such would be appreciated. We trust that this work will receive your early attention.

In conclusion we respectfully ask that our specified method of repair which incidentally you stated to be the only economical one will be adopted without delay and we await your reply, bearing on all subjects mentioned, at your very earliest convenience.

I am,

Yours faithfully,

L. Heagrich

Hon. Sec. Stanley Motor Club.

*Bank what do
the members
contribute all
practically nothing
The total motor fees
would only a few
cost of road. thru*

Officer in Charge,
Public Works Dept.
Stanley.



10

No.

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

MINUTE.

19th December. 1938.

From Officer-in-charge,

To The Honourable,

Public Works Dept.

Colonial Secretary.

Stanley, Falkland Islands.

Submitted, the attached letter from the Hon Sec, Stanley Motor Club.

2. The work on Surf Bay Road is being carried out according to programme and the roller will be taken there when a sufficient area is ready to justify its use.

3. While prepared to accept any person as a Public Works critic, I do not feel inclined to explain minutely to the dictatorial tone of this party,s request.


O.i.c. Public Works Dept.

Stanley Motor Club.

Stanley,

8th. February 1939.

Sir,

The members of the Stanley Motor Club wish me to place the following requests before you for your careful consideration.

A. The Stanley Motor Club consider it would be in the general interests of the Public if the School Children were given periodical lessons, at School, on the subject of road sense, i.e. Traffic signs and signals, courtesy and an outline of the recognized Highway Code. A copy of the latter can be supplied by the Motor Club if required.

B. We respectfully request that the Police Force make complete use, in the clearest possible manner, of road signals for the convenience of motorists.

C. That the Police Force, in the interests of public safety, use their authority, without exception, to restrain any offender of the Traffic Regulations whether or not other traffic is present.

In making these requests we feel confident that the co-operation of motorists and your Department is of vital importance in serving to reduce the risk of accident to pedestrian and motorist.

I am,

Yours faithfully,

L. Hedgwick

Hon. Sec. Stanley Motor Club.

Chief Inspector of Police.

Stanley.

Police Station

Stanley

9. 2. 39

13

Sir,

I have the honour to submit the enclosed letter from the Stanley Motion Club. I would be very grateful for any advice on this matter. The paragraph marked A I think is for the Educational Dept only.

Paragraph marked B.

This seems to imply that a Constable or Constables should be on point duty which is not required with the small amount of traffic here.

I am Sir

your obedient servant

S H Woolley

C C

Honourable

Colonial Secretary

Chief Constable's Office,
Stanley, Falkland Islands.
13th February, 1939.

Sir,

I have the honour to acknowledge the receipt of your letter of the 8th of February, 1939, and to inform you with regard to A. of your letter that the suggestions put forward by your Club have been sent to the Colonial Secretary for the consideration of the Government.

2. With regard to B. of your letter, the request of the Club is not clear and it might be as well for a member to discuss the matter with me.

3. In reply to C. I have to say that it is the duty of all Constables to use their authority as defined in your letter.

I have the honour to be,

Sir,

Your obedient servant,

(Sgt.) S H Horley

Chief Constable.

Mr. L. A. Sedgwick,
Hon. Secretary,
Stanley Motor Club,
STANLEY.

119/38.

15th February,

39.

Red 12.

Sir,

With reference to paragraph A of your letter of the 8th of February, 1939, addressed to the Chief Constable, I am directed to inform you that the Headmaster of the Government School will arrange for the children to be given instructions in the proper use of the roads. Warnings will also continue to be given of the danger of careless bicycling.

2. The attention of the R.C. School Authorities has also been drawn to the matter.

I am,

Sir,

Your obedient servant,

M.H.

Colonial Secretary.

The Hon. Secretary,
Stanley Motor Club,
STANLEY.

119/33.

16th February,

39.

Reverend Sir,

I am directed to inform you that following representations put forward by the Stanley Motor Club arrangements have been made for the children attending the Government School to be given instructions in the proper use of the roads. Warnings are also being given regarding the danger of careless bicycling.

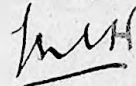
2. I am to suggest for your consideration that similar instructions should be given to the children attending St. Mary's School to ensure their safety when using the roads.

3. I am also to state that the exit from St. Mary's School on John Street is quite blind and is considered to be dangerous to children running out when motor traffic is approaching. Perhaps consideration could be given to using this exit as an entrance only and arranging for the children to leave by the way out on to the front road.

I am,

Reverend Sir,

Your obedient servant,



Colonial Secretary.

The Reverend
Father Drum,
STANLEY.

17

Stanley Motor Club.

Stanley,

18th. April 1939.

Sir,

The Stanley Motor Club wish me to respectfully draw your attention to the extremely bad condition of the North Road.

This road badly needs resurfacing but in the meantime we would like to recommend the following temporary repairs owing to its very rough state:-

1. The filling of all holes and ruts with a tar-metal mixture.
2. Placing a suitable drain along the south side to carry the surface water which at present lodges on the road.
3. The provision of the sidings referred to in our recent correspondence and interview.
4. The provision of a suitable area for the convenience of vehicles wishing to reverse when turning at the top of the harbour just below the hill.

We are also of the opinion that a man should be stationed on each of these outer roads to keep them in more reasonable repair, this would prevent the roads from getting into such a bad state and making the repair of same such an expensive problem.

Trusting you will make an early endeavour to give this road in question the attention it requires.

Yours faithfully,

L. Hedgwick

Hon. Secretary Stanley Motor Club.

Officer in Charge,

Public Works Department.

12

Stanley Motor Club.

Stanley,

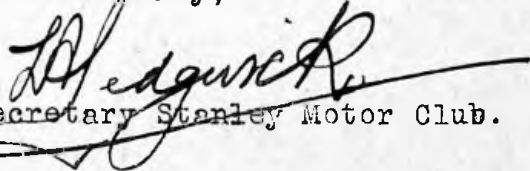
18th. April 1939.

Sir,

I am directed by the Stanley Motor Club to place the following matter before you in connection with the Roads and to request that this may receive your fullest consideration.

It was the unanimous opinion of the members at a recent meeting, following a lengthy discussion on the two methods of road dressing in use, the stability, cost and subsequent upkeep and the durability of same, that it would eventually be far more economical and satisfactory to finish all roads similar to the Old Reservoir Road.

Yours faithfully,


Hon. Secretary Stanley Motor Club.

Officer in Charge;

Public Works Department.

No.

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

MINUTE.

17th May, 19 39.

From.....

To The Honourable,

O.i.c. Public Works Dept.

Colonial Secretary.

Stanley, Falkland Islands.

Submitted, letters from the Stanley Motor Club, on condition of roads, retained in this office pending a survey on the roads mentioned.

2. Minor repairs with rough metal and drainage clearance is in hand on the North Camp road, and sidings are on the programme of work to be carried out as opportunity occurs.

3. Repairs and resurfacing on a large scale and dressing of roads similar to Reservoir Road is not yet contemplated, owing to lack of funds for this purpose.

D. Hellman

O.i.c. Public Works Dept.

DUPLICATE

22

Public Works Dept,
Stanley.

3rd June, 1939.

Sir,

With reference to your letters of the 18th of April, 1939, regarding the condition of the North Camp and other roads, I have to inform you that beyond the filling of ruts and pot-holes no further dressing will be carried out at present.

I am,

Sir,

Your obedient servant.

O.i.c. Public Works Dept.

Mr L. H. Sedgwick.

Hon Secretary, Stanley Motor Club.

Stanley.

No. 42.

GOVERNMENT NOTICE.

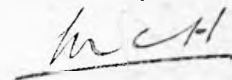
Colonial Secretary's Office,
Stanley, Falkland Islands.

20th June, 1939.

TOBOGANNING IN STANLEY.

It is hereby notified, for general information, that on account of the increase in motor traffic and in the interests of the safety of all users of the public thoroughfares tobogganning is prohibited until further notice on all roads and streets in the town of Stanley except Hebe Street.

By Command,



Colonial Secretary.

(Penalty under Section 52(e) of the Summary
Jurisdiction Ordinance, 1902.)

M.P. No. 119/38.