

C.S.O.

TRN/LAN/4#10

(Formerly)

SUBJECT :

LAND COMMUNICATIONS IN THE PAUWLAND ISLANDS.

CONNECTED FILES.

NUMBER AND YEAR.

114/30

04/31

77/29

171/33

71/34

8/42

78/56

1001

Track to Fitzroy

Fitzroy River Bridge

North Camp Road

Estimates

Construction of Tracks to the Camp

Sir A. Cordell's Development Plan.

1001/1001

Communications in the Paikland Islands.

641/A/II

15th November, 55.

Sir,

I am directed to refer to the question of the Camp Tracks Programme in the East Falklands and to the schedule of work it is proposed that the new machinery and operators should undertake. Government is advised that the machinery and operators will arrive on a charter vessel early in December and it is proposed that the equipment for the East Falklands should be landed at Darwin where jetty facilities are such as to make it possible to land the machinery and equipment without difficulty.

2. Careful consideration has also been given to the question as to which track should be opened up first and it is felt that this should be Darwin/San Carlos track. This arrangement has obvious advantages particularly as the operator for the East Falklands is the lesser experienced of the two and if he starts work at Darwin he will be more readily available for technical advice and assistance from the Falkland Islands Company which has already accumulated a considerable amount of experience in drainage work of this nature.

3. I am to enquire whether the proposed arrangements are convenient to you and whether you are in agreement with them.

I am,
Sir,
Your obedient servant,

(Sgd) A. S. Denton-Thompson

COLONIAL SECRETARY.

The Manager,
DARWIN.

The Manager,
SAN CARLOS.

ADT/VP

25/11
Bu. 16/11

A.C.S.

17

Would you please look into the
question of getting "mats" for the Downing
Machine question. I am not sure whether we
or P.W.D. should do this. I think, ~~however~~
~~discussed~~ the minimum of the handwriting work (2^d as before
over a laborer's work) is probably the answer.

O.H.P.
1/12/11

Bur.
Q
18/11.

S/rs.

Honeyman's note seems O.K.
Can you get a couple interested
from the gang?

Q
21/11.

HCL

I will try this as soon as I know the conditions
of pay etc.

AGK

26/11.

30/11/11

1641/9/11

180

WATER DRAINAGE EQUIPMENT REPORTED TO BE ON BOARD "HANNE-S".

Case No.	Contents.	Approx. Weight.	
		Tons.	cwt.
1.	Water Buffalo Softland Crawler Tractor	8	13
2.	-do-	8	13
3.	Slips (containing 3 cases)	2	18
4.	-do- " wheel extension)	1	2
5.	-do- -do-	1	2
6.	-do-	1	9
7.	Beam		10
8.	Beam		9
9.	Mouldboard		
10.	-do- 6'0"x4'6"x3'3"		
11.	Wheels -do-		
12.	-do-		9
13.	One case engine spares		8
14.	One ditch cleaner		4
15.	-do-		14
16.	One case spares	1	9
17.	One case accessories	1	9
18.	Engine, Clutch and Gear Box spares for tractors		4
19.	No record of despatch.		
20.)	2 bundles Tracks	2	15
21.)			
22.)	2 " Graders	1	16
23.)			

All above information taken from Preliminary Shipping Advices -
other papers and additional cargo may be on Hanne-S.

Yes,

As requested, R.

23/11

Thank you. I have discussed with Mr. Barton and we can make no firm arrangements until the manifests and ships are here. I have given one copy to Barton and this had better go on file.

R. Giff

23/11

File copy

23rd November,

55.181

The Superintendent of Works,

From: The Colonial Secretary,

Public Works Department,

STANLEY.

Camp Tracks.

With reference to this morning's conversation I should be grateful if the following action may be taken by your Department:-

- (i) Arrangements made for lodgings for the two operators on arrival in Stanley on the "Hanne S".
- (ii) The necessary arrangements to be made for fuel for the Buffaloes to be obtained and despatched with the machines.
- (iii) The necessary arrangements to be made for the caravans to be despatched to San Carlos and Fox Bay East in accordance with advice from the Falkland Islands Company. In this connection you are requested to keep in close contact with the Company.
- (iv) The necessary arrangements to be made for the employment of two mates for the drainage operators (one for the East Falklands and one for the West Falklands). These should, if possible, be employed on handimen's rates and you are requested to advise me when this has been done and to provide information on the terms of their employment in order that farm managers may be advised accordingly.

2. As you are aware as a result of this morning's discussions with the Colonial Manager, Falkland Islands Company, no detailed arrangements can yet be made with regard to the transshipment of the machines and caravans to Fox Bay, Darwin and San Carlos. The present arrangement, however, is that one complete machine together with its ancillary equipment and spares should be shipped to Fox Bay East with one of the caravans already completed. In the case of the East Falkland it is the present intention that the caravans should be landed at San Carlos together with a certain amount of ancillary equipment and the buffaloes and major spares should be landed at Goose Green. The major spares will be retained at Goose Green or Darwin. Detailed arrangements for this will be made and we will discuss the matter further when full details are obtained from the Falkland Islands Company.

(Sgd) A. G. Denton-Thompson
COLONIAL SECRETARY.

File copy.

182

28th November, 1955.

Dear,

Camp Tracks.

185-186

I am enclosing for your information copies of the contracts that have been signed between the drainage operators and the Crown Agents which will provide you with full information as to the terms and conditions under which they have been employed.

You will observe that the wording of clause 3 (which refers to road-making duties as opposed to drainage work) is not clear and there is some difference of opinion as to how it should be interpreted. In fact what is meant, and what is our intention, is that the operator, while engaged on road-making duties, will be paid at the basic rate of 5s./5¹/₂d. per hour and, if he does overtime the rate will be time and a half (8s./2¹/₂d. per hour). These rates conform with the standard United Kingdom rates for work of this nature.

We do not know of course how much the operators will require to draw in the way of cash and it may well be that they will prefer to draw very little, leaving the rest to their credit. It would be a great help for us if you would be good enough to arrange to pay the operators (in accordance with the terms of the enclosed contracts) at such times as may be convenient to both parties or at the customary times when farm labour is paid, submitting claims for reimbursement to the Treasury at your convenience. I should be glad if you would let me know if there are any difficulties in this respect.

There are one or two other points to which I would like to refer. The terms of these contracts have been considered at length with Cuthbertson and the Crown Agents and in view of the discussions and time involved in measuring an intricate and "short length" drainage system the original idea of payments by results (e.g. length of drain cut) was discarded and replaced by a flat basic wage. Except

J.F. Bonner, Esq., J.P.,
SAN CARLOS.

Reply at 197

/in

AYE/VP

Hon. E. J. G. Gifford, J.P.
SAN CARLOS.

Reply at 188

Hon. J. H. G. Gifford, J.P.,
SAN CARLOS.

Hon. J. H. G. Gifford, J.P.,
SAN CARLOS.

Reply at 208

in the case of road-making there is no provision for overtime and I think you will agree in view of the difficulties in the way of adequate supervision, any question of overtime should not, if possible, be allowed to arise except in special circumstances. If it does the principle should again be time and a half. With regard to road-making here again I suggest that unless the circumstances are unusual overtime should be restricted to a bare minimum or not permitted.

We are endeavouring to arrange for the appointment of mates for each of the operators. Here of course we have the difficulty of getting the right type of man who is prepared to spend practically all his time on the track and to live in a caravan. We have no yardstick for this type of job and after discussions with the Labour Federation we are offering a flat rate of 75% of the operators' salaries plus cost of living at Camp rates and the same issue of meat. Their contracts will be drawn in the same terms as those of the operators.

While the question of the appointment of these operators was under consideration we were advised by the Crown Agents that both of them proposed to get married. This posed a rather difficult question as drainage operators for these machines are not easily come by and it was more than probable that if we declined to accept wives they would not have agreed to come to the Falkland Islands. In the circumstances we agreed that they could be accompanied by their wives (in fact the wives are now following on at a later date) and we have constructed slightly more comfortable caravans than was originally the intention. I should make it quite clear that the Crown Agents were informed in no uncertain terms as to the general conditions under which the women would have to live if they were with their husbands in the Camp and were specifically requested to make this quite clear to the men.

There remains the question of materials for bridging. The original notes on land communications in the Falkland Islands, which were adopted at a joint conference of Executive and Legislative Councils in June, 1954, provided that Government assistance in the case of camp tracks would take the form of providing machinery, drivers and materials for bridging. The Farmers would be responsible

/for

For the preparation of the track and for making the bridges and culverts, the latter probably being done on contract. In this connection I should be very grateful if you would let me know, well in advance of the need arising, as to what your requirements are in the way of bridging materials together with the necessary specifications.

With regard to the programme of work, this must, in accordance with the general agreement arrived at when the matter was discussed between Executive and Legislative Councils, be left to the managers concerned but the intention is that the first step should be draining the traces and this is in accordance with the advice we have received. This would then be followed, once the traces have been satisfactorily drained, by track making.

I will telegraph you as soon as we are in a position to say when the machines, ancillary equipment, caravans and operators will be despatched. The present intention is that one buffalo complete with its ancillary equipment and spares and one caravan will be shipped to Fox Bay West at the first opportunity and that the second buffalo with the heavy spares and probably most of its ancillary equipment will be landed at Goose Green. Alternatively, it will be landed at Stanley and driven overland, depending on shipping space and movements. This machine will be driven to San Carlos to start work at that end of the San Carlos/Darwin track. Some spares and the caravan will be landed at San Carlos. The caravans for the mates (which are more austere in construction) will be despatched as soon as possible thereafter.

To Gilruth only

I am sending copies of this letter to Bonner, Luxton and Clement.

To Bonner only

I am sending copies of this letter to ~~xxxxxx~~ Gilruth, Clement and Luxton.

To Luxton only

I am sending copies of this letter to Gilruth, Bonner and Clement.

To Clement only

I am sending copies of this letter to Gilruth, Bonner and Luxton.

yours sincerely

(Sgd) A.G. Denton-Thompson

K2A/40726.

* 251R

AGREEMENT made the 24th day of August, 1955, between the Crown Agents for Overseas Governments and Administrations, London, (hereinafter called "the Crown Agents"), acting on behalf of the Government of the Falkland Islands (hereinafter called "the Government") and James Wallace * Walter Barry, a Drainage Machine Operator (hereinafter called "the person engaged").

In consideration of the hereinafter mentioned wages to be paid by the Government to the person engaged, the person engaged agrees to proceed to the Falkland Islands on board a vessel wherein a second class passage shall be duly procured on his behalf by the Government, a proportion of the cost of this passage equivalent to the unfinished period of the contract to be refunded by him if he should leave the Government's employ before the full term of this agreement, and the person engaged further agrees that he will on arrival in the Falkland Islands place himself under the orders of the Government and proceed to the destination assigned to him and will for three years thereafter to the utmost of his ability attend to whatever duties during whatever hours shall be assigned to him and fixed by his immediate Superior Officer it being understood that the person engaged shall be liable to immediate dismissal without compensation in the case of drunkenness, idleness, disobedience to lawful commands or other misconduct, and the person engaged further undertakes that during the period aforesaid he will not take employment in any other service than that of the Government.

In consideration and on condition of the true and faithful performance by the person engaged of this agreement on his part the Government agrees to pay the person engaged always providing he fulfils the terms of his agreement from the date of his sailing from the United Kingdom a salary or allowance of eight pounds (£8) per week with no additions whatsoever in respect of Cost of Living Bonus until the person engaged is able to undertake the work of Drainage Machine Operator when the Government will pay the person engaged a salary or allowance of twelve pounds (£12) per week in respect of periods when drainage work is being performed.

When the person engaged is performing road-making duties the Government will pay him a salary or allowance at the hourly rate of five shillings and fivepence halfpenny (5. 5¹/₂d.) which rate will be increased one and one half (1¹/₂) times in respect of all work in excess of forty-four hours per week; such hourly rate of remuneration being in lieu of the weekly rate of remuneration payable in respect of drainage duties.

Should the Drainage Machine be out of action owing to serious mechanical breakdown or adverse weather conditions the Government will pay to the person engaged a wage of eight pounds (£8) per week nett for the period that the machine is not in use. The person engaged on his part undertakes to carry out any work assigned to him by his immediate Superior Officer during this period.

In addition, the Government shall pay to the person engaged, irrespective of the duties in which he is for the time being engaged, the Cost of Living Bonus current at the date of signature of this Agreement but subject to modification if the Cost of Living Bonus should be varied in any way.

The Government will provide the person engaged with accommodation in a camp, cookhouse or other such accommodation as may be suitable, and butcher's meat for his own consumption at a rate not exceeding 3 lb. daily, all other provisions and necessaries to be obtained at his own expense.

And it is further agreed between the said contracting parties that it shall be lawful for the Government to determine and end this agreement at any time by giving six months' notice in writing to the person engaged or six months' wages in lieu of such notice.

At the expiry of the said term of three years the Government will grant to the person engaged a second class passage to the United Kingdom and will pay to the person engaged a wage of eight pounds (£8) per week from the date of his ceasing to operate the drainage machine until the day he arrives in the United Kingdom.

Nothing in this agreement shall impose any liability on the Crown Agents in their personal capacity.

As witness our hands the day and year above written.

Signed by

(on behalf of the Crown Agents) in the

presence of

of the office of the Crown Agents.

Signed by

in the presence of

or
witness

{ Signature
{ Address
{ Occupation

1041/5

~~187~~

PUBLIC NOTICE.

187

WANTED.

Government requires two general assistants to the Drainage Machine Operators due to arrive in the Colony shortly.

The persons engaged will be paid wages at the rate of £9 per week in respect of periods when drainage work is being performed.

When performing road making duties wages will be paid at the rate of 4s/1d per hour for a 44 hour week. Limited overtime at the rate of 6s/1½ per hour.

Should the Drainage Machine be out of action owing to breakdown or adverse weather conditions, wages will be at the rate of £6 per week nett for the period the machine is not in use.

In addition Cost of Living Bonus at the rate of £8. 2s. 6d. per month will be paid throughout the period engaged.

The persons engaged will be expected to live in a caravan which will be provided. They should also be prepared to work away from settlements for the greater part of the time.

Three lbs. of meat will be provided daily, all other provisions and necessaries to be obtained at own expense.

Interested persons should apply to the Secretariat without delay.

Colonial Secretary's Office,
Stanley.

29th November, 1955.

~~No appls.~~
~~5/12~~

4 applications

Messrs. J. Anderson & D. Bannister employed as from

Bu 5/12 H
KIV 179



The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYD'S

Darwin.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

The Colonial Secretary.
Secretariat.
STANLEY.

20th. November. 1955.

Ref. No. 1641/A/II

Sir,

I have to acknowledge receipt of your letter dated 15th. inst. re the cutting of the proposed San Carlos/Darwin Track.

2. Some thirty years ago it was agreed between the Falkland Islands Company and the late George Bonnar of San Carlos, to cut a Track to link up the two Settlements - it being understood that each farm would cut out the track on their own land and meet at the Boundary fence at Sussex Creek. The Company did in fact cut this Track from Darwin to Sussex Creek and by so doing they carried out their part of the Agreement. This Track was largely cut out by hand, the distance being about $11\frac{1}{2}$ miles - it was cut out to the clay - six feet wide. I regret to say that practically nothing was done from the San Carlos end - in fact, what they did cut did not extend very far past the Wool Shed.
Since the part of the Track cut by the Falkland Islands Company was never used - for, in a manner of speaking, it led to nowhere - it started to 'grow in' with the result that it would be nearly impossible to drive along it at the time of writing.
3. That San Carlos did not fulfil their part of the original Agreement was a great disappointment and it was decided that if the question of a Track between the two Settlements should again arise - that the Company would put their part in a reasonable state of repair - provided and only provided, San Carlos cut the Track through their land first. This view is still held by the Company. You will agree that it is not unreasonable.
4. So, the San Carlos end of the proposed Track must be cut first. Since heavy equipment has been landed at Ajax Bay within recent years - it is reasonable to suppose that the Government Machinery could be landed there too. However, if this is found to be impossible, we have no objection to it being landed at Goose Green and it could then be driven overland to start operations near San Carlos Settlement.
5. With reference to Para.2. of your letter. Our Drainage equipment will be engaged on Fitzroy Section, north of the Wickham Heights and consequently our experienced operator will not be readily available. However, if his advice is required it will be as easy to go to San Carlos as Darwin.

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I trust that what I have written is quite clear.

I am,

Sir,

Your obedient servant,

S. A. Gilman

Camp Manager.

FALKLAND ISLANDS.

AGREEMENT made the 7th December, 1955, between the Government of the Falkland Islands (hereinafter called "the Government") and *Kelhi Ambrose Bernales* a General Assistant to a Drainage Machine Operator (hereinafter called "the person engaged").

In consideration of the hereinafter mentioned wages to be paid by the Government to the person engaged, the person engaged agrees that he will place himself under the orders of the Government and proceed to the destination assigned to him and will for three years thereafter from the signing of this Agreement to the utmost of his ability attend to whatever duties during whatever hours shall be assigned to him and fixed by his immediate Superior Officer it being understood that the person engaged shall be liable to immediate dismissal without compensation in the case of drunkenness, idleness disobedience to lawful commands or other misconduct, and the person engaged further undertakes that during the period aforesaid he will not take employment in any other service than that of the Government.

In consideration and on condition of the true and faithful performance by the person engaged of this Agreement on his part the Government agrees to pay the person engaged always providing he fulfils the terms of his Agreement from the date of his signing this Agreement nine pounds (£9) per week in respect of periods when drainage work is being performed.

When the person engaged is performing road-making duties the Government will pay him a Salary or allowance at the hourly rate of four shillings and one penny (4s/1d). Limited overtime in excess of forty-four hours per week will be paid at the rate of 6s/1½ per hour; such hourly rate of remuneration being in lieu of the weekly rate of remuneration payable in respect of drainage duties.

Should the Drainage Machine be out of action owing to serious mechanical breakdown or adverse weather conditions the Government will pay to the person engaged a wage of six pounds (£6) per week nett for the period that the machine is not in use. The person engaged on his part undertakes to carry out any work assigned to him by his immediate Superior Officer during this period.

In addition, the Government shall pay to the person engaged, irrespective of the duties in which he is for the time being engaged, the Camp Cost of Living Bonus current at the date of signature of this Agreement but subject to modification if the Cost of Living Bonus should be varied in any way.

/The

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FALKLAND ISLANDS.

AGREEMENT made the *17th December, 1955*,
between the Government of the Falkland Islands (hereinafter
called "the Government") and *John Charles Anderson*
a General Assistant to a Drainage Machine Operator
(hereinafter called "the person engaged").

In consideration of the hereinafter mentioned wages to be paid by the Government to the person engaged, the person engaged agrees that he will place himself under the orders of the Government and proceed to the destination assigned to him and will for three years thereafter from the signing of this Agreement to the utmost of his ability attend to whatever duties during whatever hours shall be assigned to him and fixed by his immediate Superior Officer it being understood that the person engaged shall be liable to immediate dismissal without compensation in the case of drunkenness, idleness, disobedience to lawful commands or other misconduct, and the person engaged further undertakes that during the period aforesaid he will not take employment in any other service than that of the Government.

In consideration and on condition of the true and faithful performance by the person engaged of this Agreement on his part the Government agrees to pay the person engaged always providing he fulfils the terms of his Agreement from the date of his signing this Agreement nine pounds (£9) per week in respect of periods when drainage work is being performed.

When the person engaged is performing road-making duties the Government will pay him a Salary or allowance at the hourly rate of four shillings and one penny (4s/1d). Limited overtime in excess of forty-four hours per week will be paid at the rate of 6s/1½d per hour; such hourly rate of remuneration being in lieu of the weekly rate of remuneration payable in respect of drainage duties.

Should the Drainage Machine be out of action owing to serious mechanical breakdown or adverse weather conditions the Government will pay to the person engaged a wage of six pounds (£6) per week nett for the period that the machine is not in use. The person engaged on his part undertakes to carry out any work assigned to him by his immediate Superior Officer during this period.

In addition, the Government shall pay to the person engaged, irrespective of the duties in which he is for the time being engaged, the Camp Cost of Living Bonus current at the date of signature of this Agreement but subject to modification if the Cost of Living Bonus should be varied in any way.

/The

And it is further agreed between the said contracting parties that it shall be lawful for the Government to determine and end this Agreement at any time by giving one month's notice in writing to the person engaged or one month's wages in lieu of such notice.

The person engaged may determine his engagement on giving to the Government one month's notice in writing, or on paying the Government one month's salary.

Signed by

~~(C)XIXKATA KF XOFXIXIXXGOVERNMENTX XOFXIXIX
RACKKAXXIXENAVIXX~~

~~XXXXXXXXXXXX~~

R. J. Kucera

~~XXXXXXXXXXXXXXX~~ Secretary
Superintendent of Works.

Signed by

Amended before
signing W.B.

in the presence of
Of { Signature
witness { Address
{ Occupation

Little
Stanley
 Bill Brown

copy handed to Mr. Anderson
W.H. 14/12

copy sent to Manager, San Carlos
29/2

San Carlos

F.I. Ref 1641/A/11. Camp. Treks.

Falkland Islands.

16th November 1955

Dear Mr. Weston-Thompson,

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Many thanks for your letter of Nov 28th I had yesterday which I have read with interest & (perhaps) partially supplies your letter of Nov. 15th (para. 3).

In the first place I must apologise for this rather hasty letter as form of reply, but Dr. Ashman has confined me to bed for a week, having been able to see me shortly after another rather troublesome attack, & thanks to speedy co-operation by Mickle-girth, my evening. It is all very tiresome & irritating & due, & affords no place of mind in the midst of Salween operations - our only harvest - but Salween has to be done.

Thank Making Personal

Regarding payment to your Senators, provided they are prepared to accept our local cheques as payment there will be no difficulty, but we purposely carry a very small amount of actual cash on the farm for obvious reasons, & I would not be inclined to alter this rule for their convenience. I am prepared to supply stores to them on credit on the usual monthly terms. What about liquor and/or beer? Can this be sold to them without licence as to our own employees? Before I make any payment to them I shall require to be advised if a limit is to be placed on their drawings and/or store bills.

Reply at 201

KIV

Presumably their wages accounts will be kept in Stanton.

Quite what you say regarding Parton, which I read I heartily endorse. With shearing in progress every man here is fully occupied, & beyond very general directions (which I hope to be able to give personally) my regular supervisor will be quite impossible although periodical inspection will be attempted.

In this respect it is not clear under whose authority the operators will be working. Is it felt advisable that they should be directed, under the manager or owner of the land concerned? (The authority of)

The question of accommodation is also somewhat obscure. You will appreciate that, again, during Shearing Cookhouse accommodation is fully occupied & there may not be a room to spare for 2 more. - This I have yet to ascertain. Can you advise me as to what rate of board is to be paid, & it might then be possible to arrange for boardstopping with one or other of the Murrell people, which I think would probably be more suitable for the (presumably) short periods that the operators may be in the settlement.

Regarding bridges, material for these cannot be assessed until the track is routed. However, unless a river has to be crossed (there ^{are} only minor streams

between here & Darwin) surely a standard specification could be adopted regarding width & strength for bridges up to 30 ft. A length measurement would then be all that was required. Please confirm. A rough estimate of bridges required between here & Darwin would be the following — From S. Carlos to Head of Bay, 2×12 ft. 1×24 ft. Thence to Mts. boundary at Sussex 2×6 ft. 2×24 ft. From boundary fence to Darwin, 1×12 ft. 2×30 ft. (Camilla Cr.) I would suggest that measurements for the latter on Mts. land are obtained from Gibraltar. I would suggest that all bridges should be built at a 2½ - 3 Ton capacity.

Finally I will be glad to know the approximate date that it is proposed to start operations here.

There is normally a general exodus from here at Christmas time when a week - 10 days holiday is given. In view of this, & the short time intervening, it may be as well for the operators to arrive here as soon as possible in the new year when farm work is resumed.

Yours Sincerely,

J. H. Baker.

R. G. Weston - Thompson Esq. M.C.
Colonial Secretary.
Falkland Islands.

P.S. You do not mention whether the local assistants required have been engaged, but presumably this has been fixed up - it should present no difficulty at the high rate of pay offered.

I must say I find the Federation's wage estimate pretty high for the job, & a rather dangerous estimate to take men away from shearing gangs.

Was the S.C.A. consulted on this matter as well as the Labour Fed.?

Personal. P.P.S.

I must warn you that "Boo tray" is the motto for camp correspondence in the height of the season, & letters of over a page in length are apt to be discarded until the end of Shearing!

Were I not bed-ridden my reply would probably have been much shorter, as the winter pastime of "writing to Government" is now in its close season!!

Yrs. J.B.

17th December, 1955.

Dear Mr. Bonner,

197

Thank you for your letter of 6th December, 1955, in connection with the Camp Tracks. I will, if I may, take the points that you have raised seriatim.

- (1) I fully appreciate the reasons for which you intentionally carry a very small amount of actual cash on the farm and appreciate also that to alter this rule in the case of the operator who will be working on your farm, and his mate, may cause some inconvenience. Nevertheless, you will recall that the original arrangement was that Government would provide the drainage machines and the staff to operate them. Government cannot supervise and it has not the facilities to make special arrangements for the payment of salaries. There are just not the means at our disposal for this. It was assumed, and the assumption appears to have been accepted by the other farm managers, that such matters as pay, lodgings, and the issue of meat would be seen to by the farms. I doubt whether any difficulties will in fact arise and the two men appear to me to be the thrifty sort who would rather have the greater part of their wages credited to them. If this is agreeable then there would be no objection to you transferring the credit to Government for payment either when the operators come into Stanley or when they proceed on leave or on termination of their contracts. I must, however, ask you to meet us as fully as possible in this matter.
- (2) I note that you are prepared to supply stores to them on credit on the usual monthly terms. There would be no objection to selling them liquor or beer in the same way as you do to your own employees. I do not consider

/that

J.F. Bonner, Esq., J.P.,
SAN CARLOS.

ADT/VP

Reply at 22.1

11

that they should have any more favourable terms or any less favourable terms.

- (3) With regard to their drawings I do not see that we are entitled to place any limit if they wish to draw to the maximum of their salaries. That is, after all, what they have earned and to what they are entitled. The question of credit and the extent to which it should be granted at the store is of course a matter entirely for your decision.
- (4) Their main accounts will, of course, be kept in Stanley, but we must rely on the farms to pay their salaries and then put in their requests to the Treasury for repayment.
- (5) With regard to the question of overtime I am not at all certain that the Farm Managers will agree with me. This, however, is a matter which we must leave to the supervising manager. I ~~think~~ and am rather cautious with regard to this question of overtime, especially when supervision may be difficult, as my experience is that overtime can be a serious "vote buster". If, however, the men are keen and conscientious it may well be desirable to permit a certain amount of overtime as an incentive and in order to make the maximum use of fine weather. I reiterate, however, that we cannot lay down any hard and fast principles because it depends on the farm managers and it must be left to them and to their judgment.
- (6) With regard to the position of the operators they are employed and appointed by Government. Ultimately they are paid by Government and they signed their contracts with Government. In accordance, however, with the original arrangements they will be seconded to the farm manager within whose boundaries they are for the time being working. The farm manager will be entitled to give them instructions and they know this. He will also be responsible for normal day to day disciplinary measures should the need arise. If, however, any serious matter arises then

/it

it should be referred to Government together with the manager's comments and recommendations. Similarly in a matter which is serious, the operator would be entitled to appeal to Government. I hope, however, that this will not arise.

With regard to the question of accommodation, we are, as I explained in my letter of 28th November, providing caravans. One on more luxurious lines for the operators who are to be joined shortly by their wives, and one on very much simpler lines for the mate. Normally they will live in their caravans in the camp and I assume that the necessary arrangements will be made for them to pick up their supplies in the same way as the outlying shepherd does. This again must be left for the individual farms to organise. In any event it may be desirable in certain circumstances and in the early stages of the work or during a serious mechanical breakdown for the operator and his mate to be accommodated in the camp cookhouse. If this can be arranged, and here we must rely on the full co-operation of the farms, for the benefit of which this camp tracks scheme has been inaugurated, then the farm should charge Government a basic accommodation fee and the cost of the meat ration. For food and supplies the operator and his mate would pay in the normal way.

- (7) With regard to bridges I am rather doubtful about your proposal for standard specification but I am referring this to the Civil Engineer and the Superintendent of Works, for advice. So far as the estimates are concerned we must rely on the farms to provide us with the specifications. As I see it, it would be your responsibility to provide us with the measurements that are required in the case of any bridges which lie within your boundaries and I am afraid that I am not in a position to confirm whether the specifications you quote are correct. As far as bridges on the Company's side of the boundary are concerned, this will be a matter for Gilruth to advise Government as to his requirements.

/The

The caravans and the ancillary equipment for the buffalos are to be shipped, if possible, on the "Hanne S". The buffalo, together with the emergency spares, will be driven overland to San Carlos. I note that you would prefer that the operator and his mate should not arrive until after Christmas and arrangements to that end will be made.

(8) The local assistants have been engaged. I regret that I cannot agree with your views as to the high rate of pay offered. This is an unusual type of work and with all the modern amenities that are now being provided in the settlements and in settlement houses the task of finding a young, enthusiastic and efficient assistant, with the labour shortage existing in the Colony at the moment, is as you will appreciate, no easy job. As I see it we have two alternatives:-

(i) to offer low wages and get any old dead beat who is out of a job elsewhere, in which case I do not think it would be long before the operators got fed up and the camp manager is complaining to Government about the standard and quality of staff supplied.

(ii) The second alternative is to pay high to get the best man for the job which after all is an extremely important one.

As I see it we quite frankly cannot have it both ways in existing circumstances. The Chairman of the Sheep Owners' Association and the Labour Federation were consulted.

Finally I note your personal P.P.S. to the effect that a letter of over a page in length is apt to be discarded until the end of shearing. I must apologise for the inordinate length of this letter, but after all the opening gambit came from you and the points you have raised cannot easily be answered in a word. I have endeavoured not to be very prolific (and I am pretty hard pressed at the moment) but I

/thought

thought it advisable to go into the points in some detail to avoid any misunderstanding. At the risk of going too far with this letter, and perhaps you may read the last paragraph if not the preceding ones, may I say that I and all my colleagues in Government service are hoping that you will make a speedy, full and early recovery. I know His Excellency feels that way and from what I have heard in Stanley it is also the heartfelt wish to everybody here.

Yours sincerely,

(Sgd) A.G. Denton-Thompson

C. E.

206

Sept. 10.

I should be glad to have your
Comments on J. Bonner remarks at X of J 198 & 199.

C.E.

19/12

Hon C.S.

It is assumed that the bridge abutments would be timber shore transoms - piles either with a capping beam or with checked walings. Concrete or masonry abutments would be equally satisfactory.

2. Overall width of decking would be 10 ft with 6" x 3" kerbs as wheel guides. Decking to be 3" thick timber.

3. 4 No: beams to carry the decking are advised. These would be at 2'-4" centres.

4. Using, for sake of uniformity, 5" wide timber beams the following depths would be suitable for bridges of various spans:-

Span	depth of beams
6 ft	6"
10 ft	8"
12 ft	9"
15 ft	10"
18 ft	11"
20 ft	11½"
24 ft	12"
25 ft	13"
30 ft	14"

These longer lengths would probably be scarf-jointed and strapped, from shorter lengths.

5. A factor of safety of 5 which is customary for timber beams has been employed.

6. Calculations are based on the use of Pitch Pine (Southern long leaf) and bridges would safely carry a live load of 5 tons with wheel contact and 9 tons vehicles with crawler tracks.

7. Mr Bonner has suggested a very light loading..Decking weighs one hundredweight per foot run and the only saving in cost would be a reduction in the number of beams carrying the decking. To reduce on these would be false economy.

Aishwari

C.E.

23.12.55

207
Hel I agree with C.E. but will add there is
an acute shortage of timber here. I would
suggest Sandy Point timber be bought from
"Punta". This timber last much longer than
timber imported from the U.K. and is much cheaper.

A.G.H.
22/12.

Hel Lists of timber attached
A.G.H.
5/1/56

Packe Bros. & Co. Limited
Fox Bay Falkland Islands.

208

I 6th. December, 1955

Dear Mr. Denton-Thompson,

182
185-186 Thank you for your letter of 28th. November and also for a copy of the Drainage Machine Operator's agreement.

I note what you have to say of clause 3, the matter of overtime is not a very good idea, but of course I suppose that it had to be put in the agreement.

We shall just have to trust to the men's honesty in this respect and hope for the best, for one cannot supervise this kind of work that may be taking place miles from anywhere without having some responsible person following the outfit round the countryside.

The matter of pay for the men will present no difficulty, I will put them on our books and will forward you an account each six months if you consider this period not too ~~XXXXX~~ long and a payment could be made to Packe Bros. a/c. with the Falkland Islands Co.

The men of course will receive a copy so that they will know how they stand, wherein will be debited anything that they may owe, we keep a fair amount of cash on the farm and they will also be able to draw cheques if they so wish.

I hope that the above arrangement will be ~~SUITABLE~~ suitable, but if you think that six months is too long the account can be made up and forwarded to you quarterly.

On the track between here and Chartres boundry we shall need five bridges and I suggest that these be constructed of Sandy Point timber. For two bridges we shall need stringers of 30 ft. in length, reckoning four stringers to each bridge, the other three bridges will need timbers that will span 20 ft.

209 I have appended a list of timber required, the ten pieces 9" X 9" X 12' are to tie the ends of the bridge stringers and in fact it may be necessary to use concrete in certain places.

I have allowed a few spare pieces of decking, the 3" X 9" X 12" as I have found from experience that very often deals from South America are very often warped or shaken.

May I take this opportunity of wishing you and yours a happy Christmas and all prosperity for the coming New Year.

Yours sincerely,

Copy at 219

1955.

PACKE BROS. & CO. LTD.

209

Timber required for bridges.

2 Bridges, 30 ft. Span.

8 Pcs. 6" X 9" X 30'
80 " 3" X 9" X 12'
4 " 9" X 9" X 12'

3 Bridges, 20 ft. Span.

12 Pcs. 6" X 9" X 20'
80 " 3" X 9" X 12'
6 " 9" X 9" X 12'

$\frac{3}{4}$ Cwt. 7" Galvanised Spikes.

H. H. Clement
16/12/55

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

1641/0/11

1641/18

210

Number

Office of Origin

Words

Handed in at

Date

To

J. BOHANN, SAN CARLOS

19.12.55

MOA/C

TWO CARAVANS COMMA SPARES AND FUEL AON ON BOARD HANNE-S FOR
DISCHARGE AT SAN CARLOS FOR CAMP TRACKS SCHEME STOP BUFFALO
IS LEAVING OVERLAND FOR SAN CARLOS ON 26TH,

SECRETARY

Time

DECODE.

TELEGRAM.

From Bonner, San Carlos

To Colonial Secretary

Despatched : 22nd December, 19 55 Time : 0900

Received : 23rd December, 19 55 Time : 1300

210 3
Reference your message December 19th. Mr Bonner wishes advise the equipment landed 21st 22nd. 2 drums diesel oil reported missing and regarding prospective arrival Water Buffalo owing to Christmas holidays. regret no accommodation in cookhouse available or arrangements for track advice can be made until January 2nd. Have received no reply to letter of December 6th.

JAYBEE

~~P 10~~

197
(Reply next day)
201
P/L:IMR

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT5
212

Number	Office of Origin	Words	Handed in at	Date
				24.12.55
To	CLEMENT, FITZROY		HOA/C	

Addressed to Clement Fitzroy Gilruth Darwin Bonner San Carlos stop
It is now proposed Buffalo should leave Stanley overland on 31st Dec.
stop Intention is that operator and mate (Anderson) should stage at
Fitzroy and Darwin stop Mate knows route to Darwin but grateful to know
whether Darwin can provide guide from Darwin to Darwin San Carlos
border and San Carlos a guide from that point or some mutually
convenient point.

SECRETARY

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT16/11/11 ~~11~~ 213

Number

Office of Origin

Words

Handed in at

Date

24.12.55

To

GILRUTH, DARWIN

HOA/C

Addressed to Clement Fitzroy Gilruth Darwin Bonner San Carlos stop
It is now proposed Buffalo should leave Stanley overland on 31st Dec.
stop Intention is that operator and mate (Anderson) should stage at
Fitzroy and Darwin stop Mate knows route to Darwin but grateful to know
whether Darwin can provide guide from Darwin to Darwin San Carlos
border and San Carlos a guide from that point or some mutually
convenient point.

SECRETARY

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT214 ~~7~~

Number

Office of Origin

Words

Handed in at

Date

24.12.55

To

-

BONNER SAN CARLOS

HQA/C

Addressed to Clement Fitzroy Gilruth Darwin Bonner San Carlos stop
It is now proposed Buffalo should leave Stanley overland on
31st December stop Intention is that operator and mate (Anderson)
should stage at Fitzroy and Darwin stop Mate knows route to Darwin
but grateful to know whether Darwin can provide guide from Darwin
to Darwin San Carlos border and San Carlos a guide from that point
or some mutually convenient point.

SECRETARY

Time

215

29th December, 55.

To: Superintendent of Works,

From: The Colonial Secretary, STANLEY.

East Falkland Drainage Machine.

Confirming our telephone conversation this morning as follows:-

- (a) the machine should leave Stanley a.m. 31st December, 1955.
- (b) proceed to Mount Pleasant the first day.
- (c) to Darwin the second day.
- (d) to San Carlos the third day - the Camp Manager at Darwin has kindly agreed to supply a guide from Darwin.

2. The Operator should be informed that on no account should Fitzroy Bridge be used.

(SGd) J. Bound

Acting Colonial Secretary.

Copy to Manager, Falkland Islands Company, Ltd. KIV SWS
minutes at 207.

216

S.C.S.

As instructed copies of contracts sent
to Messrs. Banner & Clement under c/s.

You will be replying to 208 by
D.O.?

28/12

There are telegrams for this file

1
yes.
no.

Q
30/12

216
216

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

Number

Office of Origin

Words

Handed in at

Date

30.12.55

To

CLARENCE DARWIN

HQA/C

ry
DRAINAGE MACHINE LEAVES TOMORROW 31ST STOP REVISED ITINERA
MOUNT PLEASANT FIRST DAY DARWIN SECOND AND SAN CARLOS
THIRD DAY STOP THANK YOU FOR PROVIDING GUIDE FROM DARWIN.

COLONIAL SECRETARY

Time

JB/IR

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

217

Number

Office of Origin

Words

Handed in at

Date

30.12.55

To

BOHNER SAN CARLOS

HOA/C

DRAINAGE MACHINE LEAVES TOMORROW 31ST STOP REVISED ITINERARY
MOUNT PLEASANT FIRST DAY DARWIN SECOND AND BANGCARLOS THIRD DAY.

COLONIAL SECRETARY

Time

JB/E

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

Number

Office of Origin

Words

Handed in at

Date

30.12.55

To

CLEMENT PIERROY

HOA/C

20 DRAINAGE MACHINE LEAVES TOMORROW FIRST STOP REVISED ITINERARY
MOUNT PLEASANT FIRST DAY DARWIN SECOND AND SAN CARLOS THIRD
DAY.

COLONIAL SECRETARY

Tr.

Kiv 216.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

219

Number

Office of Origin

Words

Handed in at

Date

7.1.56

To

MR. CLEMENT FOX BAY

HQA/C

208 YOUR LETTER 16TH DECEMBER ADDRESSED MR. DENTON-THOMPSON REFERENCE
CAMP TRACKS STOP OPERATORS ACCOUNTS AT SIX MONTHLY INTERVALS
QUITE ACCEPTABLE THANK YOU STOP TIMBER FOR BRIDGES BEING OBTAINED
FROM CHILE.

SECRETARY

Time

WH/IR

KIV. 216

28th. December 1955.



Sir,

I feel that I should inform you of the position here as regards the 'Track Making Operations', and put forward some tentative suggestions for your immediate consideration.

2. The Buffalo operator has informed Mr Clement that he will not be able to undertake any track work until his wife arrives here as he cannot cook for his mate and himself as well as doing the work on the track. This means that unless his wife arrives in the Colony by this next trip of S.S. Fitzroy no work will be done on the track until the middle of February.

3. Both Mr Clement and myself consider that the caravan for the operator is far too small to be used as eating and sleeping quarters, especially so as the operators mate will also be having his meals in this caravan. I imagine the operators wife will be thinking in terms of an English road caravan and will take rather a poor view of this one when she sees it.

4. In order to ensue the smooth working of the operation I therefore make the following suggestions to which Mr Clement concurs:-

(a) If Mr Clement were approached by the Government he would be agreeable to lend the farm caravan for the summer months only to be used on the track as 'eating and cooking quarters'. Another caravan should be built for this purpose by the Government, and I suggest that the advice of someone who has had experience of building 'camp caravans' be obtained as the 2 caravans landed here are not strong enough for the job.

(b) The Falkland Islands Company's Buffalo operator at Fitzroy had a Bren Carrier to come into the nearest main settlement when he required meat, bread, stores, etc, and for proceeding backwards and forwards to the caravan site night and morning, which meant the caravans could remain at a site for a longer period. I consider some vehicle of this sort is essential here and suggest one of the old Jeeps owned by the Government be put in commission and sent out. If this were done, I have no doubt the operator and his mate would be able to start work on the track as they could leave here after breakfast, taking their midday meal with them and returning to sleep at night, until such time as the operators wife arrives. It is also highly improbable that the operator, his mate, and especially his wife, will be contented to stay out on the caravan site every week end when they are not working and a Jeep would enable them to come into a main settlement to see a film show and contact other people.

(c) A cab should be ordered for the Buffalo to protect the operators in bad weather conditions.

I am,

Sir,

Your obedient servant,

H. C. Harding

The Honourable,
The Colonial Secretary,
Stanley.

Reply 230

The Dy. Colonial Secretary
 Secretariat, Stanley

San Carlos, E.F. 47

7th January 1956.

From Ref. 1641/A/11.

10 JAN

Reply 229

Sir,

I have to acknowledge Mr. Winter-Thompson's letter of the 17th December 1955, & would refer to the following points therein.

(1) & (2) Advances against wages. Messrs. Wallace & Anderson have been interviewed on this matter & appear quite prepared to accept our local cheques, which is the usual method of payment in camp. It is further understood by them that notes & cash will be available for small amounts within 2-3-4. I propose that we will forward you a monthly statement of all drawings made by these operators, together with the value of stores issued & any other charges. (Convey also (3) & (4).)

(5) Overtime. Pending a definite decision & further advice from you, in order to take the best advantage of any fine weather, I have asked Mr. Wallace & Anderson to work overtime at week-ends & also on suitable evenings. The seasonal hours of daylight are already on the wane, & I am personally of the opinion that the chances of fine weather should be missed.

It is fully understood by your operators that any such overtime is entirely dependent on fine

to Mr. Leonard Kerley. (Continuation)

his letter, & subject to the Government's approval of my present arrangement with them; & I look forward to a decision on this matter at your early convenience. When working away from a settlement or living in their "caravans", one could imagine a fine week-end being somewhat frustrating if no progress was possible. In this respect I should have thought a "mileage bonus" or a clause in the agreements might have proved a valuable incentive.

(6) General Directions & Accommodation. Your information here is correct. ^{you} After a personal interview to the Operators yesterday, who appear desirous of being fully co-operative & amenable to advice & suggestions. While assembling their plant & implements in this settlement they are boarding with a married couple, the T.S. Clifts, & presumably the boarding fee is for their own account. Please confirm. I do ~~not~~ propose to make any charge for the use of farm accommodation, provided our house-holders are prepared to board them.

There will be a nominal farm charge of 1/- per day for mutton (i.e. 6d each.). When mutton is required for their own use in the caravans it will be supplied @ 3d. lb., the same price at which we supply Ajax Bay, for carcass or half carcass. The "Water Buffalo" arrived here about 6 p.m. on the 4th instant, having completed the Sussex Range between

Mr. W. G. Stewart

(Continued)

between here & Dorrain without any difficulty. As arranged, my men Shafare met them at the boundary & conducted them on the line of the old track used by our Citroën - Héresse half-track co., 25 - 30 years ago.

- (7) Brush. I still maintain that a similar specification for their repairing width & strength (conspicuity) is desirable, & that they should be made the responsibility of the track operators repairing construction. We are fully prepared to co-operate regarding possible labour assistance and/or transport of materials by tractor etc. as required in our camp.

I understood that Wallace has been in touch with the works Dept. P.O. by telephone from here since arrival, & have suggested that he make a progress report to him periodically for the advice of Government.

Finally, please develop for this period of correspondence but are still without access to typewriter.

I am Sir,

Your obedient servant,

W. G. Stewart

Mr. Director

224

S/LS

I understand you discussed 220
with Mr. Blane - grateful for your
observations on this & also on 221-3

20/1/56

He's I talked with both Mr. Clements and the
operator. Both at Fox Bay. They both consider a larger
~~caravan~~ caravan would be better and more comfortable
to live in. Mr. Clements is looking into this to see
if he can get it made on contract at Fox Bay
and said he would write me when he found
out if this could be done and the cost.
However no money is lost as the larger one would
be for cooking and living and the small one
for sleeping in.

- (2) After hearing all the difficulties from Mr. Clements
and the operator on travelling from the camp to
the settlements for supplies of food, charging of
batteries etc I agree transport is required but
am sorry to say R.A.D. has nothing available
at the present time.

Atk.
20/1/56

225

PACKE BROS. & COMPANY, LIMITED.

Directors: ~~W. H. Luxton~~, H. C. Harding, K. W. Luxton, A. G. Barton, C. Luxton.

U.K. REGISTERED OFFICE:

87, MOUNT PLEASANT ROAD,
TUNBRIDGE WELLS.

Telegrams: "Dunnosead, Tunbridge Wells."

Telephone: Tunbridge Wells 526

BENTLEY'S CODE

FALKLAND ISLANDS,
SOUTH AMERICA.

Telegrams: "PACKE, FOX BAY"

22nd. January, 1956.

Reply 230

Dear Sir,

With reference to your recent visit here and our discussion -~~m~~ re the caravan we proposed to build for Carlyle, on going into the matter of materials I found that we would be short of a number of the items needed and so have therefore enclosed to you a full list of the required timber iron etc.

I received a suggestion from Carlyle that in view of a great many gates on his route being of 12 ft. only, that the width be cut from 12 ft. to 9ft. and that the length be extended from 16ft. to 22ft.

I thought his suggestion a very sensible one and have therefore adopted his idea.

I have seen our foreman, and he has agreed to the figure of £70. for the building, this I think is reasonable, as he will have to employ an assistant and he will be lucky if he completes this contract in three weeks.

The allowance of timber in some cases many seem on the generous side, but with such pieces as rough boarding, the spare ends will come in for shelves for cupboards and so forth.

One further point, the oil stove he has is definitely not satisfactory and I suggest that a small solid fuel stove be sent out; the foreman tells me that Estate L. Williams used to supply a small cooker called the Modern Mistress which he says is a very good small stove, this of course has an oven.

I would suggest that oven pans be procured to fit the oven as we have nothing in stock that would fit a cooker of the size.

X / May I suggest that if no ordinary stove of a suitable type can be found in Stanley, would it be possible to send out a Rayburn without a boiler.

The caravan will be a costly item, but it must be remembered that this couple will be spending the major part of their time in the outlying camp for a period of some years and it is only right that they should be as comfortably housed as possible, with which I know you agree.

On the completion of the contract I should appreciate it very much if you could find time to come out and make an inspection.

Yours faithfully,

R.H. Clement

The Director of Public Works,
Stanley.

LIST OF MATERIALS REQUIRED FOR CARAVAN, 22'X 9'.

2	Pcs.	6"X 12"X 24'	Skids, S.P.
56	Ft.	1"X 6"	Flat Iron, Shoes.
5	Pcs.	4"X 6"X 12'	Braces, S.P. +
18	"	4"X 4"X 12'	Floor Joists, Pine
450	Ft.	3"X 3"	Framing , "
1164	"	1"X 8"	Rough Boarding, Pine
240	"	$\frac{7}{8}$ "X 5 $\frac{1}{2}$ "	Flooring , "
24	Only	$\frac{3}{4}$ "X 14"	Bolts.
20	" X	$\frac{3}{4}$ "X 16"	"
12	Ft.	$\frac{1}{2}$ "X 4"	Flat Iron.
70	"	2"	Round Iron.
26	Sheets	6'	Corrugated Iron.
36	"	6'	Flat Iron
3	Only	6 Pane Windows,	Panes, 10" X 12"
5	"	6' Lengths	Ridging.
4	"	Bolts	Felt.
800	Sqr.Ft.	Plywood.	

All Nails, Panel Pins, Screws etc. can be obtained here.

H. D. Clement

22/1/56.

The Director of Public Works,

Stanley

228

Y.E.

Ref. discussion Y.E./S/W/Ag. of 24/1/56.

2. Mr. Blument's letter has now arrived - pl. see 225-227. I have discussed with S/W. & we agree the contract is fair & reasonable at £70. S/W has arranged to ship the material on "Philomel" at the end of next week.

3. I propose to reply to Mr. Blument as in draft at b.c.

4. Regarding transport for the Buffalo operators - S/W says he has around £14,000 on the vote - this being so we can order the two Lane Dovers plus all the timber required for the bridges without busting the vote. Arrangements are therefore being made to place orders by telegraph as soon as S/W supplies necessary details.

5. 221. I telephoned the reply (as dictated by Y.E. yesterday) to Mrs. Bonner this morning. On Y.E.'s information Mr. Bonner is still confined to bed but his general condition is improving.

J
25/1.

RA
26

TELEGRAM.

229

From Colonial Secretary

To Bonner, San Carlos

Despatched : 25/1/56 19 Time : 1150

Received : 25/1/56 19 Time : 1150

221

Thank you for your letter 7th January regarding Camp Tracks.

2. Advances against wages. Arrangements most satisfactory.
3. Overtime. Agree but rely on you to see not abused.
4. Accommodation. Co-operation much appreciated. Confirm cost is for account of person concerned.
5. Bridges. Specification. Sufficient to carry loads up to ten tons. Width twelve feet. Trust you consider this reasonable. Do not propose to make Operator responsible for construction but to provide supervision from Stanley. Please inform in due course when it will be required.

COL. SEC.

Phd. to Mrs. Bonner at San Carlos at 1150/25th.
(Intld) J.B.
25/1

P/L:IMR

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

230

Number	Office of Origin	Words	Handed in at	Date
--------	------------------	-------	--------------	------

26.1.56

To

CLEMENT, ROE BAY

NOA/C

225
220 REFERENCE YOUR LETTER 22ND JANUARY ADDRESSED TO P.F.D. AND MR. HARDINGS
LETTER 23TH DECEMBER, 1955 STOP

2. AGREE CONTRACT PRICE FOR BUILDING CARAVAN STOP MATERIAL BEING
SHIPPED BY FREIGHTER AND NEXT WEEK STOP

3. REGRET NO TRANSPORT AVAILABLE HERE BUT AM TELEGRAPHING FOR LAND
ROVER FOR IMMEDIATE DELIVERY.

COL. SEC.

Time

10/10

S/C

We discussed.

Pl. let me have

- (a) particulars of the two L/Rovers
- (b) details of timber to be ordered from
Brice - sufficient to do all bridges—
you may have to discuss with
Mr. G. Smith

§
27.1

HER

We discussed Rovers are ordered

WGH

3/1/52

1641/H/I

COPY

M2B/40725 Original filed in P/706- J. Wallace
4, Millbank,
Copy in P/708 - W.J. Carlyle. LONDON, S.W.1.

13th January, 1956.

Sir,

I am directed to acknowledge receipt of your letter, reference P/706 of the 18th November, 1955, regarding the appointment of Messrs. J. Wallace and W. Carlyle as Drainage Machine Operators, and to inform you that these officers should be under no misapprehension in this matter as all applicants for the post were given a paper of particulars which stated that overtime rates would be payable at the rate of "time and a half".

The Crown Agents regret that the wording of the agreements is considered ambiguous, and in the event of another agreement of this nature having to be prepared in the future a different wording will be adopted.

I am,

Sir,

Your obedient servant,

(Sgd) ? ? ? ? ?

The Colonial Secretary,
Colonial Secretary's Office,
Stanley,
FALKLAND ISLANDS.

h.s.

yfr. 231.

(a) answered on 231

*(b) timber now ordered
from Timber file pt.*

0440

W66/k

K 231

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

233

Number

Office of Origin

Words

Handed in at

Date

1/3/56

To

CLUBBING FOX BAY

H.O.A/C

DRAIN PIPES FOR TRACKS STOP NO 1 INCH PIPES AVAILABLE HAVE SENT
NINE INCH EARTHENWARE PIPES STOP IF DRAIN TOO NEAR SURFACE SUGGEST
CONCRETING OVER.

GOVERNOR

See 236

Time 08A/IR

GOVERNMENT TELEGRAPH SERVICE

234

COPY.

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				1/3/56
To	CLEMENT FOX BAY		H.G. A/C	

SHEARING PINS FOR BUFFALO STOP IRON FOR PINS WAS SENT ON ADVICE
 ROBERTSON WHO HAS BEEN USING THIS FOR LAST TWO YEARS CUTTING PINS
 AS REQUIRED STOP THOUSAND NEW PINS ORDERED FROM U.K. PENDING ARRIVAL
 I PRESUME CARLYLE CAN MAKE DO WITH IRON.

SECRETARY

See 236

Time ORA/IR

235

5/45

α on 226 - shoe tapered some
this pe?

\$
6/3.

HEL

I have discussed with H.E. and ^{we} were of the
opinion that oil should be used as coal being
would cause transport difficulties. However I am
taking this matter up with W. Blane at the next
time I go to Fox Bay. A.G.H.

236
DECODE.

13.

TELEGRAM.

From CLEMENT FOX RAY

To COLONIAL SECRETARY

Despatched: 5th. March, 19 56 Time: 0900

Received: 5th. March, 19 56 Time: 1600

234 Please convey my thanks to His Excellency For his
telegram re buffalo requirements.

CLEMENT

Y. E.

(INTLD) J. B.

5/3/56

O.R.A.

P/L:IMR

237

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYD'S

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Darwin.

29th. February. 19 56.

Dear Governor,

Remember when we were at Biggar you said to Cuthbertson that you would send him photographs of these deep wandering ditches we have to contend with out here ? Cuthbertson seemed quite interested in this problem and I am sure would welcome any other information we can give him.

I meant to speak to you about this the other day when you called here. Do you think photographs might be taken from a Helicopter ? Seems to me this would be an ideal way of getting a good picture ?

Suggest you talk to Bartie about it - and if possible get him to go in the thing and point out one or two really bad ditches - he must know of a great many at the back of the mountain.

Hope you managed to reach Fitzroy before the heavy rain caught up with you.

Regards.

Gours.

W. G. G.

Could you please answer this

Wm.

Reply at 238

238

6th March, 1956

237

Many thanks for your letter of the 29th February about sending Cuthbertson photographs of some of our more pernicious ditches. I had not forgotten this and in fact I think John Huckle and Jim Clement were out yesterday morning taking photographs. If these are not successful we can try with helicopters but Huckle seemed very confident of a satisfactory photograph. Jim agreed to place a whitewashed plank across the ditch in two or three typical places, dig it out and measure the cross section for Cuthbertson's information.

I go south tomorrow for about a month. It is my last opportunity this year and if I don't go I give good reason to the school of thought which seems to think that F.I.D.S. could equally well be run from London.

I have pretty well definitely

/decided ..

T.A. Gilruth Esq.,
DARWIN.

KIV
235

Extracted to
0529 - Leg. Co.
Arrangements
in connection with R.

decided to open the new Legislature on
the Queen's Birthday and hope you and
Helen will be in for it and will stay
with me.

H.C. I don't think you
have been SWs minute
at 235. Kin 12/3/51

Res. J. Y.

Re. Bu. 238 to me on H.C.'s.
return.

19/3/52

H.C. I see Philomen
has returned 19/3/52

DECODE.

TELEGRAM.

From GOVERNOR "SHACKLETON"

To COLONIAL SECRETARY

Despatched : 21st March, 19 56 Time : 1223

Received : 21st March, 19 56 Time : 1500

Please inform of progress of scheme for fencing West End of common.

2. What does Superintendent of Works report of progress of camp tracks Fox Bay and San Carlos.

GOVERNOR

Reply at 24 - 242

P/L:IMR

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

241

Number	Office of Origin	Words	Handed in at	Date
	P. Sy.			21st March
To	GOVERNOR BRANLTON			

240 Your telegram 21st stop Fencing West End of common stop Contractor has promised to commence job on or about 21st March stop .

2. Superintendent of Works is at present on tour of camp trucks stop will report on his return.

COLONIAL SECRETARY

See 242

Time JB/MP

10411/A/E

241A

2/2

anything to redone on
H.C.'s Bailey Bridge

suggestion for West
Jackland pl?

Q
22/3

H.C.S.

The place is near Chatres
+ I have arranged with Mr Harding
to inspect measure up the site +
take a line of levels on Tuesday 3rd April
which is a mutually suitable date

P. 22 P. 203

Dec 249

Ans. L. 1
CE 26/3

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

242

Number

Office of Origin

Words

Handed in at

Date

DSV

22/3/56

To

GOVERNOR "BRACKLETON"

H. O. A/C

241

MY TELEGRAM 21ST STOP CAMP TRACKS STOP EXPERIMENT OF
WORKS REPORTS AS FOLLOWS STOP SAN CARLOS STOP TRACK HAS
REACHED CRACK AT HEAD OF BAY STOP OVER ^{DRY} ~~CAMP~~ TRACK IS A SUCCESS
BUT OVER SOFT GROUND TRACK IS UNFORTUNATELY ALREADY PRACTICALLY
UNSERVICABLE IN PARTS STOP BONNER SENIOR STRONGLY RECOMMENDS
WITHDRAWAL OF OPERATOR AND MACHINE TO DARWIN END OF TRACK FOR
WINTER MONTHS ON GROUNDS IT WILL BE VIRTUALLY IMPOSSIBLE TO
WORK OVER MOUNTAIN STOP

2. FOX BAY TRACK NOW EXTENDS SIX MILES FROM SETTLEMENT
AND IS CONSIDERED A SUCCESS.

COL. SEC.

See 243

Reply 244

H.C. your Bill on
239.

W.H.
22/3/56

JB/12

243

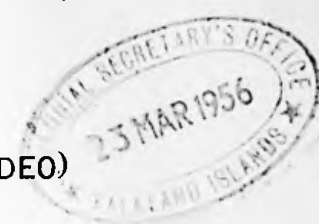
SAN CARLOS SHEEP FARMING CO. LTD.

(Successors to JOHN BONNER. GEORGE BONNER & CO. LTD.)

FOUNDED 1861

SAN CARLOS.

FALKLAND ISLANDS. (VIA MONTEVIDEO)



JFB/RB

20th March, 1956.

The Acting Colonial Secretary,
Secretariat,
Stanley.

Sir,

Reply 247

Camp Tracks

With the autumn and seasonal shortening hours of daylight it would appear to me that a continuance of work on camp tracks in the winter months would not be a practical proposition. It is obvious that little progress would be possible due to the inevitable delays through bad weather and long hours of darkness, also the additional hardship of worsened living conditions.

I would, therefore, suggest that the track work here should be discontinued as from the middle to end of April until the end of September or beginning of October, and would propose that for the winter months the "Buffalo" Tractor, operators and ditching plough might be usefully employed in the Stanley peatbog area at track drainage for peat transport to the town. Closer supervision to this type of work could also be organised, which would be impracticable during the winter in Camp.

If my proposal is adopted the caravans could be brought back to the settlement, and raised up clear of ground level on bricks until required for use again in the spring. House storage for bedding and mattresses would be arranged. Other equipment could be left locked up in the caravans and the keys left in our charge.

In view of temporary acting management during our prospective absence this winter and arrangements to be made accordingly, I would be glad to know if the Government is prepared to adopt my proposal at your early convenience.

I am Sir,

Your obedient servant,

Bul 22/3

D. Bonner Managing Director

244
DECODE.

NO.1.

TELEGRAM.

From GOVERNOR, SHACKLETON

To ACTING COLONIAL SECRETARY

Despatched : 27th March, 19 56 *Time* : 1153

Received : 27th March, 19 56 *Time* : 1600

Proposal to withdrawn Camp Track machinery from San Carlos approved but it might be preferable to bring it to Stanley for work on Fitzroy track. Work could then be supervised by Superintendent of Works with view to finding best method of dealing with soft camp. Please discuss with Superintendent of Works and Gilruth and inform me if they agree,

GOVERNOR

See 249

Reply at
245

P/L:IMR

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

245

Number	Office of Origin	Words	Handed in at	Date
--------	------------------	-------	--------------	------

P. Sy.

29.3.56

To

GOVERNOR SHACKLETON

H.O. A/c.

244

YOUR TELEGRAM 27th STOP CAMP TRACKS STOP BONNERS LETTER NOW
 RECEIVED AND IS AT VARIANCE WITH RECOMMENDATION AS UNDERSTOOD
 BY SUPERINTENDENT OF WORKS. BONNERS WRITTEN SUGGESTION IS THAT
 MACHINE BE WITHDRAWN STANLEY WHERE IT MIGHT BE USEFULLY
 EMPLOYED ON PEAT TRACKS STOP CLOSER SUPERVISION IMPRACTICABLE
 IN CAMP IN WINTER WOULD THEN BE POSSIBLE STOP GILRUTH IS ON
 TOUR BUT HAVE DISCUSSED WITH SUPERINTENDENT OF WORKS WHO
 SUPPORTS ALTERNATIVE AS PROPOSED IN YOUR TELEGRAM UNDER REFERENCE
 WILL THEREFORE ARRANGE WITHDRAWAL OF MACHINE ETC. TO STANLEY AT
 SOME CONVENIENT DATE TO BONNER UNLESS YOU STILL WISH MATTER
 DISCUSSED WITH GILRUTH FIRST.

COLONIAL SECRETARY.

Reply at 246

JB/MF

No. _____

It is requested that, in any reference to this memorandum the above number and date should be quoted.

MEMORANDUM.



29th March 1956

To: Hon. Colonial Secretary.

Stanley.

From: Supt of Works.

Stanley, Falkland Islands.

SUBJECT :-

Camp Tracks.

I have the honour to report that I visited Fox Bay on Wednesday March 21st to see progress on the track.

I did not visit the track as time did not permit but Carlyle was in the Settlement doing repairs to the Buffalo.

He assured me he was making progress and the New Caravan was almost completed. I was unable to discuss the Mate situation with Mr Clements as he was away, but have decided with your approval to terminate the agreement signed by Mr Berntsen by giving him one Months notice in writing. Mr Carlyle states he is unsatisfactory for the work and considers he can manage without a mate.

W. General
Supt Of Works.

No.

It is requested that, in any reference to this memorandum the above number and date should be quoted.

MEMORANDUM.

29th March, 1956

To: Hon. Colonial Secretary.

Stanley.

From: Supt of Works.

Stanley, Falkland Islands.

SUBJECT :-

Camp Tracks.

I have the honour to report that I visited San Carlos on Tuesday 28th March 1956. On the outward journey I picked up Mr Carlyle at Fox Bay and took him to San Carlos for the purpose of giving advise to Mr Wallace. On visiting the track together with Mr Bonner & MrvCarlyle, I found the track in much better condition than the week previous. This improvement is caused by the ditches dug, draining the land and making it more solid.

I left Carlyle there for Three days to make improvement to the machinery like he has made at Fox Bay and to repair clutch on Buffalo.

Mr Bonner Sear, agrees the track is much dryer.

AGH
Supt of Works.

No.

It is requested that, in any reference to this memorandum the above number and date should be quoted.

MEMORANDUM.

245 C
29th March, 31 MAR 1956

To: Hon. Colonial Secretary.

From: Supt of Works.

Stahley.

Stanley, Falkland Islands.

SUBJECT:-

Camp Tracks.

I have the honour to submit the following report
On Friday March 9th I left Stanley accompanied by Mr Aldridge and W. Smith to survey a track from Stanley to Green Patch (time taken on journey $4\frac{1}{2}$ Hours) The route taken was from Stanley to Green Patch Via Long Island Mountain. I found the ground in a very bad state several times the horses were bogged and going was very difficult and I consider it would have been impossible to have got there by Land Rover.

On Saturday I returned to Stanley by leaving Green Patch going over Green Hill to the Estancia and from there to Stanley.

I found this track very much better than the track taken on Friday. I therefore recommend that the track to Green Patch should branch off from the Estancia for two very good reasons.

Time taken on this journey $6\frac{1}{2}$ Hours.

(1) Far better ground to travel on.

(2) Plenty of stone all the way if at a later date a mattress is laid.

Draining should be quite easy in this reigon and the track could link up with the Malo. Teal Inlet, Douglas Station & Salvadore.

ALG. Riversall
Supt of Works.

No.

It is requested that, in any reference to this memorandum the above number and date should be quoted.

MEMORANDUM.

29th March,

To: Hon, Colonial Secretary.

From: Supt of Works.

Stanley.

Stanley, Falkland Islands.

SUBJECT :-

Camp Tracks.

I have the honour to report I visited San Carlos on Monday March 20th to see progress on the commenced track.


Mr Bonner Jnr, took me to the operator which I would say was $2\frac{1}{2}$ Miles from Settlement. Difficulties has arisen owing to the Blade not cutting off the bogs but leaving them out, this leaves a larger hole in the ground and is very soft owing to the peat, and track made has already been cut up by use of Mr Bonners Land Rover. At the creek Mr Bonner Jnr suggested a Bailey Bridge, this I do not agree with owing to cost and I consider a small Bridge constructed well will be sufficient and and far cheaper.

I talked the matter over with Mr Bonner Snr, after and he considered the operator and mate should be withdrawn to Stanley or Darwin end of track for the winter Months, reasons being lack of supervision and state of ground.

I recommend (2) alternative for the operator.

- (1) Return to Stanley and commence work on the Pony Pass - Fitzroy track.
- (2) Commence work toward San Carlos from Darwin.

I consider the first proposition best as more supervision can be given.


Supt of Works.

246
DECODE.

No.1.

TELEGRAM.

From..... GOVERNOR, "SHACKLETON".....

To..... ACTING COLONIAL SECRETARY.....

Despatched : 30th March, 19 56 *Time* : 1212

Received : 31st March, 19 56 *Time* : 1000

245 Your telegram 29th. Camp Tracks. Please arrange
withdrawal machinery to Stanley as you suggest.

GOVERNOR

P/L:IMR

KIV 245C-2453

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

247

Number

Office of Origin

Words

Handed in at

Date

PSV

31/3/56

To

BOMBER SAN CARLOS

H.O. A/C

243

YOUR LETTER 20TH MARCH STOP CAMP TRACKS STOP PROP-ALTS WITHDRAW
MACHINE AND OPERATORS TO STANLEY FOR WINTER MONTHS APPROVED STOP
SUPERINTENDENT OF WORKS WILL VISIT SAN CARLOS LATTER PART OF NEXT
WEEK AND FINALISE ARRANGEMENTS STOP YOUR CONTINUED HELPFULNESS
IN THIS MATTER IS VERY MUCH APPRECIATED.

COL. SEC.

JB/IMR

EXTRACT FROM LETTER FROM HON. MR. S. MILLER, J.P. TO HON. COL. SEC.
OF 2. 4. 56.

(Original filed in 0562/a - Leg. Co. - questions asked by Members).

.....

I must advise you therefore that I wish to bring up for
detailed discussion the work on the Camp Tracks, with
special reference to that commenced from Fox Bay towards
The Chartres.

.....

JAC!
your minutes 239 pl
DLM
5/4/56

249

CIVIL ENGINEERING DEPARTMENT.

STANLEY, FALKLAND ISLANDS.



Hon. C.S.

4. April 19. 56.

Rocky Inlet, Chartres.

250

I inspected the most suitable site for a bridge
on 3rd instant and enclose a draft letter for favour of
"fairing" and forwarding to the Crown Agents.

Amis Zee

Civil Engineer

encl.

Issue
5/4

6th April,

56.

Gentlemen,

Proposed Bridge for Rocky Inlet, Chartres,
West Falkland.

The advisability of bridging this inlet to shorten the distance of the track between CHARTRES and ROY COVE etc. is receiving consideration.

2. At the most suitable site, the width of the gorge narrows to 200 feet. The rocky banks shelve steeply and the bed level of the creek is between 14 and 16 feet below low water level. There is a tidal range of 8 feet.

3. Type of structure, e.g. Bailey, arch, suspension, etc. is immaterial but the tidal race through the gorge is estimated at 7 knots and the construction of intermediate piers will present difficulties.

4. The single carriageway is intended for occasional light traffic only and a structure capable of carrying a five ton (max.) live load is considered to be ample.

5. In order that the financial implications of the project may be further examined I am directed to ask you to be good enough to give me a general indication of the probable c.i.f. cost of a suitable steel structure, 200 ft. span, 8 - 10 ft. carriageway, complete with timber decking.

6. In the event that it is decided to proceed with the project detailed site plans will be prepared in due course to enable you to call for quotations.

I am,

Gentlemen,

Your obedient servant,

C.A. Regn. No. F. Islands 4205.

(Sgd) D.R. Morrison

for COLONIAL SECRETARY.

Reply at 283

The Crown Agents for Oversea Governments & Administrations,
4, Millbank,
LONDON, S.W.1.

APW/VM

Shall use letter
from Carlyle

This was answered to
the same - five p.

251

Walter J. Carlyle
Fox Bay
12th March

Dear Sir,

I maybe shouldn't write to
you, but I see its the only way I'll
get started this road again. As you will remember,
I sent in to the P. N. D. a complete list
of articles that I wanted for my caravan, &
received most of these articles by the Philamel, and
was told that the others would be on next ship
or ordered from the U.K. well surely they can
purchase a Cooking Stove, Cildloth, and Wash Hand Basin
with fitting, as I could purchase a Reebon Cooker
and Wash Handbasin here in Fox Bay,

This kind of
delay is getting beyond my bearing, as I don't
like to sit around doing nothing, if every thing had
been ready for me when I landed in Fox Bay. I
should have been making the road to Port
Howard, as I can do about two miles of road
a day. I think you will remember you saw in
Mr Clements car out the road, well from there
we lifted the stones of the road at the bottom
of the Doctors Creek to the place where we

left the car was all done in a day, about 2½ miles.

I think myself if this kind of thing continues, I will be looking my passage back home, I wouldn't like to do that, as I like both country and People.

I am losing money by these articles not being out here, as I have my own board and lodging, also my wife which is £2 per week, so I think as it is the Government's fault they should pay my wife's lodgings.

I hope you will see all ^{about} these matters and let me know how I'm going to stand ^{in the future}. There is one more thing I would like to say. I wrote to ~~Mr~~ Mr. Livermore about my Second Man, and told him that I could do without one, as there isn't enough work for both of us, also that he was a very willing worker, if you could arrange with the Settlements to supply me with a man it would be much better, what to say if I needed one, I will be very pleased if you will see to these things for me. See 245A.

I am

P.S. The New Barracks will be completed on Friday.

Your Obedient Servant,
W. J. Boyle

Y. E.

A

1. To see correspondence from 243 pl.

2. Since my telegram to you on "Shuckston" (242) Wallace has borne out his statement & S/W says it cannot be repaired locally. A new one has been ordered by telegraph to connect "Fitzroy" arriving 30th April.

3. S/W. would like to discuss with Y. E. at some convenient time, pl.

B

10/4.

How about (257)?

10

S/W

251 for observations, pl.

11/4.

D

HCB I do not quite understand Carlyle's attitude at 251. I have sent him all he has asked for what could be purchased in Stanley. Other materials have been ordered from the U.K. I received a letter in this office from Carlyle on the 9th April and material asked for can be sent next boat with the exception of chairs, grease, & hydraulic grease and repair oil is on order, and I will send for technical to the U.K. I would like Gov ruling on B. I think it is quite wrong writing a letter to H.E. if he wants materials. I consider he should come to me first. After from Carlyle attached for file also letter from Bar

24
I discussed cooking in these caravans with H.F. and it
was agreed oil was the best method. I talked with
Carlisle on the subject and he states he must have
a Rayburn cooker and coal. If you agree with Carlisle
I will send on to him cooker & 2 tons coal.

WJH
12/4/56

Received in this office 7/4/55 ASL

255

H. J. Carby Jr
Fonc Bay East.

Dear Mr. Lawrence

would you please send the following out by next boat:-

4 chairs (The Tubular type)
2 Carpets 4 ft. x 3 ft.
Cilcloth 22 ft. x 9 ft.

1 Meat Saw
1 Army type Roasting tin
1 Bake Cooking Tray.
1 Doz. Cup Hooks.
1 Egg Whisk
6 Teaspoons.
1 Wooden Spoon.
2 Gallons Clear Varnish.

and Tools.

Grease

5 Gall Hydro Oil

1 box Split Pins (Assorted)

1 Soldering Bolt (Small)

1 Lin Bakers Soldering Sheet

1 Blow Lamp and Solder.

1 Large Taraulin to cover Mr. Clements car when I'm using it on the beach, and would you order from

from J. A. Luthbertson Ltd.

2 Oil Pressure Switches } for Wallace and myself.
 2 Sets of Loggle Arms (each) ~~=====~~

(13)

I think it would be a good idea if we had a spare Engine, Headbox, Reduction Box and Plough Beam spare out here, as anything can happen to them, but I'll leave that up to you to decide.

I have made Jimmy Wallace's Grading Blade the same as the one here, but I think it is the type of ground its out there, I hadn't much time to test it out right, as I had the most of the tractor down to fit new Loggle Arms in, also had to solder his Oil Pressure Switch, as the Oil was leaking out, and he had no Oil Pressure Light, we've got it fixed for the present, also straightened his Drafted Pen so I think he should be alright now, I hope so.

I am

Yours Faithfully
 W. J. Early & Co.

257
Bernsen is now working
off his note with LWD.
I

3/4/56

Fox Bay

Sir

It has come to my notice indirectly that I am to be sacked for idleness, by you, at the request of Mr Carlyle.

I must make it clear to you that although I have done my best to carry out my duties, I have in no way been encouraged by Mr Carlyle, who on the whole has made it quite clear by his manner towards me, that he does not want my company on the job.

In fact, it was common knowledge in Fox Bay that he had other plans before I even arrived here.

I feel rather strongly about this blemish on my so far clean record and to save further embarrassment to your^{self} and all concerned I herewith tender my resignation, my ~~services~~ terminating at the end of April.

Furthermore Sir, I might add that I don't think this Buffalo will ever see the track and job that I was engaged for.

Yours Faithfully R Bernsen

Extract from the Minutes of a Joint Meeting of
Executive and Legislative Councils
held 21st April, 1956.

1641/A

3. Camp Tracks.

It was agreed that Mr. W. H. Clement should be asked to make experiments with a bulldozer on a hard ridge with a view to sending out a bulldozer, using the Buffalo for drainage only. The San Carlos equipment to be brought into Stanley.

W. H. Clement

Acting Clerk of Councils.

J. E.

251 - fl. see S/C's 253D.

Barlyke's demands appear endless & to assess them is difficult. I think we shd. ask Mr. Clement by telegram to investigate & advise us.

2 Days telegram incorporating this & 257 above S.F.C. at G.C. fl.

P
26/4.
HHW

See 258

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

258

mber

Office of Origin

Words

Handed in at

Date

PEY

27/4/56

(BY W/T)

CLEMENT BOY BAY

HOA/C

AT J-LINE MEETING OF EXECUTIVE AND LEGISLATIVE COUNCILS HND
 21ST IT WAS AGREED YOU BE ASKED MAKE EXPERIMENTS WITH BULLDOZER
 ON HARD RIDGE WITH VIEW SENDING OUT BULLDOZER COMMA USING
 BUFFALO FOR DRAINAGE PURPOSES ONLY STOP MILLER WAS REQUESTED
 DISCUSS MATTER WITH YOU AND I SHOULD BE GRATEFUL FOR YOUR
 OBSERVATIONS IN DUE COURSE STOP

2. CARLTON'S DEMANDS FOR SPACES AND HOUSEHOLD REQUIREMENTS
 APPEAR UNLESS STOP VERY GRATEFUL IF YOU COULD FIND TIME TO
 INVESTIGATE AND LET ME HAVE LIST OF REQUIREMENTS WHICH YOU
 CONSIDER TO BE FAIR AND REASONABLE.

COLONEL

SECRETARY

JB/IR

Dec 4/5/56

Returned from
 Supr. of Works today
 16/5.

Left this morning
 from his office.

Packe Bros. & Co. Limited
Fox Bay Falkland Islands.

29th. April 1956.

Sir,

Thank you for your telegram of the 27th. and I will most certainly make further experiments with our tractor and Dozer.

I have written a note to Carlyle who at the moment is some six miles from the settlement requesting him to send me a full list of household requirements and a list of spares.

I had the opportunity to have a long talk with Mr. Miller just prior to his departure to Stanley and he tells me that he thinks that where the grader will not work a bulldozer would ~~be~~ using his opinion on the fact that at Roy Cove he has had a very good track made from the settlement to Dunbar.

I explained to Mr. Miller that in good country, i.e. black soil, the dozer will work excellently but in heavy ground, tough white grass with peat underneath, we have found that our tractor, of some 40 H.P. will not work efficiently, a heavier tractor is needed, our only weighs $3\frac{1}{2}$ tons.

However I am indebted to Mr. Miller for his practical suggestions and his constructive criticism.

As I had to go to Dunnose Head last week I made a detour on my way home on Thursday last and rode over the track and decided that the next day I would see Carlyle and suggest to him that where the grader would not clear the ground a plough should be used.

I went out on Friday and Carlyle agreed to come back over the track and plough those pieces that needed it and then see if the grader would take it out.

The plough, which we have borrowed from Fox Bay West through the courtesy of Mr. P. Robertson is a heavy one, called I believe a Swamp Plough.

In conclusion the Government may rest assured that anything that I can do to further this scheme will be done and that any help that Carlyle may need will be forthcoming.

I have the honour to be,

Sir,

Your obedient servant,

H. D. Clement

Copy 1/5
 The Hon. The Colonial Secretary,
 Stanley.

1956.

HOUSEHOLD REQUIREMENTS FOR CARAVAN, W. CARLYLE.

250

Fox Bay East,
W. Falkland.

1st. May, 1956.

- | | | | | | |
|----|---------------|---|---|--------------------|----|
| 6 | Saucers | ✓ | 1 | Cake Cooling Tray | ✓ |
| 6 | Tea Spoons | ✓ | 1 | Salter Scales | ✓ |
| 6 | Table Spoons | ✓ | 1 | Round Cake Tin | ✓ |
| 2 | Wooden Spoons | ✓ | 1 | Small Pudding Bowl | ✓ |
| 1 | Egg Beater | ✓ | 1 | Rolling Pin | ✓ |
| 1 | Meat Saw | ✓ | 1 | Galvanized Bucket | ✓ |
| 1 | Washing Board | ✓ | 1 | Portable Boiler | No |
| 2 | Mats, 4' X 6' | ✓ | 4 | Chairs, Tubular | ✓ |
| 36 | ' of Linoleum | ✓ | | Coal. | ✓ |

-
- 2 Gallons Clear Varnish, ✓
 - $\frac{1}{2}$ " Dark Stain ✓
 - 1 " White Lead Paint ✓
 - 1 3" Paint Brush ✓
 - 1 1" " " ✓
 - 1 $\frac{1}{2}$ " " " ✓

))))-----(((

SPARES ETC. FOR BUFFALO

- ✓ 1 Set Feeler Gauges ✓
- 1 Injector Tester
- 12 Simms Fuel Filters, No. S.F.A. 11.P.I. (Simms or C.A.V.) }
- 12 C.A.V. Fuel Filters, Type B.F.A. 5 P.I. (Do. Do. }
- The above Fuel Filters either make will suit.
- ✓ 6 6 V. Dry Batteries for Pifco Torch ?
- 12 16 V., 3 W. Bulbs for ~~HEX~~ Lamp, Oil Pressure Light
- 6 24 V. 60 W. " " Head Lamp (ball lamp).
- 30' Double Core Wire
- 1 Head Lamp
- 6 Tins Grease (2 tins in stock - 3 weeks) - *Emergency*
- * 40 Gallons SAE. 30, Detergined Oil
- Spanners, sizes, $\frac{1}{8}$ " to $1\frac{1}{2}$ "
- Ring Spanners, sizes, $\frac{3}{4}$ " to $1\frac{1}{2}$ "
- 2 Pr. Pliers, Large
- 2 Screw Drivers
- ✓ 2 Thread Files
- 1 Breast Drill
- 1 Set Drills for above, $1/16$ " to $\frac{1}{2}$ "
- 1 " Stocks & Dies $1/16$ " to $1\frac{1}{2}$ "
- ✓ 2 Doz. Hacksaw Blades
- 6 Oxygen & Acetylene Bottles
- 0 Welding Rods, Nos. 6, 8, 10.

1956.

SPARES ETC. FOR BUFFALO.

261

- 20 Gallons Hydraulic Oil, SAE. 20.
- Brazing Rods & Flux
- ✓ 1 Blow Lamp
- ✓ 1 Soldering Iron and Soldering Equipment
- ✓ 1 Cwt. Assorted Bottles and Nuts, 2½" to 6"
- 1 Box Assorted Cotter Pins
- 30 Ft. ¼" Steel Cable
- 1 Hydrometer
- 3 5½" X 1½" Bolts (with Grease Nipples)
- 3 5½" X ¾" Bolts
- 3 5½" X 7/8" "

)))) ----- (((((

H. H. Clement

1/5/56.

The Hon. The Colonial Secretary,
Stanley.

Packe Bros. & Co. Limited
Fox Bay Falkland Islands.



3rd. May, 1956.

260-
261
Sir,

I have enclosed to you two typed copies of Carlyle's requirements for the caravan and for the Buffalo.

In my opinion the items set forth are needed, but you will note that I have cut out all paints with the exception of 3 gallons of white lead, this is needed to paint the windows.

The other paints he wanted to paint the outside of the caravan but I explained to him that galvanized iron must be weathered for at least twelve months before paint is applied.

The varnish and stain are of course for decorating the inside of the caravan.

I see that I have missed one item from the list, a suitable cooking stove, at the moment he is using one of ours and we have provided him with a trailer load of peat pending the arrival of coal.

I shall be going out to see how the grader works in conjunction with the swamp plough in a day or two and shall then advise you as to what progress is being made.

Carlyle has now bored the towing bar to take $\frac{1}{2}$ " bolts instead of $\frac{3}{8}$ ", pins it has been found that the latter will not stand the strain of grading in heavy white grass country.

I have the honour to be,

Sir,

Your obedient servant,

4/11/56
See 263
The Hon. The Colonial Secretary,
Stanley.

A. H. Clement

263

PACKE BROS. & COMPANY, LIMITED.

Directors: ~~W. H. Luxton~~, H. C. Harding, K. W. Luxton, A. G. Barton, C. Luxton.

U.K. REGISTERED OFFICE:
87, MOUNT PLEASANT ROAD,
TUNBRIDGE WELLS.

BENTLEY'S CODE

FALKLAND ISLANDS,
SOUTH AMERICA.

Telegrams: "Dunnosead, Tunbridge Wells."

Telegrams: "PACKE, FOX BAY"

Telephone: Tunbridge Wells 526

7th. May, 1956.

262 Sir,

Referring to my letter to you of the 3rd. May, there is one item of some importance that I should have mentioned, and that is a Telephone Box for Carlyle.

He will be working close to the line all the way to Chartres so there will be no difficulty in linking up.

I have asked Mr. Livermore if it would be possible to send one out on several occasions but so far it has not arrived.

As it is at present if he needs anything he has to come all the way in here, or else wait until we take out his stores etc. on each Saturday.

I should be most grateful if you would see what can be done to alleviate this somewhat tiresome situation.

I am going out to see Carlyle this morning to see what progress he has made with the plough and grader.

I have the honour to be,

Sir,

Your obedient servant,

A. H. Clement

The Hon. The Colonial Secretary,
Stanley.

262/1 9/5



Packe Bros. & Co. Limited
Fox Bay Falkland Islands.

2645

8th. May, 1956.

Sir,

I went out yesterday to see what progress Carlyle had made with the plough and grader and am sorry to say that even after the track is ploughed the grader will not take off the furrows.

I spoke to Mr. Miller last night on my return and agree with him that the only alternative is a powerful tractor and bulldozer.

A tractor of say 45 or 50 H.P. with preferably 24" tracks and a heavy bulldozer with hydraulic controls would in our opinion be the equipment needed.

Mr. Miller also told me that he had already given this opinion to His Excellency, and also told me that the tractor formerly at Ajax Bay would be sent out and that a bulldozer had been ordered.

I have not seen the Ajax Bay tractor but understand that it is an International, T.D.9. and presume that the H.P. would be between the figures mentioned above and that the tracks would be about 18" in width which might suffice.

I should like to the condition of the tractor, if spares are available, has it been overhauled recently and when it is likely to be shipped to the West.

A maintenance manual and spare parts list are both essential and I should be very glad if these could be sent with the tractor.

I have suggested to Carlyle that he go ahead and drain the track since he is unable to do any further road making.

X | If he should finish draining operations on our camp before the arrival of the tractor and bulldozer I would be prepared, if the Government agree, to let him do some draining for us, this would keep him employed doing useful work, he would receive £8. per week from the Government and we would make up his wages to £12. per week plus any overtime.

I have the honour to be,

Sir,

Your obedient servant,

The Hon. The Colonial Secretary,
Stanley.

A. H. Clement

CHIT
7/5

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
	PSY			18/5/56
To	CROWN LONDON		HOA/C	

PLEASE DESPATCH AIRMAIL SPECIFICATIONS AND QUOTATIONS OF HEAVY
HYDRAULIC BULLDOZERS APPROXIMATELY 50 TO 100 H.P.

SECRETARY

C.A. Regn. No: F. 9s. 7204

Time ASL/IMR

Packe Bros. & Co. Limited
Fox Bay Falkland Islands.

267



27th. May, 1956.

Sir,

As requested we have carried out experiments with our tractor and bulldozer in virgin ground and we found that the bulldozer buried itself and the tractor commenced to skid.

The tractor we have only weighs $3\frac{1}{2}$ tons and is too light for heavy work of this kind and of course the dozer is not the right type.

We have cut out some 800 yards of road just outside the settlement, this has been taken down to an average depth, I should say, of 9", the ground was first ploughed with a swamp plough but we found that we had to work across the road to clear the furrows, our tractor is not heavy enough to clear away the furrows in the direction that they were cut.

We now know that work of this kind is too much for a light tractor, we experienced several break-downs and the job took eleven days.

If it is intended to get these roads done in reasonable time heavy equipment will be needed, a light tractor will not stand up to this very heavy work.

I can only hope that the Government intend to go on with the scheme, it will make an immense difference to the people in the camp not only for station work but also for private individuals.

I have the honour to be,

Sir,

Your obedient servant,

H. H. Clement

The Hon. The Colonial Secretary,
The Colonial Secretary's Office,
Stanley.

Telegram to

H. Clement: Fox Bay.

Last paragraph your letter 27 May & we have every intention of proceeding with scheme & will discuss snags and ways of overcoming them as soon as I can get over to see you. Regards Benita Thompson.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

268

Number	Office of Origin	Words	Handed in at	Date
	ESY			30.5.56
To	CLEMENT FOX BAY REPEAT	LUXTON CHARTERS.	HOA/C	

CAMP TRACKS STOP WE HAVE DISCUSSED CAMP TRACKS WITH MILLER AND IF YOU AND LUXTON SEE NO OBJECTION I WOULD LIKE TO FLY OUT TO FOX BAY SHORTLY AFTER BUDGET MEETING AND DISCUSS MATTER WITH YOU PERSONALLY IN LIGHT OF YOUR REPORTS AND MILLER'S VIEWS STOP GRATEFUL TO KNOW IF THIS WOULD BE ACCEPTABLE TO YOU.

DENTON-THOMPSON

Reply at 262

BU 2/6/56

Time

ADT/LMR

269

PACKE BROS. & COMPANY, LIMITED.

Directors: ~~W. H. Luxton~~, H. C. Harding, K. W. Luxton, A. G. Barton, C. Luxton.

U.K. REGISTERED OFFICE:
87, MOUNT PLEASANT ROAD,
TUNBRIDGE WELLS.

Telegrams: "Dunnosead, Tunbridge Wells."

Telephone: Tunbridge Wells 526

BENTLEY'S CODE

FALKLAND ISLANDS,
SOUTH AMERICA.

Telegrams: "PACKE, FOX BAY"

30th. May, 1956.

Dear Bert,

I have enclosed to you a copy of D. Berntsen's a/c. which I hope you will find correct.

I am writing to the Col. Secrty. today ~~having~~ carried out some experiments with our tractor and bulldozer.

Our tractor is too light for the job, she weighs $3\frac{1}{2}$ tons; the bulldozer which is a light type, running on a skid goes straight into the ground and buries itself.

I understood you to say on the R/T. that the tractor from Ajax Bay, is a T.D. 6. International, if this is so then she will be too light for the job that Carlyle is trying to do.

I noticed in the lists of items for sale at Ajax Bay under the heading "OTHER ITEMS FOR DISPOSAL", 1, T.D. 9. International Tractor, and pencilled in, Bulldozer.

Was there an International T.D. 9. at Ajax Bay and if so what became of it? Or is this a printer's error?

I of course do not know what the Government intend to do with regard to the roads on the West, but if it is intended eventually to carry on with this scheme, then a heavy tractor and properly controlled bulldozer will be necessary.

We have tried everything that I can think of to make a go of this job, but I must admit that I have failed; I had great hopes that with the Swamp Plough that we borrowed from Fox Bay West, the Grader would be able to take out the land after it was ~~flipped~~ ploughed, but the furrows merely filled up the grader and the buffalo commenced to ~~ad.~~

We have cut out a short length of road from the head of Cheeks Creek towards the Stud Paddock, this was ploughed to the clay and then dozed off, but we had to work across the road and some 800 yards took us eleven days to clear, and we know now that our tractor would not stand up to a major job of this kind.

At the moment to keep Carlyle employed I suggested to the Government that he be allowed to drain in our Home Flock camp, this is beneficial to the camp and far better than having him hanging about doing nothing.

I hope that you will come out so that we may have a talk about things in general and decide what is actually to be done in the future.

I have not had time as yet to cost up the materials that we used in connection with the caravan but will do this in the near future; by the way have P.B. been credited with the contract due to Murphy for the building of the above, £70. ?

Well, Bert hope to see you in the near future.

Kindest regards,

Yours sincerely,

William Clement

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

271

Number	Office of Origin	Words	Handed In at	Date
262	Fox Bay etat	34	0900	31/5/56
To	Denton-Thompson, Stanley			

261

Your telegram tracks stop Have spoken to Luxton and he suggests you call Chartres to pick him up en route for FoxBay stop Shall be delighted to see you regards.

Clement.

Time JRW/

1641/A/II

1st June,

56

Gentlemen,

I am directed to inform you that the Honourable Mr. S. Miller, J.P., Member of Legislative Council, will be arriving in the United Kingdom on leave about the 27th June. While on leave Mr. Miller will be visiting James A. Guthbertson Ltd., Biggar, Scotland, on Government business and in this connection, I should be grateful if you would provide him with a 1st Class railway warrant from Southampton to Scotland and return.

2. It would also be much appreciated if you would pay Mr. Miller, either in advance or on production of receipted accounts, an allowance at the rate of 43/- per diem in respect of this visit.

3. Please debit Colony's General Account.

I am,
Gentlemen,
Your obedient servant,

(Sgd) A.G. Denton-Thompson.

COLONIAL SECRETARY.

Crown Agents for Oversea Governments and Administrations,
4, Millbank,
LONDON, S.W.1.

MF

Stanley.

The Hon.,
The Colonial Secretary.
STANLEY.

June 2nd. 1956

274

CAMP TRACKS.

Sir,

As an outcome of our long discussions in your office during last week you asked me to put on paper my impressions of the best course to adopt for future work on the West Falkland Camp Tracks; I say nothing of the East Track as I understand work is being temporarily suspended at San Carlos and the machinery being transferred to commence work between Stanley and Fitzroy.

From some study of the files in your office in connection with these tracks it appears to me that the present machinery, ~~which~~ has in practice turned out quite inadequate, for two main reasons. First, and of course this is only my personal opinion, there was insufficient study or consideration of the type of work to be undertaken; secondly, Mr Cuthbertson who is well known to be an expert on this type of track and road making, seems to have had to form his opinions only from study of aerial photos of the draining done by Water Buffalo on Falkland Islands Co. Ltd's heavy peat country in the Fitzroy area. Accordingly Mr Cuthbertson's recommendations were based upon incorrect information and so inevitably the Buffalo machines and their ancillary equipment, though excellent for drainage work, were quite useless for making tracks over harder country, of which I should estimate, threequarters of the West Falkland land to consist along which these tracks will be made.

It is my opinion that a powerful crawler tractor, not less than 45 to 50 h.p., using a fully angled bulldozer, is the only type of machinery with which to tackle this work. The bulldozer must be able to angle both vertically as well as horizontally and irrespective of the plane in which the tractor is moving.

This combination should be able to do the levelling both satisfactorily and reasonably quickly.

A certain amount of drainage will be necessary to lead water clear of the tracks where there is any sort of watershed along the higher side of the track and to lead this water at intervals by means of culverts under the track. But no more drainage than that should be necessary and to do this some sort of single furrow swamp plough ought to be sufficient; it may possibly need an extension added to the breast to insure the furrow being thrown well clear of the drain.

In my opinion there is at present nothing further useful for this track that the Buffalo can do. To go on draining this winter is both unnecessary, because a complicated series of drains are not necessary, and wasteful because during June, July & August the

weather is likely to keep the operator confined to his car/van for considerable periods. If the machinery cannot be made use of after August I can see no alternative but to lay it up well greased until a use can be found for it.

In regard to resumption of track making in the spring months, there is a T.D.-6 International tractor being re-fitted in the Public Works Dept. garage. This machine though old is being virtually rebuilt and is I am told of about 48/50 h.p.

A Bulldozer is available at immediate delivery, from the International Harvester Company, to suit the T.D.-6, but I think Government should ascertain before ordering whether it can be angled both vertically and horizontally; by the quoted price at \$589 ex works, I should think it will be so equipped.

If these two machines can be made available on the West Falkland in the spring some considerable progress should be possible on West Falkland Camp tracks.

I am, Sir,

Yours faithfully,

Sydney Hunter

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

216

Number

Office of Origin

Words

Handed in at

Date

PEY

5.6.56

To

CLEMENT FOX BAY

HOA/C

267
LAST PARAGRAPH YOUR LETTER 27TH MAY STOP WE HAVE
EVERY INTENTION OF PROCEEDING WITH SCHEM STOP WILL
DISCUSS SNAGS AND WAYS OF OVERCOMING THEM AS SOON AS
I CAN GET OVER TO SEE YOU STOP REGARDS.

DENTON - THOMPSON

Time

ADT/IMR

HON.
QUESTION ASKED BY/ MR. MILLER . AT LEGISLATIVE COUNCIL
MEETING HELD on 7. 6. 56.

WILL THE GOVERNMENT ANNOUNCE THE SOURCE AND AUTHORITY WHEREBY THE MECHANICAL APPLIANCES AND EQUIPMENT FOR CAMP TRACKS WERE SUPPLIED BOTH FROM ENGLAND AND LOCALLY AND ON WHOSE ADVICE WAS ALL THIS EQUIPMENT DETAILED AND ALSO WHO WAS RESPONSIBLE FOR DRAWING UP THE CONTRACTS OF THE TECHNICIANS IMPORTED FOR THIS TRACK WORK. SECONDLY WHAT WAS THE SUM SPENT NINE MONTHS AGO ON REPAIRS TO "PONY'S PASS ROAD" AND WHO AUTHORISED THIS CONTRACT?

REPLY BY H.C. TO HON. MR. MILLER'S QUERY ON CAMP TRACKS.

1. The decision to purchase the two Buffalo drainage units was taken by the Governor-in-Council. The decision was made in the light of advice tendered to Government by an Unofficial Member of Executive Council and a Senior Unofficial Member of Legislative Council after exhaustive enquiries in the United Kingdom into problems connected with the construction of tracks over peat lands and with regard to the machinery required for the purpose. They concluded that drainage operations should be undertaken as the first step in the camp tracks programme and that the Cuthbertson Drainage units were the most suitable machines for the purpose.

Government was responsible for the purchase and supply of equipment provided locally.

The contracts for the Drainage Machine Operators were drawn up by the Crown Agents for Oversea Governments and Administrations, acting on behalf of the Falkland Islands Government. They were prepared after consultation with the Managing Director of James A. Cuthbertson Ltd. who, in accordance with advice tendered by Executive Council, was asked to assist in the recruitment of operators, and with the Falkland Islands Government.

2. The sum on the repairs to the Stanley Pony's Pass track which were undertaken in accordance with the advice tendered to Government by a Special Committee consisting of Unofficial Members of Legislative Council, under the Chairmanship of an Unofficial Member of Executive Council, amounted to £5,263. 2. 9. Government authorised the contract.

278

Packe Bros. & Co. Limited
Fox Bay Falkland Islands.



13th. May, 1956.

Sir,

279/ I have enclosed to you Carlyle's account with us as you requested to the end of March.

Y/ I saw Carlyle yesterday and he requested me to apply to you on his behalf for a fortnights local leave in July or August, he would like to go to Stanley for a short break.

I have the honour to be,

Sir,

Your obedient servant,

H. J. Clement

The Hon. The Colonial Secretary,
The Colonial Secretary's Office,
Stanley.

Reply at 281

X Should be paid only - the first year.
Y If he is entitled to leave (and
pt. check) he should come in in July I think -
at the time of S.O.A. meetings (when Managers
in and then wait for supervision

24/7

15.6.56

279.

THE COLONIAL GOVERNMENT IN A/C. WITH PACKE BROS. & CO. LTD.

1956.

DR.

1956.

CR.

Feb. 25	To	W.F.Sports	a/c.	£	10	0	Jan. 1	By	Balance	£	79	15	4	
Mar. 31	"	Cash	"	23	17	0	31	"	192 Hrs.	5/5½d.	52	8	0	
"	"	Trans.G. Porter	"	4	3	0	"	"	192 " C.L.Bonus	8d.	6	8	0	
"	"	" " "	"	12	0	0	"	"	28 " O/Time	8/2¼d.	11	9	3	
"	"	C/House	"	2	5	0	"	"	28 " C.L.Bonus	8d.		18	8	
"	"	Store	"	24	12	0	Feb. 29	"	184 "	5/5½d.	50	4	4	
"	"	Trans.G. Porter	"	3	16	0	"	"	184 " C.L.Bonus	8d.	6	2	8	
"	"	" " "	"	12	0	0	"	"	37 " O/Time	8/2¼d.	15	3	0	
"	"	Balance		211	12	9	"	"	37 " C.L.Bonus	8d.	1	4	8	
							Mar. 31	"	2 Wks.	£8.	16	0	0	
							"	"	88 Hrs.C.L.Bonus	8d.	2	18	8	
							"	"	108 "	5/5½d.	29	9	6	
							"	"	108 " C.L.Bonus	8d.	3	12	0	
							"	"	43 " O/Time	8/2¼d.	17	13	0	
							"	"	43 " C.L.Bonus	8d.	1	8	8	
				£	294	15	9				£	294	15	9

H.D. Clement

PACKE BROS. & Co. LTD.

13/6/56.

H. D. Clement

PACKE BROS. & Co. LTD.

13/6/56.

MCS

A

278. Local leave is not stipulated in Carlyle's Agreement. SVD soldiers are permitted 1 week per year but only after they have served a year.

Don
18/6/56

b

ACS.

We shall have to get the leave question worked out.

In the meantime - as he is working in the camp - where they seem to have a considerable number of holidays - perhaps on following basis line to Mr. Clements.

1.6 You Ltr. 13 May 56. Proposed entitlement of shifted men from Overseas is one week after 12 months service. In Carlyle's case, however, he may have a weeks leave in Turkey if he so desires.

KIV

2. Please see Ret. Mr. Clements' account is paid this financial year

D. G. J.
19/6

Office
Issued tel.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

281

Number	Office of Origin	Words	Handed in at	Date
	POX			20.6.56
To	CLEMENT POX HAY			NOA/C

278 YOUR LETTER 13TH MAY STOP NORMAL ENTITLEMENT OF SKILLED MEN FROM OVERSEAS IS ONE WEEK AFTER 12 MONTHS SERVICE STOP IN CARLYLE'S CASE HOWEVER HE MAY HAVE A WEEKS LEAVE IN JULY IF HE SO DESIRES.

SECRETARY

Time

AMC/TMD

282

GOVERNMENT TELEGRAPH SERVICE

PARLAMENT - R. AND S.

SENT

Date

Handed in at

Words

Office of Origin

How sent

R.W.

278. Will you arrange
payment before 30th June pl?

Wm. Forster
20/6/56

HCL

Arrangements made

W.L.K.

26/6/56

R.W. 278. Will you arrange
payment before 30th June pl?

DECODE.

No.127.

TELEGRAM.

From CROWN AGENTS

To COLONIAL SECRETARY

Despatched : 21st June, 19 56 *Time* :1210

Received : 22nd June, 19 56 *Time* :1200

250 Reference your letter 6th April. Rocky Inlet Bridge.

Approximate cost for 200 feet clear span steel deck bridge with 10 feet carriageway \$11,500 c.i.f. including timber deck. Price covers bridge to carry only one five vehicle plus light pedestrian loading simultaneously.

CROWN

On file

(Intld) A.G. D-T.

P/L: IR

Reply at 286

DECODE.

No. 164.

TELEGRAM.

From CARLYLE, FOX BAY

To COLONIAL SECRETARY

Despatched : 23rd June, 19 56 Time : 1600

Received : 24th June, 19 56 Time : 1100

Please send two OKY and ACET bottles as I have bent plough beam as soon as possible.

CARLYLE

R.W.

Can you arrange pl
Shm forc.

25/6/56

P/L
IMR

HCS I have flown out one of each
today 26/6.
will send 2 more first opportunity

W.H.

Y IV 287

285

P.C.'s.

We should drop action on f283 for the time being. Advise
Brown Agents by letter accordingly.

L.H./J

10.7.56.

10th July,

56.

Gentlemen,

283 I am directed to thank you for your telegram of 21st June, 1956, regarding the Rocky Inlet Bridge and to inform you that it has been decided not to proceed with this project at present and no further action need be taken.

I am,

Gentlemen,

Your obedient servant,

(Sgd) D. R. Morrison

for COLONIAL SECRETARY.

The Crown Agents for Oversea Governments & Administrations,
4, Millbank,
LONDON, S.W.1.

DRM/VM

See 303 in Vol. III

LAND COMMUNICATIONS.

28. 5. 54. All Members of Councils circularised regarding communications in the Falklands. Suggestion made that camp tracks should be constructed. Govt. policy should be to assist farmers to make such tracks rather than to attempt construction itself. The form assistance might take would be for Government to provide machinery of the nature of grader and bulldozer and materials for bridging. The machinery would be lent to farmers, if possible with a competent person to drive it who would be paid by Government, and the farmers would then be responsible for the preparation of the track and for making the bridges and culverts, the latter probably being done on contract. On the West track to start at Fox Bay, thence to Chartres, Roy Cove and Hill Cove. Port Howard to be connected by a track to Chartres. On the East first requirement is for track from Stanley to Fitzroy bridge to be completed, this being done by Government. (1641/A/Z/1-3)
14. 6. 54. Joint Meeting of Councils endorsed H.E.'s camp tracks proposals (see 12 in 1641/A/Z).
17. 6. 54. S. of S. informed of camp tracks proposals. (7 in 1641/A/Z)
- June, 1954. Messrs. Barton and Luxton undertook to go into camp tracks scheme, machinery and engagement of operators whilst on leave.
10. 12. 54. Report by Messrs. Barton and Luxton on findings whilst in U.K. Recommendation that Govt. should place an order for Guthbertson Draining Machines and other equipment recommended by Mr. Guthbertson. (1641/a/76)
- 24/12/54 Meeting at G.H. between H.E. H.C.S. and Mr. Barton - recommendation made that two Buffalo units should be ordered (with drivers and spares) and landed at Fox Bay West and Darwin respectively). (1641/A/93)
- Jan. 1955. S. of S. approval sought and obtained for expenditure for two buffalo units, spares etc. (1641/A/98-100)
28. 1. 55. Indents placed on Crown Agents for buffalo units etc. (1641/A/101)
- Dec. 1955. Buffaloes and Drivers arrived in "Hanne S"
28. 11. 55. H.C.S. wrote to Messrs. Bonner, Gilruth, Luxton and Clement regarding the operators and their work. Programme of work in accordance with general agreement at Joint meeting of Councils be left to managers concerned. The intention in accordance with advice received was to drain the traces, and when this had been completed satisfactorily to commence track making. 1641/A/II/182-184
17. 12. 55. H.C.S. informed Mr. Bonner that the question of overtime must be left to the supervising manager. The operators are ultimately paid by Govt, but in accordance with the original arrangements are seconded to the farm manager within whose boundaries they are for the time being working. The farm manager will be entitled to give them instructions and they know this - they, in turn, however, have right to appeal to Govt. (1641/A/II/201-205)