

C.S.O.

TRN/LAN/4#9

1641/A

1
6
4
1
/A

CONFIDENTIAL. (Formerly)

SUBJECT :

LAND COMMUNICATIONS IN THE FALKLAND ISLANDS.

CONNECTED FILES.

NUMBER AND YEAR.

114/30
61/34
/29
71/33
71/34
8/42
76/38
1641

Track to Fitzroy
Fitzroy River Bridge
North Camp Road
Estimates
Construction of Tracks to the Camp
Sir A. Cardinall's Development Plan.
Communications in the Falkland Islands.

No. 71/31

MEMORANDUM.

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

CONFIDENTIAL

29th May, 19 54.

To: All Members of Councils.

From: The Colonial Secretary

Stanley, Falkland Islands.

SUBJECT:- Land Communications in the Falkland Islands.

~~SECRET~~
2-3

I am directed to forward to you some notes on possible methods of improving land communications in the Falkland Islands. The matter will be discussed at the Joint Conference.

Cam Melle
COLONIAL SECRETARY.

1. In general the soil is so soft that to make proper all-weather roads would be ruinously expensive. The top layer, usually of peat, sometimes runs to a depth of several feet and this would have to be removed before a road could be laid on the under-lying clay. If this is done and the road is left running in a hollow it becomes a water course and is soon destroyed.

Fortunately the coast is deeply indented and there are many opportunities for safe anchorage. It is therefore probable that for many years to come heavy freight will all go by sea.

2. On the other hand the lack of all land communications is a serious handicap from many points of view. The weather is often so bad that aircraft cannot fly, so that it is never certain that medical facilities will be available when required. The present system of Camp education leaves very much to be desired but it is difficult to ~~say~~ how it can be improved unless children could be transported by land on certain occasions, e.g. the beginning and end of term in the case of a boarding school. It is impossible to transport them by air and the facilities for transporting them by sea do not exist. In any case some of them come from inland shepherds' houses. Not the least advantage of providing land communications for at any rate part of the year would be to provide social amenities, especially in the West Falkland. It would be a very great advantage if Managers or labourers at the settlements could visit their friends in other settlements without undertaking long rides. It would also be of immense advantage if some of the shepherds were to live on tracks negotiable by vehicles of the Land Rover sort.

3. What is therefore required is not what is generally understood by a road but tracks negotiable by Land Rovers, excepting during the height of winter.

4. For Government to undertake the construction of tracks of this sort would be difficult. Satisfactory supervision is handicapped by difficulty of communications and Government labour does not in general give as good value for money as labour privately employed. The general policy should therefore be for Government to assist farmers to make such tracks rather than to attempt construction itself.

5. 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.

6. For West Falkland the most advantageous programme of work would seem to be to start at Fox Bay and make a track from there to Chartres, Roy Cove and Hill Cove. Port Howard would be connected by a track to Chartres, since the track from Port Howard to Hill Cove offers many difficulties. On East Falkland a track already exists from Fitzroy to Darwin and North Arm and a road of sorts for about the first five miles from Stanley to Fitzroy.

~~5/6~~
3.

Motor vehicles have been driven from Darwin to San Carlos but there is no negotiable track. The first requirement is for the track to be completed from Stanley to the Fitzroy bridge and this would have to be undertaken by Government, probably on contract. The next stage would be to make a track from Darwin to San Carlos. From San Carlos there would be communication by water with Ajax Bay, Port San Carlos and Port Howard.

7. The machinery required would be two tractors, one for East and one for West Falkland, each with grader-bulldozer attachments. Each would also require a caravan and a portable welding apparatus. The cost of this equipment should not be great; recurrent expenses would be the fuel and maintenance of the vehicles and the pay of two drivers and mates and again this should not be too great and the cost of the whole scheme should be well within the capabilities of Government.

8. There remains the question of sea communications between San Carlos, Ajax Bay, Port San Carlos and Port Howard. Although much of the distance is in enclosed waters it would be necessary, nevertheless, to cross Falkland Sound which is sometimes very rough. A substantial vessel would be necessary of the type of the "Penelope" or "Philomel". For such a vessel a crew of four would be necessary, this would mean considerable expense but the farms concerned are usually short of labour and it might be possible to come to an agreement with the farmers that the crew would be housed and employed by them when not working the vessel.

A.B.A.
B.U. for Joint Mtg? BU 7/6
Yes. Q
WH 1/6

Yf
Wished to see
this p. 6.
16/6

15th June, 1954

Dear Seel

I am giving this letter to Mr. A.G. Barton, one of the Senior Unofficial Members of Executive Council, and to Mr. K.W. Luxton, the Senior Unofficial Member of Legislative Council, who are going home to England for a holiday. We are hoping to put in hand shortly a programme of construction of jeep tracks to link up the various scattered settlements in the Colony and these two, both of whom have long experience of making tracks on farms and know exactly what is required, have undertaken to choose for us the machinery we shall have to buy. I should be most grateful if you would put them in touch with the department of the Crown Agents which handles this sort of thing.

(Sgd) *Clarkson*

Sir George Seel, K.C.M.G.,
CROWN AGENTS FOR OVERSEA
ADMINISTRATIONS AND
GOVERNMENTS.

17th June, 54.

Sir,

I am directed to forward to you details of the tasks which you have kindly agreed to undertake on Government's behalf when you are on leave in England:-

- (a) Machinery for Camp tracks. You will be selecting two units of machinery (one for East and one for West Falkland) together with a reasonable quote of spare parts, to implement the scheme for improving Camp land communications which was outlined in His Excellency's Memorandum to the Joint Conference. In addition two operators should be if possible, engaged on three year contracts - preferably by or through the firm which supplies the machinery.

You will be holding preliminary discussions with the Crown Agents' Engineers who will advise on the problem generally and put you in touch with the appropriate firms. In making your selection you are requested to consider whether the same machine is equally suitable for work on both East and West Falklands or whether the units should differ.

Before placing a firm order for the machinery (which should be done through Crown Agents) it is requested that you will advise this office telegraphically (if convenient through the Crown Agents) of the estimated capital and recurrent costs.

The salary of the operators will however be left to your discretion based on your knowledge of current wages but if you are in doubt, please refer to this office. The Crown Agents would arrange their contracts.

- (b) You will be endeavouring to recruit on a ~~three year contract a competent and~~ experienced road foreman to undertake the

The Honourable
 Mr. A.S. Barton, J.P.,
 STANLEY.

construction of the Stanley Roads.

As a guide his post would rank for salary as basic B (£540 x 130 - £660 plus £140 p.s. expatriation pay). He would be expected to pay for his board and lodging in Stanley and if any communal labour camp were set up with communal messing etc. he would be liable for deductions.

Because of accommodation difficulties a single man would be preferred but if a first class married candidate presented himself housing could be provided - but only with great difficulty.

The Crown Agents would arrange the contract.

Before engaging the foreman it would be necessary to establish that he or some other agency could recruit a gang of between 20 - 40 men which would include drivers and some artisans. It would be necessary to pay the United Kingdom market price for labourers but in any event while in the Colony they would be paid local rates and receive the balance in bonus form. You are requested to advise this office of the rates it would be necessary to pay - such rates to be hourly with opportunity for overtime. Artisans should be paid at hourly rates and as a guide our present rates are £110 - £132 (inclusive of C.O.L.B. and expatriation pay).

If in the interim an Engineer is selected it would be appreciated if you would keep him informed of your actions so he may well be able to assist you.

- (c) A Veterinary officer has not yet been selected and the Colonial Office have been asked to invite you to sit on the selection board if the post is still vacant when you arrive in England.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

Copies filed in: 1641 - Land Communications in the Camp.
0452/II - Stanley Roads - Repair of
0797/N - Agricultural Department - Staff vacancies.

17th June, 1954.

FALKLAND ISLANDS.
No. 106. COLONY.

Sir,

I have the honour to inform you that I have now been able to visit most of the farm settlements, both on East and West Falkland, and have taken the opportunity to make the personal acquaintance of nearly all the Farm Managers. I have done much of the travelling on horse-back and have spent 25 nights on farms and have thus been able to discuss at length the various problems of the Colony with most of the people who carry any influence.

2. There seems to be a fairly wide spread feeling, which has some justification, that an undue proportion of the revenue of the Colony, most of which comes directly or indirectly from the farms, is spent on the town of Stanley and in considering how this could be rectified I was always being brought up against the difficulties of internal communications. For example, the educational facilities are bad but it is difficult to see how they can be improved while the present system of itinerant teachers is necessary because of the lack of communications to bring the children to school. The quality of teacher employed is not good but it is difficult to recruit a higher quality when they have to teach a mere handful of children, and when the teachers live in circumstances of discomfort amounting to hardship and undertake long rides on horseback, sometimes in bitter and pitiless discomfort. The same difficulties arise over medical facilities; when the doctor is wanted, in theory he can travel by air in emergency but in practice only on about 50% of days is flying possible and if he cannot travel by air he must either undertake a long journey on horse-back or try to treat his patient over the radio-telephone. His routine visiting has to be done on horse-back. There is no regular internal mail service, but until communication of some sort by land other than by horse-back is possible, it is difficult to see how one can be started. Perhaps not the least disadvantage ensuing from lack of surface communications is the lack of amenities. Nearly every settlement is short of labour but it is difficult to attract and keep imported labour however good the facilities in the settlement itself may be, when a labourer cannot join with others at the neighbouring farms for such simple entertainment and recreation as is possible. With religious instruction it is the same. The Chaplain lives in Stanley and finds it quite impossible to visit and give religious instruction in farm settlements regularly. Some of the Managers' wives attempt rudimentary instruction in Sunday Schools but it is no exaggeration to say that most of the children outside Stanley are being brought up half educated and half heathen. It is true that Falkland

See 15 + 28, 51 Islanders.....
~~Reply~~

Islanders themselves cover enormous distances on horse-back (I came across one instance of a woman who without any particular emergency rode from Port Howard to Roy Cove, about 60 miles, in a day carrying a small child) but one cannot expect imported schoolteachers, doctors, clergymen and the like to do the same. With the best will in the world, and the best will often exists, they are physically incapable of doing so.

3. The principal means of internal communications is at present by air but statistics show that flying is only possible on about 50% of the days in the year and is often impossible for a week or more at a time so that there is never certainty that a manager will be able to attend a meeting on a certain date, that mail will catch a ship on a certain date or that a doctor will be able to get to a patient when required. I considered the question of trying to improve communications by sea but this Colony is situated in an ocean which is notoriously rough and bitterly cold and the vessels available are few and small. Few people would willingly undertake a journey round the coast of the Falklands in a vessel such as the Government-owned "Philomel" of about 75 tons.

4. What was agreed by all to be required was some means of transporting people (but not necessarily freight) overland. I therefore worked out, in consultation with the Farm Managers concerned and all other sources of advice available locally, a scheme to assist the farms to construct tracks linking most of the settlements together, suitable for negotiation, except during the winter months, by vehicles of the jeep or land rover type. All Managers concerned were willing, indeed anxious, to co-operate in the scheme and to undertake the work which would form their part of it. The following memorandum setting it out was prepared for consideration by a joint conference of Legislative and Executive Councils:-

"Notes on Land Communications in the Falkland Islands.

1. In general the soil is so soft that to make proper all-weather roads would be ruinously expensive. The top layer, usually of peat, sometimes runs to a depth of several feet and this would have to be removed before a road could be laid on the under-lying clay. If this is done and the road is left running in a hollow it becomes a water course and is soon destroyed.

Fortunately the coast is deeply indented and there are many opportunities for safe anchorage. It is therefore probable that for many years to come heavy freight will all go by sea.

2. On the other hand the lack of all land communications is a serious handicap from many points of view. The weather is often so bad that aircraft cannot fly, so that it is never certain that medical facilities will be available when required. The present system of Camp education leaves very much to be desired but it is difficult to see how it can be improved unless children could be transported by land on certain occasions, e.g. the beginning and end of term in the case of a boarding school. It is impossible to

transport.....

See 2-3

transport them by air and the facilities for transporting them by sea do not exist. In any case some of them come from inland shepherds' houses. Not the least advantage of providing land communications for at any rate part of the year would be to provide social amenities, especially in the West Falkland. It would be a very great advantage if Managers or labourers at the settlements could visit their friends in other settlements without undertaking long rides. It would also be of immense advantage if some of the shepherds were to live on tracks negotiable by vehicles of the Land Rover sort.

3. What is therefore required is not what is generally understood by a road but tracks negotiable by Land Rover, excepting during the height of winter.

4. For Government to undertake the construction of tracks of this sort would be difficult. Satisfactory supervision is handicapped by difficulty of communications and Government labour does not in general give as good value for money as labour privately employed. The general policy should therefore be for Government to assist farmers to make such tracks rather than to attempt construction itself.

5. 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.

6. For West Falkland the most advantageous programme of work would seem to be to start at Fox Bay and make a track from there to Chartres, Roy Cove and Hill Cove. Port Howard would be connected by a track to Chartres, since the track from Port Howard to Hill Cove offers many difficulties. On East Falkland a track already exists from Fitzroy to Darwin and North Arm and a road of sorts for about the first five miles from Stanley to Fitzroy. Motor vehicles have been driven from Darwin to San Carlos but there is no negotiable track. The first requirement is for the track to be completed from Stanley to the Fitzroy bridge and this would have to be undertaken by Government, probably on contract. The next stage would be to make a track from Darwin to San Carlos. From San Carlos there would be communication by water with Ajax Bay, Port San Carlos and Port Howard.

7. The machinery required would be two tractors one for East and one for West Falkland, each with grader-bulldozer attachments. Each would also require a caravan and a portable welding apparatus. The cost of this equipment should not be great; recurrent expenses would be the fuel and maintenance of the vehicles and the pay of two drivers and mates and again this should not be too great and the cost of the whole scheme should be well within the capabilities of Government.

8.....

8. There remains the question of sea communications between San Carlos, Ajax Bay, Port San Carlos and Port Howard. Although much of the distance is in enclosed waters it would be necessary, nevertheless, to cross Falkland Sound which is sometimes very rough. A substantial vessel would be necessary of the type of the "Penelope" or "Philomel". For such a vessel a crew of four would be necessary, this would mean considerable expense but the farms concerned are usually short of labour and it might be possible to come to an agreement with the farmers that the crew would be housed and employed by them when not working the vessel."

5. This memorandum was unanimously adopted by the conference of Legislative and Executive Councils. There will therefore be no difficulty in getting the Legislature to provide the necessary money.

6. It is of the first importance that the machinery to be bought by Government should be of a sort suitable for the task. Fortunately Mr. Barton, a Member of Executive Council and Mr. Luxton, the Senior Unofficial Member of Legislative Council, are going to England by the same ship that carries this despatch. The former was for many years a Farm Manager and was partly responsible for the construction of the existing track from Darwin to North Arm. Mr. Luxton manages and mostly owns the Luxton and Anson farm at Chartres and has made some miles of track on his farm. These two gentlemen are therefore probably the best qualified in the Colony to give advice. I have asked them, and they have consented, to select the machinery and, if possible, secure the services of satisfactory drivers during their visit to the United Kingdom. I have furnished them with a letter of introduction to the Crown Agents.

7. I address you at this stage to keep you informed of what is proposed since I shall, at a later date, seek your approval for the necessary expenditure when it has been passed by the Legislature.

I have the honour to be,
Sir,
Your most humble, obedient servant,

(Sgd) O. R. Arthur.

GOVERNOR.

Extract from the Minutes of a Joint Conference of Executive and
Legislative Councils held 14th June, 1954.

1641.

LAND COMMUNICATIONS IN THE CAMP.

After discussion Members endorsed His Excellency's proposals. In
reply to representations His Excellency promised to enquire whether assistance
could be obtained from C. D. and W. Funds, but he was not hopeful about the
outcome.

Whittle

Acting Clerk of the Councils.

Acf
App. with file
re development policy -
recent & news from S.S.

27/6

A.C.S.

Pl. see 235-237 in
0040/ii att.

Sp. att.
24/6.

3/6 Above. Pse see (208) - (217) 0040/ii attached.

At (224) we asked for additional money for the water scheme
& at (224) para 7) thereof we intimated that this was
our final demand.

2) In order to comply with our undertaking, I suggest
a brief follow up to (7) asking S/S to confirm
that this proposal would not fall within the
scope of his circular.

25/6

Yes please

MA 26

YH.
North Camp Communications

13

I have had some discussions with Wm. who incidentally is in the process of putting his thoughts on Colony communications generally on paper and he is of the opinion that a boat service Stanley - Beer patch with a further internal Salvador waters boat service might prove of benefit to the inhabitants.

- 2) At present he runs the Alert up to Beer patch about once a fortnight to ease air traffic congestion & gets about 4 passengers each way.
- 3) As regards the Salvador waters boat it would probably be uneconomical for Govt to maintain a craft solely for that purpose. Douglas, Salvador & Teal Inlet all have good boats & the answer might either be to charter one for all in rotation, or alternatively hire out the Govt boat for farm use.

I am personally ~~oppe~~ against Govt running such ventures & would much prefer to charter & contract. I gather that Azax Bay's Penelope has just been bought by a local syndicate who might contract for the Stanley Beer patch run.

The Alert is really too small for this & is all right for hardened men in reasonable weather but not esp. for pregnant women.

- 4) As regards YH's SOA suggestion I would

14 Not recommend putting it into effect on this occasion

- a) Only Messrs A. Pitavalga & D. Barton are coming in & they would much prefer to fly, especially as the former must in any event ride for Rencor to Green Lake
- b) Philoniel will be engaged on T.B. survey work.

5) I would suggest that Mr. Wright like to have a preliminary talk with Mr. who knows the people & conditions in that area - and also small boats - and that a further discussions are held with Messrs Pitavalga & Barton when they come in.

Mr. feels that the work camp may be somewhat biased in favour of the air fence as they can't be living so near they can be 'fitted in' if there is an hour or two flying available when a best flight would be unpracticable.

9/7

Thankyou. I'll see Messrs Barton & Pitavalga when they come in. There's no hurry

Phil

~~2/30~~ 1/7

ACB BU when farmers are in

YB Draft despatch etc. at cov.

2/7

YB Fair draft at cov.

6/7

... draft in ... are not sure if it has

8th July, 1954.

FALKLAND ISLANDS.

No. 124. COLONY.

7
Sir,

I have the honour to refer to my Despatch No. 106 Colony of the 17th of June, 1954, on the subject of land communications in the Colony. I have received representations from the Legislature that part of the cost of the capital equipment required might properly be met from Colonial Development and Welfare funds but it appears from your Circular Despatches 601/53 and 602/53 of 1st July, 1953, that such assistance would only be appropriate if the development projects were designed to increase the productivity of the Colony and if they satisfied the balance of payments criterion.

208 x 213
in 0040/1

The provision of the type of land communications visualised in my despatch under reference is principally designed to bring about conditions in which it would be possible to improve the educational and medical facilities available in the Colony outside Stanley and to make the life of the farm worker more enjoyable and comfortable. Although it is hoped that this will lead to better health and education, to better farming and to increased immigration, from which increased production may in the long run ensue, nevertheless it seems doubtful whether the present proposals adequately fulfil the conditions laid down in your despatches quoted above as being necessary before an application for a grant from Colonial Development and Welfare funds can succeed. I should be obliged for your confirmation that an application for assistance from Colonial Development and Welfare funds for this purpose is unlikely to succeed.

I have the honour to be,

Sir,

Your most humble, obedient servant,

(Sgd) O.R. Arthur

GOVERNOR.

THE RIGHT HONOURABLE,
OLIVER LYTTERTON, P.C., D.S.O., M.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES.

RECORD OF A MEETING HELD AT GOVERNMENT HOUSE ON
9th July, 1954.

Present: His Excellency the Governor.
The Colonial Secretary.
The Colonial Treasurer.
Superintendent of Works.
Mr. J. Barnes.

Mr. Barnes stated that he and his partner were interested in constructing the Stanley - Fitzroy track and he would require the following machinery and equipment:-

2 two ton Ford lorries with double back wheels (~~—————~~)

1 Stone crusher on pneumatic wheels.

1 Plough.

Bridging materials.

He would also require portable quarters for 10 men which he could construct and possibly, rails and ships.

2. Mr. Barnes was unable to give even an approximate estimate of the cost involved or the time to be taken until he had carried out a survey and he proposed to do this in the near future. Government agreed to meet the transport expenses of his survey.

3. It was further agreed that the care and maintenance of Government machinery should be Mr. Barnes' responsibility and he would supply drivers, mechanics, etc.

4. It was agreed the type of contract to be negotiated would depend on the result of Mr. Barnes' survey and report.

5. It was agreed that the two lorries should be ordered immediately.

No. 1614/A.

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

MEMORANDUM.

13th July, 19 54.

To: Superintendent of Works,

STANLEY.

From: The Colonial Secretary,

Stanley, Falkland Islands.

SUBJECT :-

Ford two-ton lorries.

I am directed to request that you will place an order immediately for two Ford two-ton lorries with double rear wheels plus necessary spares. The lorries will be used in connexion with the Road Programme.

(Sgd) C. Campbell
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE
16 JUL 1954
TALKING BUSH

18th July

16

Brandon House
Port Stanley

Sir

The quantity of material required for one Mile of Track, is as following.

1760 Tons of stone for the foundation.

336 " of crushed stone.

352 " of clay if the Matras is to be covered, if no clay is used then the crushed stone would be increased.

If the Track is to be dug out to the solid, Post would be paid at the Stanley rates per cubic yard.

Clay digging was 3/6 cub yard before the War

Ditching 3 3 Pence " " "

Drilling and blasting 5/- per Ton "

Crushing stone 3/4 "

I estimate my men should earn between 270 to 330 a month, 14 Hour Day, will this be in keeping which the Government contemplate to pay imported men on similar work.

The weather has not been suitable to Survey the track to Fitzroy, I shall do so in the near future.

Yours Faithfully

URGENT

H. Barnes
Contractor

The
Hon ^{al} Colonial Secretary,
Stanley.

PS on the above

information can you
give an approximate estimate of what the
Track might cost per mile?
12/20/54
14/7

19
HCF

I am unable to estimate with the information given. But I would say if rock were available with reason and taking into account that we are supplying transport, a fair price would be in the region of £2-6.00 per mile.

ALH

15/7/54.

Bob Camp tracks

Confidential.

1641/A

24th July,

54.

Sir,

I am directed to confirm that His Excellency has appointed a Committee consisting of yourself as Chairman and the Honourable Messrs. Gilruth and A.L. Hardy as Members with the following terms of reference:

To make recommendations regarding

- (a) The best methods of constructing a light vehicle track between Stanley and Fitzroy bridge.
- (b) The most suitable contractor to carry out the construction, and
- (c) The most suitable form of contract.

I am also to confirm that the gentlemen concerned have kindly consented to serve on the Committee.

16

2. Enclosed is a copy of a meeting held with Mr. J. Barnes to make tentative enquiries into the practicability of constructing a light vehicle track between Stanley and Fitzroy.

Government is not committed to any agreement with Mr. Barnes but it is thought that he will prove to be the most suitable contractor.

3. Mr. Barnes was anxious and His Excellency was agreeable, to the suggestion, that Government should provide the necessary machinery and that the contractor should maintain it.

4. It is understood that Mr. Barnes is at present conducting a survey of the track accompanied by the Acting Superintendent of Works.

I am,
Sir,
Your obedient servant,

(SGS) O. Campbell

COLONIAL SECRETARY.

The Honourable
Mr. H.C. Harding, J.P.,
STANLEY.

Handwritten signature

Extract from the Minutes of a Meeting of Executive Council
held 19th July, 1954.

1041/A.

14. Camp Tracks.

(a) Contract for Stanley-Fitzroy Track.

Council advised the appointment of a small Committee with the Honourable Mr. Harding as Chairman and the Honourable Messrs. Gilruth and A. I. Hardy as members, with powers to co-opt other members, to make recommendations regarding

- (i) the best methods of constructing a light vehicle track between Stanley and Fitzroy Bridge;
- (ii) the most suitable contractor; and
- (iii) the most suitable form of contract.

His Excellency directed accordingly.

(b) Administration of Camp Tracks.

Members agreed that at present the only statutory powers required by Government were those enabling tracks to be closed and the weight of vehicles to be limited. Such restrictions would not apply to owners of the land over which the tracks passed.

Wintle

Acting Clerk of the Executive Council.

ACS Who owns
the land over which
a Stanley - Fitzroy
Track would pass?
26/7

A.B.S.
Estate J. Browning (leased)
Falkland Is. Co.
Mr. Yonge
In that order, pl.

W 27/7

1641/A

26. 7. 54 (?)

CONFIDENTIAL

Sir,

Stanley - Fitzroy track.

I am directed to state that His Excellency approves the initial recommendations of your Committee namely:-

- (a) That the Stanley - Pony's Pass stretch should be repaired first and that this work should be put out to Public Tender.
- (b) That the repair work will consist mainly of clearing culverts, breaking large stones, filling in potholes and resurfacing.
- (c) That the Acting Superintendent of Works should make a detailed survey of the stretch to enable a comprehensive notice calling for tenders to be framed.
- (d) That a survey of the line beyond Pony's Pass should be made by members of the Committee about September.

2. His Excellency notes the Committee's opinion that the cost of the whole track should not exceed £30,000.

3. Immediate steps are being taken to obtain the sanction of the Standing Finance Committee and the Secretary of State for the expenditure of money for this purpose and you will be advised of the outcome in due course.

In the meantime the Acting Superintendent of Works should proceed with his survey.

I am,
Sir,
Your obedient servant,

(Sgd) C. Campbell
COLONIAL SECRETARY.

The Honourable
Mr. H.C. Harding, J.P.,
STANLEY.

JE
Self explanatory draft of a
at back cover.

30/7

Upe Draft to me. Be ask R.S.E. (who
must adopt a Jekyll or Hyde role) how we
stand regarding putting the road thro
Culter Creek. Do we merely inform
the tenants?

5/8

6/8

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

31st July,

19 54

From

Ag. Supt Works, PWD.
Stanley, Falkland Islands.

To

The Hon. Col Secretary,

Secretariat.

SUBJECT: - SURVEY OF CAMP ROAD.

As requested by you, I accompanied Mr. J. Barnes on the 21st inst. for the purpose of surveying a route for a proposed road from Stanley to Fitzroy Bridge, together with MR. Barnes' foreman - E. Luxton, and Mr. E. Barnes, owner and driver of Bren carrier in which we made the trip.

It must be understood that this was in the nature of a preliminary survey, as the weather conditions and the short hours of daylight would allow of nothing more. It did, however enable us to see the "camp" at it's boggiest, and so choose a route that would remain better drained during the winter months, and is shewn on the attached map, for which I do not claim accuracy beyond North Basin, as we have no large scale maps beyond this point.

Bluff Cove
We left Stanley at 7.a.m, following the existing road to a point about 300 yards East of Pony Pass, then followed a route as shewn by the outward red line on map. The reason for the deviation at this point was to avoid the long bridge, (approx. 46 ft) which would be necessary to cross the stream at this point - avoid the very soft ground beyond, and bring the road nearer supplies of stone. This view was shared by Members of Ex. Co who visited the spot later.

The green line on map is shewn as an approximate route which runs at the foot of the hills, at a level sufficient to ensure adequate drainage - more easily accessible sources of material, and shelter from North and North West winds. It will also be seen from the map that stone becomes negligible after turning South from the hills for Bluff Cove, which would mean quite a long haul. The only source of stone beyond this point is at Bluff Cove Ridge, and this, cliff rock, which would require a considerable amount of blasting.

The route as suggested by the green line would require the construction of four bridges:- two above Pony Pass, and two at Bluff Cove, but as the streams at these points are contained between deep banks, the bridges would not need to be of extreme length, say approximately 30 ft.

The Southern, or return route, would be pretty hopeless in winter for anything, but a horse or Bren carrier, apart from which there is very little available material.

We arrived back in Stanley at 5.P.M., having taken approximately three hours from Bluff Cove.

A. G. G. G.
A. G. G. G.

Ag. Supt Works.

P.W.D.

the red line - which I will pass by to the heading on in sketch report. @ 31/7

4-AUG 1954
FALKLAND ISLANDS

5th July 1954.

26
3

Stanley

Sir

On the 31st July 1954 one day survey has been carried out on the proposed track to Fitzroy Bridge, Mr A Northwood, Mr E Inxton and myself in a Bren carrier with E Barnes driver.

The weather conditions had been, and was on the day of the survey very bad, the camp was wet and boggie which was the object to see the tract at it worst.

From Sapper Hill gate to Pony Pass all drains seems to be blocked up.

The surface of the track the metal has disappeared, and in many places left a badly constructed foundation with many large flat and p sharp protruding rock.

surface Drains on the hill side of the tract do not exist, in other places it would be difficult to drains in owing to the nature of the land, in other words in my opinion the tract should of been on the surface and not dug out, for in many places drainage would of function as nature made it.

The line of tract before coming to Pony Pass could be altered instead of bearing west it should bear north west this would be advantage for material and better drainage.

From Pony Pass to Mount Harriet materials is scarce and would have to be transported a considerable distance the line we suggest is on our right fairly high up but avoiding going through large stone runs or any deep Peat deposits.

From Mount Harriet for several miles until we come to the old homestead at Bluff Cove materials are plentiful.

From the old homestead to Bluff Cove ridge and down to Fitzroy Bridge materials are scarce, there are an but crop of rock on the ridge but this would mean drilling and blasting.

Bridges

There would be 4, nothing over 50 feet.

Yours Truly,

E. Barnes
Contractor.

Hon
Col Secretary
Stanley.

Yours
See (24) & (26) and
map at bc. I will
show to the Harding
(10)
9/5
DRA
9

27

How to use blending

Please see (24) & (26) + map at back cover.
Do you wish to retain any of these??

9/28

How Mr. Campbell

I may want to borrow the map which
we survey the track

H. C. K.

1/10

9/28

for - mine file
when available etc

28



DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 6.8.54 Time : 1530 Received : Time :

7

No 224. My Despatch No 106 Colony of 17/6/54. Camp Tracks. It is proposed to make an early start on the construction of a light vehicle track over the Stanley-Fitzroy stretch mentioned in paragraph 6 of the "Notes on Land Communications" contained in my despatch quoted above. This stretch presents the greatest difficulty and will be the most expensive owing to the irregular and boggy nature of the terrain. It is difficult to give a firm estimate of the total cost as the stretch must necessarily be tackled piece meal but between £40,000 and £50,000 spread over two years is thought to be a reasonable figure.

2. The Legislature have approved the project and voted £15,000 for the remainder of the financial year and your covering approval to this expenditure is sought.

GOVERNOR.

See 35 9 38

9th August,

54.

Sir,

I am directed to state that Government proposes to construct a light vehicle track between Stanley and Fitzroy Bridge which will pass through land owned by your Company.

2. The construction and maintenance of this track will be a Government commitment and it would seem desirable for Government in due course to acquire the land necessary for the purpose.

3. I am to enquire whether you have objections or suggestions of a general nature to offer and if not whether you would agree to surveys, delineations etc. being undertaken or to construction work being actually put in hand before the legal formalities are completed.

I am,

Sir,

Your obedient servant,

(398) C. Campbell

COLONIAL SECRETARY.

The Manager,
Falkland Islands Company, Limited,
STANLEY.

Reply at 31

See 99

7th August, 54.

Sir,

I am directed to state that Government proposes to construct a light vehicle track between Stanley and Fitzroy Bridge which will pass through land owned by you.

2. The construction and maintenance of this track will be a Government commitment and it would seem desirable for Government in due course to acquire the land necessary for the purpose.

3. I am to enquire whether you have objections or suggestions of a general nature to offer and if not whether you would agree to surveys, delineation etc. being undertaken or to construction work being actually put in hand before the legal formalities are completed.

I am,

Sir,

Your obedient servant,

(S.S.) C. Campbell

COLONIAL SECRETARY.

G. Yonge, Esq.,
c/o The Falkland Islands Company, Limited,
STANLEY.

15/11/54 15/8



30

9th August 1954.

Stanley.

Sir,

To enable me to formulate my program of work for the summer, can you give me any definite information about the Fitzroy track which His Excellency asked me to contract for the Government.

About mid September 4 men and a Foreman will be going to Fitzroy Station, to build a new jetty this will leave me with 3 others and myself. This number will be increased accordingly.

The Public Jetty will be completed in about (10 days weather permitting) as far as i can go owing to lack of material this has placed me in rather difficult circumstances.

The picture as i see it will be, pay the men off which i am reluctant to do, by keeping the gang together will mean financial loss to me.

I Am
Sir
Yours Truly
J. Barnes
Contractor

The.

Hon. Col. Secretary.

Stanley.

S.O.F.

Reply at 32

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO



Stanley,

10th August, 1954.

Sir,

I have for acknowledgement your letter No. 1641/A dated 9th August, 1954 advising that it is proposed to construct a light vehicle track between Stanley and Fitzroy Bridge, for which Government desires in due course to acquire land.

2. This matter will be taken up with our Head Office by next airmail and, pending their reply, there is no objection to Government undertaking surveys, delineation etc. of our land through which the track will pass.

I am,

Sir,

your obedient servant,

A handwritten signature in cursive script, appearing to be "J. G. Green".

for Manager.

The Honourable
The Colonial Secretary,
Stanley.

H.B.S.

*Reply to 30 after you
b'cast?*

H.B.S.

12th August, 54.

Sir,

30

I am directed to refer to your letter of the 9th of August, 1954, and to state that as soon as the approval of the Secretary of State for the Colonies to the expenditure has been received (which should occur within the next week) part or parts of this track will be put out to contract.

I am,

Sir,
Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

Mr. J.S. Barnes,
STANLEY.

Also B.H. (28) on ^{20/}~~28/8~~

(Intld) C.C. 12/8

Original filed on 0326 - Broadcasts by H.C.S.

33

Extract from Broadcast⁻³⁻ made by H.C.S. on 12/8/54.

The third programme covers the construction of a light vehicle track between Stanley and Fitzroy Bridge. Camp roads have, as you know, been mooted for many years and a start was once made up to Pony's Pass and to the Two Sisters. But proper all weather roads can only be made at a prohibitive cost and could not at the present time be justified. It is proposed therefore to provide the machinery to enable farms to extend existing dry weather tracks, such as the Darwin-Fitzroy track, and to construct others so as to link up across the East Falkland and to make a network between settlements on the West. These tracks should not prove very costly and will provide an opportunity, anyway in the summer months, for more rapid and comfortable transportation between settlements and will greatly assist the efficiency of the medical, educational and postal services as well as providing increased social opportunities for both Town and Camp dwellers. The essential link in this chain is from Fitzroy to the capital Stanley and here the track will run over the worst type of country. The construction of a light vehicle track over this stretch is quite beyond the resources of any one farm and must therefore be a Colony commitment. It is proposed to tackle this stretch in the immediate future and tenders for all or part of the work will shortly be invited from local contractors.

35

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 19.8.54 Time: 1100 Received: Time:

28

No 230. My telegram No 224. Camp Tracks.

In accordance with recommendation of Joint Committee of unofficial members of Executive and Legislative Councils appointed by me to consider and make recommendations on this matter am anxious to call for tenders from local contractors and start work as soon as possible in the season. I should be glad to receive your approval of expenditure as soon as may be possible.

GOVERNOR

See 36 + 38

BU 23/8-reply?
No reply -
SM
23/8

Still no reply
BU 26/8-reply
SM
26/8

38

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 18.9.54 Time: 1130 Received: Time:

28

No 246. Following for Morris begins. My telegram No 224
and reminders. Camp Tracks. I do not want to
worry you again about this matter but at this season
it is usual for contractors to disperse about the
farm settlements for the summer and no serious work
of this sort can be done in winter. Unless I can
call for tenders soon a year may be virtually lost.
I have again been under pressure from unofficial
members of both Councils about the delay, and am
anxious about the fate of the project generally.
I should be most grateful to learn if any difficulties
have arisen. Ends.

GOVERNOR

39

EXTRACT FROM LETTER FROM HON. MR. A.G. BARTON, J.P.,
to H. E. the Governor of 30. 8. 54.

(Original returned to His Excellency the Governor).

.....

We are staying a couple of nights here before going on to Inverness, Thurso and back via Oban, all on Roads affairs, but I doubt whether the Select Finance Committee will stomach the hotel bills! Actually, Keith, who is here too, and I are continually being frustrated by the knowledgeable people being abroad or on holiday. Visits to, and correspondence with the Road Research Laboratories at Harmondsworth Middlesex, and Thorntonhall, Glasgow have been quite fruitless. I am now speaking in terms of "camp tracks" (and wishing I had my typewriter). The most promising practical avenue is one which we propose to explore this p.m. at Biggar, whence the Cuthbertson Draining Machine came. I have just spoken to Cuthbertson on the 'phone and he thinks he can help which is more than anyone else has said. Unfortunately I think tonight will be too late to write you any news.

.....

Q
27/9
B438 28/9

DECODE.

40

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 23.9.54

Time: 2145

Received: 24.9.54 Time: 0845

28 35 38

No 165. Your telegrams 224, 230 and 246. Camp Tracks. Provided you are satisfied that there is no other practicable way of linking Stanley with Fitzroy the expenditure of 315000 on this route during the current financial year is authorized. I would strongly advise that work on any section likely to present technical difficulties awaits the arrival of the Engineer now being recruited.

I have felt at some disadvantage in considering the approval of expenditure of this order on the available information on the technical and financial aspects of the project as a whole.

SECRETARY OF STATE.

P/L.
S.M.

Y.E.

Pse. see above which has just come in.
Somewhat grudging I feel.

(Intld)C.C.
24/9.

DECODE.

TELEGRAM SENT.

41

From GOVERNOR to SECRETARY OF STATE.

Despatched: 27.9.54 Time: 1415 Received: Time:

40

No 251. Your telegram No 165. Camp Tracks.

Many thanks for approval of expenditure on Fitzroy track. I am being advised in the matter by joint committee of Executive and Legislative Councils whose members have much experience of work of this sort, one in particular being the Falkland Islands Company Camp Manager at Darwin who is responsible for the existing 65 miles of track from North Arm via Darwin to Fitzroy. On the advice of this committee the work will be put out to contract the contractor selected being one with very long experience of making such tracks which exist everywhere in the Falklands for collection of peat and spread for some miles through the peat bogs near Stanley. The first task will be to put in order the existing road which extends about 5 miles from Stanley. I hope that by the time that is done an engineer may be available (your telegram No 145 refers).

26 in 0825

11

2. As regards general scheme I suggest that a conversation with Mr. Barton (see paragraph 6 of my Despatch No 106 Colony). who will be in England until November would be useful. He has a lifelong experience of the Falklands and has my full confidence.

GOVERNOR

FC
RA/SM

File back to me to write to Mr. Hardy
(Intld)C.C.

28th September, 54.

C.

Sir,

Camp Tracks

I am directed to state that the Secretary of State has now approved the expenditure of £15,000 on Camp tracks during this financial year and the Acting Superintendent of Works by copy of this letter is requested to obtain the information required by your Committee as soon as possible in order to enable you to frame draft contract terms.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

The Honourable
Mr. H.C. Harding, J.P.,
STANLEY.

B

ACF
CT. + Auditor should
know + an expenditure
head note. No
document with copy
29/9

TELEGRAM.

From H.E. the Governor

To Mr. A.G. Barton, F. I. C. Offices, London

Despatched : 28th September, 1954 Time : 1600

Received : 19.. Time :

Following for Barton begins.
 Secretary of State has approved expenditure £15,000 this year on Fitzroy track. He seems doubtful about camp track scheme in general owing to lack of information. I have suggested that conversation with you might be useful and told him that you have my full confidence. If conversation takes place grateful if you could emphasize that scheme has full backing of both councils, and is really wanted. The money is the Colony's and Executive Council and Legislative Council, which now has elected majority, are backing the scheme unanimously. These Councils include responsible men of experience and discretion who perfectly well know what they are about. You personally have lifelong experience in camp including experience of work of this sort and are satisfied that scheme is practicable and would anyway make a start towards meeting an essential need now long overdue for attention. Air service though useful is not adequate answer. Bog rats pipe down. I am somewhat bewildered by Secretary of State's apparent misgivings and should be grateful for any information you can gather without direct enquiry as to what lies behind them. Is there any nigger in the woodpile. Ends.

GOVERNOR

AG 2/10 12/10

Reply 45

X
46

Report and recommendation on the Stanley - Pony Pass Road.

A casual survey of this road was made earlier in the year by a committee comprising of the Hon Messers Harding, Gilruth and Hardy, when it was generally agreed by them that a good deal of the deterioration of the road was due to non - maintenance and flooding. I made a second survey on foot (practically the whole distance) on the 1st inst. for the purpose of preparing a specification for repairs to the road, and at the same time placed numbered pegs at the right hand side of the road going out, to indicate points meriting special attention. This was done to enable prospective tenderers to see in detail the requirement of the specification, and would also serve the same purpose for the committee should they wish to do so before committing themselves to contract.

In this more detailed survey, I found numerous points where the road had been cut through higher ground, forming banks on either side, No ditches had been constructed at these points with the result that the most of the watershed from the Higher (N.W. & W.) land draining into them, lay in pools, or ran in streams according to the contour of that particular spot, and are mainly responsible for the surface damage.

I therefore recommend that where this occurs, the banks should be cut back to a distance of four feet from the edge of the road to enable the ditches to be continued through them at either side of the road in order to keep them free from water. Even where the surface is at ground level, the ditch should be continued on higher (mainly right hand) side of the road between culverts to ensure its passage to the lowerland via these routes instead of flowing over the road. A good many of the existing culverts are either rubble drains or earthenware pipes. In both cases they are mostly choked with silt and the latter in most cases have collapsed; I have therefore specified that where these have to be incorporated or renewed, that they should receive a 6" covering of concrete to protect them. These recommendations are included in the attached specification, but can be cancelled if on further inspection, the committee consider the items as being too costly, but on a long term policy, I do strongly recommend their inclusion.

H. Northwood

.....

Ag. Supt of Works.

Buf
NB approval of
Plan. 7/1/54
S.W.

SPECIFICATION FOR PONY PASS ROAD.

47
11/10/20 (11)

GENERAL.

Contractor to supply own tools plant and transport. Crushed metal for resurfacing to be crushed on site by contractor, but Government would provide crusher for this purpose.
Contractor to find his own binding material from whatever available source. The "Hogging" from the head of Stanley Harbour has been found very suitable for this purpose.
Any blasting operations required must be carried out by the authorized operator, and contractor will be responsible for his charges and cost of explosives. Government will supply necessary pipes, cement etc.
Contractor will be responsible to Superintendent of Works or his representative for the satisfactory execution of the work.

For the purpose of this specification numbered pegs have been driven in at various points on the outward right hand side of the road, to enable contractors to estimate, and for successful tenderer to follow out the necessary work which will be enumerated by these pegs. The entire length of the road from Magazine Valley Bridge to point 45 is to be remade in the wheeltracks with large stones to bring them up to former level, and in places where the crown has spewed up, this is to be removed to normal level, and the whole to be covered with approximately 1½" crushed metal and blinded over with aforementioned binding material.
Existing ditches are to be renewed to a width of 2 ft and a depth which ensures drainage to the various culverts. New ditches are to be similarly constructed along the entire length on the higher (mainly NW & W) side of road where at present they are nonexistant.

At all points where the road lies between embankments, these banks are to be cut back to a depth of 4 ft. from the edge of the road to allow for the ditches to follow through on both sides to a lower level.

All new culverts, and those scheduled for renewal to be laid in 6" or 9" (according to flow) earthenware pipes; these to receive a 6" covering of coarse concrete. (mix 1-2-6.).

- POINT 1. Remove rock on L.H. side of road 14 yards onward from Magazine gate and straighten road from gate to opposite point (1).
Rock on R.H. side of road at point (1) to be removed in order to widen and deepen existing ditch.
- POINT 2. Remove rock at R.H. side. Clean out ditches both sides from point (1) and culverts up to, point 3.
- POINT 3. Clear culvert.
- POINT 4. Renew culvert.
- POINT 5. Renew culvert, and approx 10 yards of road with new mattress.
- POINT 6. Renew culvert, and ditches both sides of road approx. 26 yards before reaching 6.
- POINT 7. Construct new culvert.
- POINT 8. Construct new culvert.
- POINT 9. Divert ditch to N.W. to encircle turning space and continue through fence on West side of gate, & construct culvert beyond gate with clearance ditch to South'ard.
- POINT 10. Remove protuberances of natural rock in road surface to a depth (approx 6") to receive covering of coarse rock to point 11.
- POINT 11. Ditto as point 10.
- POINT 12. Ditto as point 11.
- POINT 13. Construct culvert, cut back rock at L.H. side of road 15 yards beyond 13 to a depth of 2 ft. from road edge ; Construct culvert through turning space at R.H. side of road between 13 & 14 & remove upstanding rocks in road surface.
- POINT 14. Construct culvert.
- POINT 15. Construct culvert, and clean out drainage ditch to South'ard.
- POINT 16. Construct culvert

- POINT.17. Renew, and extend culvert, } build up hollows in road
to L.H. side of road
- POINT.18. Renew & extend culvert, build up hollows in road, and
Construct timber bridge over ditch to woolshed.
- POINT.19. Construct culvert. Clean out drainage trench to lower land
and build up, hollows in road to uniform level to 20.
- POINT. 20. Construct culvert. Clean drainage trench to lower land.

- Points 20 to)
33 incl.) Are all as point 20, and this stretch of road to have
hollows built up and some ridges reduced to bring road to
uniform level so as to eliminate existing switchback.
- POINT.34. Excavate and lay new mattress.
- POINT.35. Remove upstanding rock.
- Point 36)
to 41 incl) Construct or renew culverts.
- POINT.42. Build up, road and extend culvert.
- Point 42)
to 45) Renew mattress and clean existing culverts.

WORK ENDS AT POINT 45.

*When done H. Nelson
Thursday*

URGENT.

12th October, 54.

Sir,

22
46-48

I am directed to refer to my letter of the 26th of July, 1954, and to enclose three copies of the report of the Acting Superintendent of Works on the Stanley Fitzroy track and would be glad to receive the early recommendations of your Committee as to the form which the notice for tenders should take:

47
16
22

2. With regard to the first sentence of the Acting Superintendent of Work's specification which states that the contractor would supply his own tools, plant and transport I am to refer you to the record of the meeting held at Government House on the 9th of July, 1954, a copy of which was enclosed with my above-quoted letter, and to suggest that it would perhaps be advisable to assume that any contractor would probably require the same assistance as visualised by Mr. Barnes.

I am,

Sir,
Your obedient servant.

(Sgd) C. Campbell

The Honourable
Mr. H.C. Harding, J.P.
STANLEY.

COLONIAL SECRETARY

if co of no. 344

COPY

Our Ref. AZ/RT. 31/5/263

Your Ref. MED 57/2/01

52
Department of Scientific and Industrial
Research,

Road Research Laboratory,
Harmondsworth,
Middlesex.

19th August, 1954.

Dear Sloman,

7
Thank you for your letter of the 12th August with the enclosed copy of the Governor's Despatch No. 106. Messrs. Barton and Luxton came to see me on the 9th August and I passed on to them all the information that I was able to. They said they were going up to Scotland, and I have given them an introduction to our Scottish Branch who will be able to put them in touch with any road work which is going on at the moment.

The Governor's Despatch is a most interesting one, and, if my interpretation is that he wants to prevent the migration of people from the country to the towns, then it means that some form of vehicular communication has got to be set up, and that money will have to be spent on making tracks. We have found that it is extremely important in constructing low cost roads to have an engineer in charge of the work who understands soil problems and the capabilities of the plant at his disposal. I see from the Colonial Office list that there is a Superintendent of Works in the islands, but he is probably mostly occupied with buildings and roads in Stanley. As I understand that there will be some 200-300 miles of track to be constructed, it would probably be advisable to engage an engineer on contract to supervise the works.

With regard to the alignment and method of construction of the tracks, the Governor says at the present all that is required is tracks for jeeps, land rovers and similar vehicles. It should be realised that land rovers are heavier than jeeps, and the Austin version is heavier still, and all are capable of carrying a fairly substantial load. Again it has been my experience that once vehicular traffic is introduced it will tend to increase in weight, and it will be very difficult to keep any vehicle which is allowed on the islands off the tracks. I don't know what vehicles operate in Stanley, but I imagine some do. In the interests of economy, I think these tracks should be restricted to light vehicles, but it will entail very strict enforcement of regulations covering maximum laden weight, and also when the roads are to be closed in wet weather. The alignment should be chosen to give the minimum quantities of cut and fill, and should avoid, as far as possible, cutting through rock. It is essential that ditches should be constructed on either side of the road, and I would recommend that the minimum distance between the inner edge of the ditches should be 15 ft. This may sound excessive, but I assure you that it isn't and it will give a more stable formation. The material from the ditches should be thrown into the centre, even if it is peat, as it will help raise the centre above the level of the surrounding country, and keep the rain and water off the roadway.

As long as the traffic is restricted to jeeps, and probably not more than 15-20 a day, an adequate surface will probably be provided by the local sand clay, and it would be a good idea to encourage the growth of grass, as this will protect the surface from the weather. Where gravel is available, this should be used on the surface, and again grass should be encouraged. The road surface should be cambered at a rate of 1 in. vertically to 28 in. horizontally from the centre to the sides.

In no case would I recommend the removal of the peat, as the resulting hollow will have to be refilled which will be excessively expensive. The

/fibrous

W. O. Sloman, Esq.,
Colonial Office,
Church House,
Great Smith Street,
London, S.W.1.

fibrous crust to the peat deposits should be adequate to carry jeeps provided construction is kept light.

The Crown Agents are in a better position to give advice regarding the suitability of different types of plant, and I understand that Mr. Barton and Mr. Luxton have already been to see them. When a tractor with grader-bulldozer attachments is referred to, it appears that the Governor has in mind a pneumatic tyred tractor of the Fordson major type. This would be much too light for the work anticipated. I would suggest a tractor of the D.4 size with an angle dozer attachment, and a self-propelled blade grader of 50 to 70 B.H.P.

The maintenance of machinery is always a problem where there are only one or two units, and no adequate repair workshop facilities. I understand that some assistance could be obtained from the local farmers, most of whom run tractors, and therefore probably have facilities for servicing. Again I would suggest that this point is best answered by the Crown Agents.

Yours sincerely,

(Sgd.) F. H. P. Williams
Colonial Liaison Officer

PA
Copy of (52) handed to
Mr. G. Smith for information Mr. Harding.

23/10
Bu 24/11
20/11

Copies 52-53 sent under c.o. to
Hon Mr. Barton & Hon. Mr. Luxton.

VP
9/12/54.

From His Excellency the Governor
to the Honourable the Colonial Secretary.

HCS.

I gather that Mr. Barnes is thinking in terms of an all-weather all-vehicle motor road from here to Fitzroy.

This is NOT what we want. What is required is a track suitable for the jeep - Landrover type of vehicle which will be closed when it becomes wet in order to save it from getting out of use. The track should be

OKA 30/10

See 54

1st November, 54.

Urgent.

To: Superintendent of Works,

From: Colonial Secretary.

STANLEY.

Stanley - Fitzroy Road.

With reference to our discussion the following plan will be followed:-

- (a) You will take Messrs. Hardy and Northwood to Tony's Pass by 6.30 a.m. on November 5th.
- (b) You will meet there the Agricultural Department guide (mounted) with 3 riding horses and 1 pack horse.
- (c) The whole party will proceed to Patterson's Point Bridge by 9 a.m. and meet Messrs. Harding and Gilruth.
- (d) You will take with you 50 sticks one inch square by 2' 6" long.
- (e) You will consult with the Officer in Charge Agricultural Department about taking gear out in the Landrover.
- (f) You will decide with Mr. Hardy before leaving whether the weather is suitable and, if not, you should ring Mr. Harding at Fitzroy immediately and discuss alternative plans. You should also get a message to the Agricultural Department guide, *if the plans are changed.*

(Sgd) C. Campbell.
Colonial Secretary.

Bu 24/11

Copies to: Officer in Charge Agricultural Department.
Honourable Mr. Harding, J.P.
Honourable Mr. L. Hardy, B.E.S., J.P.

Stanley.

57

8/11/54.

Dear Colin,

I enclose report and notes on track. I thought you might like to have these to discuss the matter with H.E. before he leaves. You will see that L. Hardy does not agree about the Land Rover type of track and told me this afternoon that he thought H.E. intended to put a metal road through to the bridge at Pattersons Point.

I also had a talk with Livermore this afternoon. We both think the initial work as proposed in the report could be done for about \$1000, (this refers to the Pattersons Point Bridge /Pony's Pass track, not the road from the Power House to Pony's Pass)

He is inclined to think it would be difficult to get anyone to put in a tender but says he could do it himself with P.W.D. labour.

Yours,

Stanley

P.S. If a metal road was put through to Pattersons Point suitable for the passage of private cars as L Hardy wants, have we any guarantee that the F.I.C. are going to improve their track to Darwin so that it will carry ordinary cars. At present it is only suitable for the passage of Land Rovers or lorrys with a good clearance.

10 C 16

58
Notes on initial work between Pattersons Point Bridge and Pony's Pass
make a track suitable for the passage of Land Rover type of vehicles.

From bridge to 1st stick, cut out to clay and level.

From 1st stick to 2nd stick, cut out to clay and level, providing clay is not more than one foot below the surface, otherwise leave top sod intact.

From 2nd stick to iron gate, level off lumps and leave top sod alone.

From iron gate to 3rd stick, cut out to clay and level providing clay is not more than one foot below the surface.

From 3rd stick to 4th stick at ditch, 15 foot bridge required and approaches stoned, level off lumps and leave top sod intact.

From 4th stick to 5th stick, 15 foot bridge required at another ditch and bridge approaches stoned, level off lumps and leave top sod alone.

From 5th stick to 6th stick and on to iron gate near old stone corral, fill up bad undulations in ground with stone, and level off lumps leaving top sod intact.

From gate near old stone corral, follow Bluff Cove lorry track to Pony's Pass widening, levelling, and filling up passes through small stone runs, stone wire gateway, and metal certain odd places where track is getting badly cut up, and level off outstanding lumps in ground leaving top sod alone.

A 50 foot bridge required at Pony's Pass, and ground levelled off from this bridge to meet metal road at point 45.

N.B. In all places the track should be levelled off to a width of 12 feet. Stone passes through stone runs to be 12 foot wide, also bridges.

H C Harding

59

Report on track survey between Pattersons Point Bridge and Pony's Pass
made by L. Hardy, H. C. Harding (members of track committee) accompanied by
Messrs Livernore, Northwood, and J. Clement.

1. The track as surveyed is from 12 - 14 miles in length and any work on it should commence from the Pony's Pass end.

2. The Committee recommend that in the first instance work should be undertaken on the track to enable vehicles of the Land Rover type to use it from October 15th to April 15th, and that the track should be closed to traffic between these dates, except in cases of special emergency.

3. In order to allow for future development and repairs the Committee decided that the track must run as near to supplies of stone as possible, and except for about a mile near the Pattersons Point Bridge end, plenty of road making material is in close proximity.

4. The Committee considers that work on the track should be regarded as a long term commitment, and that repairs to bad places must be undertaken every spring, gradually improving and building up the track to what may in the future be a metal road, depending on the financial position of the Colony, and whether the track is serving a useful purpose to the general public.

5. It is recommended that tenders for initial construction should be invited and owing to the nature of the work would probably have to be in the form of a lump sum. Alternatively, the initial work might be done by the Public Works Department.

6. If undertaken by contractors, it is considered the Government should supply a lorry and caravan, bridging material and tools, and it is thought that four men could complete the initial work in two months. Inspection of the work being done should be supervised by a member of the P.W.D. staff who should proceed to the scene of operations by Land Rover, thus ensuring that the track being made is suitable for the passage of this type of vehicle.

7. A mechanical ditching machine should be placed on order so that draining ditches could be cut out on each side of the track as soon as possible. If it were possible to borrow the Buffalo ditching machine belonging to the Falkland Islands Co Ltd, it is considered this machine would be suitable for the work, except in places where there are a lot of stones.

8. Separate tenders should be invited for the repairs to the road between the Power House and Pony's Pass according to the specification drawn up by Mr Northwood.

9. Mr L. Hardy is not in general agreement with the principal of a track suitable for the Land Rover type of vehicle only, and thinks a road should be constructed which would carry private motor cars. In consequence, and in the absence of Mr Gilruth, some of the opinions expressed above are those of the Chairman of the Committee only.

H. C. Harding

From His Excellency the Governor

to the Honourable the Colonial Secretary.

after meeting with Mr. Harding on 9/11.

Tracks.

What we now want is

- Done (i) To confirm that Mr. Gibb's favours ^{landover} ~~foot~~ track only (i.e. in the thro
is to).
- (ii) To prepare legislation empowering the Governor to close the
road by proclamation for any period or to any kind of
vehicle.
- Done (iii) Put out the repair of the Poy's Pass road to contract
- (iv) To put out to contract (if possible) the culverts & bridges &
levelling & other minor work. ~~Not to~~ ^{also} to drive over track & prepare schedule.
- Done (v) To try to persuade FIC to let the abtcher do the ditching
on the way back to Fitzroy.
- Done (vi) Get Shuff live agreement
- ~~Done~~ (vii) When Mr. Barton comes back order 2 sets of the machinery
he favours
- (viii) Get S/S's covering approval for expenditure on machinery

ORA

9/11

1
COPY.

SOCIEDAD CRIADERA DE CASIMIRO LTDA. 61

FENTON STATION, MAGALLANES,

September 27th, 1954.

Messrs. The Falkland Islands Co., Ltd.,
Port Stanley.

Dear Sirs,

I have pleasure in enclosing herewith copy
of letter to the Colonial Secretary, Port Stanley.

I consent to it, in the same manner as yours.

Yours truly,

G. STANTON YONGE.

COPY.

62
SOCIEDAD CRIADERA DE CASIMIRO LTDA.

FENTON STATION, MAGALLANES,

September 23rd, 1954.

The Colonial Secretary,
Port Stanley.

Sir,

Ref. No. 1641/A.

I am duly in receipt of your letter dated the 7th of August ult. and note that Government proposes to construct a light vehicle track between Stanley and Fitzroy bridge, passing through Bluff Cove camps.

I am quite agreeable for this track to be constructed but I would be much obliged if you could arrange for me to receive a rough outline of the route the track will run through these camps in case there be any suggestions that could be offered on my part.

Yours truly,

G. STANTON YONGE.

17th November,

54.

To: Superintendent of Works,

From: Colonial Secretary.

STANLEY.

Track to Fitzroy.

58-59 I am directed to enclose copies of a report and notes on the track to Fitzroy by Mr. Harding, and to state that His Excellency is in general agreement with Mr. Harding's recommendations.

2. I am to request that, using these recommendations as a guide, you will take early steps to survey the stretch - Pony's Pass to Fitzroy Bridge - by Landrover and prepare detailed specifications.

You should also note those portions of the track which could usefully be drained by the Falkland Islands Company's Guthbertson ditching machine.

3. On your return the work required on the two stretches (a) Stanley - Pony's Pass and (b) Pony's Pass - Fitzroy Bridge will be put out to tender as separate contracts though there is of course, no objection to one contractor being approved for both jobs.

(Sgd) C. Campbell.
Colonial Secretary.

17th November 54.

Sir,

58-59

I am directed to refer to your Reports on the Initial Work between Pattersons Point Bridge and Pony's Pass track, and the Track Survey between Pattersons Point Bridge and Pony's Pass, and to state that His Excellency is in general agreement with your recommendations contained therein.

See 62

1. The Superintendent of Works is taking early action to survey the track in detail by Landrover and prepare specifications and then the two stretches Stanley - Pony's Pass and Pony's Pass - Fitzroy Bridge will be put out to contract.

I am,
Sir,
Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

The Honourable
Mr. H.C. Harding, J.P.,
STANLEY.

cc/Am

1641/A "Camp
Lodge"
65

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

Stanley,

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

9th November, 1954.



Sir,

With reference to our letter dated 10th August, 1954 regarding the proposed light vehicle track between Stanley and Fitzroy Bridge, this matter is being considered at the next meeting of the Board of Directors. Meanwhile, our Head Office advise that there is no objection to surveys being undertaken and to construction work being put in hand.

I am,

Sir,

your obedient servant,

for Manager.

The Honourable
The Colonial Secretary,
Stanley.

ROP

See 66.

26th November, 54.

Sir,

65

I am directed to refer to your letter of the 9th of November, 1954, on the subject of the Stanley/Fitzroy track. Along stretches of this track it will be necessary to carry out ditching work and I am to enquire whether it would be possible to hire your ditching machine for this purpose later this summer when it is understood that it will be returning to Fitzroy from the Stanley area.

2. If you are agreeable, I am to enquire what would be the approximate rate of hire. The distance involved should not exceed ten miles (inclusive of both sides of the road) and will probably be considerably less.

I am,

Sir,
Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

The Manager,
Falkland Islands Company, Limited,
STANLEY.

CC/VP

Copy to Superintendent of Works, Public Works Department.

Memo.

From Supt of Works

To HES

Fitzroy Track

I have the honor to submit the following report.
On Nov 18th I drove to Bluff Cove in a Land Rover accompanied by Messrs Northwood and Aldridge for the purpose of surveying the proposed Fitzroy track.

Slow progress was made for the following reasons

- (1) All large boulders had to be blasted from the track.
- (2) Bogs were encountered and Land Rover was bogged twice.
- (3) Small stones dangerous to vehicles were knocked away by hand hammers.
- (4) Difficulties in finding way owing to no marking on track.

On the 19th Nov I drove from Bluff Cove to Patterson Point Bridge along the proposed track carrying out the same method as to Bluff Cove.

The outward journey taking 11 hours.

I returned to Stanley on the 18th Nov in 5 hrs thus showing that work completed on the way out paid and I consider the track is now 100% better than before.

You will see in the Specifications I suggest 2 Bridges at Pong's Pass. In my opinion these 2 short bridges will be cheaper than the large bridge as recommended by the committee. Timbers of 30 ft in length are hard to get, but the shorter lengths are in the island. The worst spots on the track were noted and marked. I consider there is no need for any more blasting.

(2)

In an of the opinion that before tenders are asked for the following work should be done on the track.

- (1) Track marked out with 4ft white painted posts.
- (2) All other markings destroyed such as odd posts and rails.

This work should take not longer than 2 days I consider this track when repaired as suggested should last for some time but in the event of Gas laying a stone road I consider a much shorter route could be taken.

A. J. Swenson
Supt of Works
25/11/54

69.
SPECIFICATION FOR TRACK FROM PONY PASS TO PATTERSONS POINT.

General. The route mainly follows the track made and used by the Bluff Cove lorry, and where this passes over Diddledee and Fern patches it will be found that mounds have been left upstanding between wheeltracks. Where this occurs, the mounds are to be removed.

Where clay is found at a depth of not more than one foot the tepsod is to be removed leaving bare clay. This will be found in areas at the old Stone Corral and again from Bluff Cove Ridge to Pattersons Point Bridge.

Numbered pegs have been placed at right hand side of road going out, to indicate points for special attention.

The Contractor will supply own tools etc.

Any blasting will be done by Government at Contractors expense.

All stone to be picked up en route by the Contractor.

Government will supply transport.

- Point 45. (end of Pony Pass Road). Turn North West over shoulder of ridge to point 47.
- Point 47. Construct 18 foot long by 12 ft wide timber bridge laid on sole plates, with approx. two yards of evenly laid stone track to meet timber on either side.
- Point 48. As at 47, but bridge to be 15 ft. long.
- Point 49. Fill three depressions with stone.
- Point 50. Cut through sod wall to South of present track and fill depression to West with stone.
- Point 51. Remove tops of protuberant stone, and fill wheeltracks.
- Point 52. As 51.
- Point 53. As 51, and fill depressions to West with stone.
- Point 54. Between two posts: treat as 51.
- Point 55. As 51.
- Point 56. As 51, until iron stake is reached.
- Point 57. (At iron stake) Construct culvert at bog, and level up to track with stone. Remove tops of stone through Diddledee to stake 50 yards North West.
- Point 58. Remove tops of stone and fill depression to existing track level.
- Point 59. Construct culvert and level up to track with stone.
- Point 60. Level up track, and lay stone mattress for approx. 50 yards.
- Point 61. Lay approx. 30 yards stone mattress.
- Points 62 to 67 inclusive. Fill up depressions with stone to track level and trim off edges of bank to meet same.
- Point 68. Remove tops of upstanding stone and level off with smaller stone over stone run.
- Point 69. Treat as 68 over all stone runs from that point.
- Stone Corral Gate. Treat as 68 from 69.
- Point 70. Construct culvert and build up to track level with stone.
- point 71. As 70.
- Point 72. Level up to track with stone.
- Point 73. Construct culvert and fill up with stone.
- Point 74. As 73.
- Point 75. Construct 20 ft. long by 12 ft. wide timber bridge over stream as 47 and 48, but with concrete pier at North Bank.
- Point 76. Timber bridge 20 ft long as at 47.
- Point 77. 12 ft long bridge as at 47.
- Entrance to Pattersons Point Bridge to be levelled off.

26th November, 54.

Urgent.

To: Superintendent of Works,

From: Colonial Secretary.

STANLEY.

Fitzroy Track.

67 Please refer to your Memorandum on the Fitzroy Track handed to me today. You should now proceed to put both stretches of track out to contract subject to the following provisions.

- (a) You will first arrange for the track to be properly flagged early next week.
- (b) You will discuss with Mr. Harding the desirability of constructing one large or two small bridges at Pony's Pass or repairing the existing bridge. In the event of disagreement this matter should be referred back to me.

(Sgd) C. Campbell.

Colonial Secretary.

To: Superintendent of Works,

From: Colonial Secretary.

STANLEY.

Fitzroy Track.

70 Please refer to my Memorandum of 26th November, 1954,
on the subject of the Fitzroy Track.

Notices calling for tenders should be drafted now for
issue immediately after the track flagging party has returned.

(Sgd) C. Campbell.

Colonial Secretary.



1641/A.

7th c/s

6/12/1954. 72

PUBLIC NOTICE.


Tenders are invited for the following works:-

- (1) Repairs to road: Stanley to Pony's Pass.
- (2) Making of track from Pony's Pass to Pattersson Point Bridge.

Full particulars may be obtained at the P.W.D. office during normal office hours.

Tenders endorsed "Roads" should reach the Supt. of Works, on or before noon on Monday, 20th. December.

Government does not bind itself to accept the lowest or any tender.


Superintendent of Works,
Public Works Dept.

485
by W
20/12/54
for SW

2/10/54

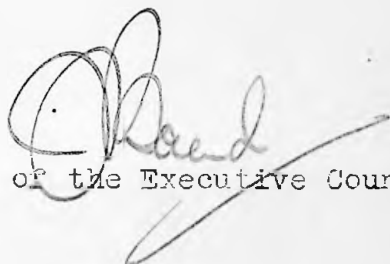
Extract from the Minutes of a Meeting of Executive Council
held 13th December, 1954.

1641/A.

8. Camp Tracks.

It was agreed that

- (a) the proposed track to Fitzroy should be for light vehicles only.
- (b) two Cuthbertson Ditching Machines should be ordered and that Mr. Cuthbertson should be asked to assist with the recruitment of two operators.
- (c) the Honourable the Colonial Secretary with the Honourable Mr. A. G. Barton should see Messrs. L. Hardy and J. C. Barnes and explain to them the methods of constructing tracks over peat terrain which has proved so successful in Britain.



Clerk of the Executive Council.

74
17th December 1954.

Stanley.

His Excellency, O.R. Arthur, C.M.G, C.V.O.

Thro The Hon, Col Secretary.

Stanley. *A*

Your Excellency,

Today I obtained a copy of the specification of the track from Pony Pass to Pattersons Point Bridge.

X | Let me hasten to say how disappointed I am that some of the Committee should make such a miserable recommendation to the Government.

The track would be useless and serve no useful purpose to the general Public.

May I say after over 120 years of British settlement in these Islands that if we cant make a better effort than this, it would be better to remain in the same rut that some Citizens think we should stay in for the next 120 Years.

Sir you will remember when I had the pleasure of meeting you at your Office, I stated that the Public opinion back in the 1930 ies, the tracks then under constuction, the North track would not go further than the Two Sisters Gate and the South track not beyond Pony Pass, and I was doubtful if the present track would ever come to pass to serve any useful purpose to the general Public.

I was asked if I would be interested in such a contract? nearing my retirement from contract work I thought it would be an honour to leave a memorial to serve the Public long awaited desire.

I now conclude by saying more in sorrow than in anger, I not interested in offering a tender for such a disgraceful attempt to development of the Colony.

I Am
Sir
Yours Faithfully
H. James
General Contractor

B.
P2 as above. In bank &
Jane sent him a study
vide if he appear to know
that the cities were not
unannounced!
20/12
RAA
21



75
PORT STANLEY.

10th December 1954.

Sir,

Your ref: 0825/1.

I have the honour to submit a Report on the outcome of my investigations whilst on leave in Britain into the problems attached to Town and Country Road planning in the Colony.

Mr. K. W. Luxton accompanied me on many occasions interviewing senior Civil Servants and others at the Colonial Office, Crown Agents and elsewhere, also viewing in Scotland the type of country road which would suit our requirements.

I felt, all the time, and Mr. Luxton will agree with me, that our task would have been so much simpler had the Colonial Office been able to fill the appointment of Executive Engineer while we were in Britain. We could then have gone right ahead in co-operation with him and would surely have accomplished more than I am now able to report, for although I do not think our efforts can be wholly classified under the heading of "Failure of a Mission", we did not feel justified in doing more than establishing useful contacts and viewing machinery.

Briefly, I now report as follows:-

1. 23rd July:

With Mr. Luxton interviewed Sir John Martin and Mr. Farrell (Civil Engineer) at the Colonial Office, and Sir George Seal and A.N. Other at the Crown Agents. With the exception of the last-named who bristled with outraged officialdom and queried our credentials, these gentlemen were interested, sympathetic, and as helpful as they could be, but it amounted to woefully little.

2. 27th July:

I arranged to meet a Mr. T.G. Martin at The Falkland Islands Company London office. Mr. Martin is Falkland Island born and a relative of Mr. J. Barnes. He is a senior employee of Derbyshire Stone Limited at Matlock, Derbyshire, and though now serving in the Sales side of this large organisation has had many years of practical experience in road-building for County Councils. Mr. Martin was extremely helpful and should prove a useful contact for the Executive Engineer when appointed. Derbyshire Stone Limited have given permission for him to act in an advisory capacity, see enclosures 1 and 2.

3. 9th August:

Mr. Luxton and I visited the Road Research Laboratories at Harmondsworth, Middlesex, and interviewed Mr. S.H.P. Williams, Colonial Liaison Officer who I understand subsequently wrote to Mr. Sloman at the Colonial Office regarding our visit, and offered useful suggestions but did not communicate further with us personally.

4. 30th August:
In Edinburgh:

I had a long and rather fruitless telephone conversation with the Director of Scientific and Industrial Research at Thorntonhall, Glasgow, which is allied to the Road Research Laboratories at Harmondsworth. Had time permitted, Mr. Luxton and I might have visited Thorntonhall but we were convinced by this time that half the battle in making country roads is adequate drainage of the area

78 & 79
Reply at 91 See 94
/over .

over which the road is to be driven before ever the road itself is begun, therefore we drove to Biggar in Lanarkshire where we were lucky enough to find Mr. James Cuthbertson at liberty to give up a whole afternoon and evening to our problems. Mr. Cuthbertson is Managing Director and chief inventor for the Cuthbertson Engineering Company which supplied The Falkland Islands Co. with its draining machine.

Mr. Cuthbertson took us some 30 miles S.W. of Biggar through a remote village called Leadhills to see a 'camp track' which he had bull-dozed through precipitous country for a large landowner, also a second-class tar-macadam road one and a half or two miles in length leading through peaty areas to a Radar Station.

5. Correspondence with Mr. Cuthbertson:

80
81
I enclose at (3) my letter to Mr. Cuthbertson dated 16th September and at (4) his unfortunately belated reply dated 28th October. The aerial views of work done by the draining machine will be of interest to members of EXCO. Please return these.

* | xx At this point I would suggest that if the draining machine at Fitzroy Farm can be hired from the owners, the process of draining the area and bridge building should be the only work attempted this season to the west of Pony's Pass. I feel sure that the gradual drying up of the ground will make the eventual trackmaking that much easier. I also recommend that Government should place an order now for a Cuthbertson Draining Machine and the other equipment mentioned by Mr. Cuthbertson.

6. 1st September:
At Thurso, Caithness:

Mr. Luxton and I drove through Halkirk and Westerdale to Peat Flats where the two smaller photographs were taken, one showing the Peat Road which is vastly superior to any road or track in the Colony.

7. 27th September:
Whitlock Bros:

Brophlet
I visited Whitlock's at Great Yeldham, Essex, and was much impressed with the operation of the "DINKUM DIGGER" and "SKYHI LOADER" attached by hydraulic lifting gear to the after-end and fore-end respectively of a standard Fordson Diesel Tractor -- see (5) enclosed.

These implements can be used to fetch and carry by themselves or in conjunction with a trailer.

8. 1st October:
Rotary Hoes Ltd:

Brophlet
I visited the factory at East Hordon, Essex, with Mr. C.H. Robertson, principally to see the Platypus "BOGMASTER" crawler tractor -- see (6) and Rotary Hoe -- see (7).85.

Compared with the Cuthbertson Water Buffalo the Platypus tractor is an efficient looking toy, but of course much cheaper. The price of the Cuthbertson tractor and plough c.i.f. Stanley 1952 was £4518 including spares. I have not yet received the current quotation.

I thought at one time that the tractor-drawn Rotary Hoe might be used efficaciously on hard camp to 'scuffle' away small hillocks, diddle-dee bogs and so on, but I believe that a bulldozer blade will do the job better.

9. Correspondence with Mr. T.G.Martin:

86 We corresponded frequently and I kept on hoping that an Engineer would be appointed before I sailed, but this was not to be. Mr. Martin's letter of 26th September -- see (8) enclosed -- should be most helpful when considering the appointment of a General Foreman for Stanley Roads construction.

10. 1st November:

I met Mr. Martin at Lichfield and we had final discussions. He is very anxious to help his native land and has in mind suitable persons, near retiring age, whose qualifications would admirably suit our requirements for a short period of service and who would not demand an extravagant salary.

I enclose at (9) the following booklets:-

- (a) THE QUARRY MANAGERS' JOURNAL.
- (b) SCHEME OF CONDITIONS OF SERVICE FOR THE MISCELLANEOUS CLASS OF OFFICERS.
- (c) ANNUAL REPORT OF THE INSTITUTE OF WORKS AND HIGHWAYS SUPERINTENDENTS.
- (d) COMMERCIAL ADVERTISEMENTS.
- (e) SCHEDULE OF WAGES AND WORKING CONDITIONS FOR LOCAL AUTHORITIES' SERVICES (Manual Workers).

11. Correspondence with Colonial Office:

88 & 89
90 I enclose at (10) my letters to Sir John Martin of 15th and 30th September and his reply dated 5th October.

12. 11th November:

At Mr. W.A.Morris' invitation I again visited the Colonial Office and discussed matters with him and Mr. R.P.Kelly who is responsible for recruitment of Engineers. Various applicants were mentioned by name including a Mr. O'Shea, but since returning to the Colony I understand that the job is still open.

I was somewhat perturbed to learn that with the exception of a Road Roller, not one item of the hundreds of tons of materials required for Stanley Water Supply, Sewerage, and Roads has been placed on the Crown Agents Order Book.

13. His Excellency's telegram:

44
88 & 89
45 I received His Excellency's telegram dated 28th September via The Falkland Islands Company Head Office at the time when I was waiting for answers to my letters to Sir John Martin and Mr. Cuthbertson, hence my reply to His Excellency dated 4th October complaining of "frustration by non-reply to letters addressed high places". If there are any niggers in the wood pile they are sheltering in Government Departments in United Kingdom. If the population of the Falklands was coloured and more vociferous it would probably receive better attention.

I have the honour to be, Sir,

Your obedient servant,

The Honourable the
Colonial Secretary,
STANLEY.

A. G. Darlow

DERBYSHIRE STONE LTD.,

MATLOCK,
11th August, 1954.

HF/BR/8/164.

A. G. Barton Esq.,
Colonial Manager,
The Falkland Islands Co. Ltd.,
120 Pall Mall,
London. S.W.1.

Dear Sir,

Your letter of the 7th instant has been placed before me as the Director responsible for the sales organisation of this Company of which Mr. T.G. Martin is the representative in Birmingham and the Midlands area.

I have read with interest the information contained in your letter and have noted your request that Mr. Martin should be given permission to act in an advisory capacity in the matter of the recruitment of labour and purchase of machinery for the roadwork proposed to be carried out in the Falkland Islands. I have no wish to be other than helpful, but, of course, the answer to your request is essentially related to the demands on Mr. Martin's time, which is already very fully occupied. Will you be good enough therefore, to indicate to what extent you would wish to call on Mr. Martin's services and, in the meantime, I will take the matter up with Mr. Martin himself and will, in due course, convey a decision to you.

Yours faithfully,
for DERBYSHIRE STONE LIMITED.

(Sgd.) H. FLETCHER
Assistant Managing Director.

COPY

ENC. 2.

79

DERBYSHIRE STONE LIMITED

MATLOCK,
26th August 1954.

SALES/GH/BR/8/362.

A. g. Barton Esq.,
Colonial Manager,
The Falkland Islands Co. Ltd.,
120, Pall Mall,
London S.W.1.

Dear Mr. Barton,

Mr. Fletcher has passed to me the correspondence he has had with you and has asked me to acknowledge with thanks your letter of the 14th August.

We have been in touch with Mr. Martin and we are now pleased to accord our permission for Mr. Martin to act in an advisory capacity for you as we understand that this can be done without prejudice to demands on his time. We hope you are successful in pushing ahead with your plans.

Yours faithfully,
for THE DERBYSHIRE STONE LIMITED.

George Henderson

General Sales Manager.

- COPY

The Oatlands Park Hotel,
Weybridge,
Surrey.
16-9-54.

Dear Mr. Cuthbertson,

Mr. Luxton and I successfully completed our tour of the Highlands and saw many miles of roads built over peat including those to the southward of Thurso. It is very obvious that intelligent drainage is the first essential in an undertaking of this nature.

Supposing that Government decides to go ahead with this scheme to link up the outlying farms with 'Jeep' tracks it will necessarily be a long-term plan, say 8-10 years and at the very most 50 miles of track per year. Would you say that the Water Buffalo could cope economically with all the work involved i.e. draining-bulldozing-towing a grader or rotary hoe - and transport of rock and metal as required?

You will probably say that to use a tractor with the power of the Buffalo on grading and transport would be equivalent to sending a man to do a boy's job, and recommend a lighter tractor with hydraulic lift.

I shall be so grateful if you will let me know the costings of those roads which you personally engineered around Biggar, and at the same time the current export price and full particulars of the Buffalo and plough as supplied to the F.I. Company. Our visit to you the other day was the most encouraging feature so far of our investigations into this roadmaking job and we are convinced it can be done even though we have some frightful country to work on.

Yours sincerely,

A.G.B.

See 81

JAMES A. CUTHBERTSON LTD.

Our Ref. Gen./F.

BIGGAR,
SCOTLAND.
28th October 1954.

A.G. Barton Esq.,
c/o The Falkland Islands Co. Ltd.,
120, Pall Mall,
London S.W. 1.

See 102.

Dear Mr. Barton,

I have to acknowledge receipt of your letter of 23rd. October, with which you enclosed the photographs of the drains and undrained areas in the Falkland Islands. I must apologize for the delay in reply-ing to your ~~to you~~ initial letter, which was received in this office while I was on holiday. I extended my holiday considerably to undertake a number of business committments in Sweden and Finland, and since returning to this country I have been away from the office for the majority of the time. I have not forgotten our discussion regarding your roadmaking project, however, and I have been turning this matter over in my mind at various times.

I was very pleased to see the photographs, and I see from the photographs of the land that has not been drained, that some areas are extremely difficult, being what we would term, broken peat hags. This type of broken peat land would present a great deal of difficulty as far as roadmaking is concerned, and indeed, as far as drainage is concerned, although given sufficient time and capital, both jobs are quite possible. The two photographs showing the drainage work give a very good indication of the lay-out of the system and I can see that Mr. Robertson has drained up to the broken peat ground in most cases, and not into it. The layout appears to be very good, but I would expect this work from Mr. Robertson, as he was an expert at handling machinery and in laying out a good scheme.

I can also see from the long unbroken drains that this land is not particularly deep peat, and certainly in those conditions, road making would not present a great deal of trouble, after the water has been taken from the land.

You are quite correct in your remark that preliminary to road making, is the proper drainage of the land, and in many cases, this will involve heavy and quite substantial drainage schemes, alongside the route the road is to take. Main drains will no doubt require to be cut at varying intervals some distance from the road, and a considerable number of culverts underneath the road will be necessary.

JAMES A. CUTHBERTSON LTD.

With regard to my recommendations as far as the Buffalo is concerned, the following is the method in which I would undertake the work. In the first instance, I do not think there is any standard bulldozer which will stand up to your conditions. It is not possible to bulldoze on peat if there is more than 3' depth of peat and in fact, it becomes increasingly more difficult with anything more than 18" of peat. It therefore appears to be more satisfactory to leave the top mat unbroken, as far as possible, and close drain alongside the route of the road, in the deep peat areas, and in the shallow peat areas, to remove the peat mat completely.

The Buffalo and drainage machine is ideal for the drainage and as far as I know, there is no other tool which will do this work. To remove the top peat mat in the shallow conditions, I would recommend that the Buffalo and transport and beam of the plough should be used, but that the mouldboard of the plough should be replaced by a grading blade. In this case, the peat would be removed by operating the grading blade across the road, and scraping off the width of the blade at each cut. In some cases it might be possible to run along the road with the grader blade set at an angle, but this would have to be ascertained on the ~~sight~~ site.

There are many hundreds of miles of hill tracks made in Scotland, passing through deep peat land, where drainage only has been employed, and the results are quite satisfactory for light traffic and for vehicles such as jeeps.

You refer to the rotary hoe being used, and I think I am ^{not} in favour of this method. I do not think the Rotary Hoe would give satisfaction in the deep peat conditions, and as already stated, I consider that in shallow peat this depth should be taken from the road, so that mineral soil is reached.

With regard to the transport of rock and material for making the road, I consider that the most satisfactory tool to pull behind the Buffalo would be normal flat steel slipe. The sliding action of the Slipe, together with its wide bearing area, would tend to level off the irregularity of the newly made road, or on the unmade road, depending on the direction in which the material is being transported. A slipe is very satisfactory from the loading point of view, and has good stability on difficult land. Apart from this it has the ability to carry a considerable load in soft land, probably up to 3 tons of material, and arrangements can be made whereby it can be tipped with rings fitted on the side of the slipe. The Buffalo is quite capable of pulling this slipe, and has in fact, been used on work of this sort.

JAMES A. CUTHBERTSON LTD.

If you consider that there is still application for a light bulldozer, I would recommend that you write to Rotary Hoes Ltd., and ascertain if there is a bulldozer attachment for the Platypus Bogmaster Tractor. I am not aware that a bulldozer blade has been produced for the Bogmaster, although I believe that this type of equipment is available on the standard Platypus. The difficulty with the Platypus will be that it is much too light a tractor to do your general work and it certainly will not be suitable for pulling our drainage machinery.

As I explained during your visit, Albion Motors Ltd., are the World wide concessionaires for the sale of the 'Water Buffalo', and in the meantime, I am writing to them asking them to submit a quotation for a 'Water Buffalo' tractor, complete with 3' wide tracks, front winch and hydraulic equipment. The drainage machine can be supplied at a price of £590., and the additional grading mouldboard can be supplied to fit this machine, at a price of £350. I estimate that a slipe would cost in the regions of £150., and we would recommend that at least two slipes be used.

I note that you are interested in the Augur type mole drainer for peat land, and also in the stone laying machine, and as soon as these machines are manufactured and have been fully tested in their final design, I shall arrange to send you photographs and details.

With regard to the cost of roads, the road you first examined cost in the regions of £100 per mile, and the second road, before tarmacadam was laid, but after bottoming to a depth of 12", ~~levelling and rolling~~ cost approximately £2,000 per mile. This figure of £2,000 per mile including bulldozing, the transport of stones and the laying of this material to a depth of 12", levelling and rolling and cutting side ditches. The finished width of the road was approximately 16'. This latter type, ofcourse, was of the quality of a main road, and I do not expect that you would require this in most of your conditions.

A further indication of the general experience we have obtained during our roadmaking work, was that we were able to work at a figure of around £100, per mile for a hill road, and the most expensive road for hill work arose to a figure of £800. per mile. The figures given above are ofcourse approximate, and there is a wide variation incost according to availability of the bottoming material, the type of country to be passed through, and the number of bridges required. We also found that 3' pipes could be used for culverts, with every satisfaction and a very convenient method of making 3' culverts was to use ordinary steel oil barrels, with the ends knocked out, and the barrels placed end to end for the required distance. A layer of 12" of concrete ~~pipe~~, was then put round the barrels to form a concrete pipe, and in time, the barrels rusted away, but the concrete

COPY

ENC. 4.

JAMES A. CUTHBERTSON LTD.

was left to form a substantial pipe which lasted for a considerable time. All these conditions, however, may be altered in your area, according to the cost of various materials, and whether or not you have to import it.

I trust that the foregoing will be of assistance to you, and if there is any point on which you would like further information, I shall be delighted to assist you.

I enjoyed your visit, and the only regret was that there was not sufficient time to show you many roads and conditions in the district in which you would have been interested.

The cylinder difficulty with my car was not difficult to repair, and in fact, was a very slight repair. I look forward to hearing from you, when you have had an opportunity of going into the various questions on your return to the Falkland Islands, and I return herewith the photographs as you requested.

Yours sincerely,

(Sgd) JAMES A. CUTHBERTSON

COPY

85
ENC: 7.

ROTARY HOES LIMITED

TB/PB

HORNDON, ESSEX.

7th October 1954.

A. G. Barton Esq.,
Oatlands Park Hotel,
Weybridge.

Dear Mr. Barton,

Captain Griffith has passed on to me your request for literature on the Platypus tractor etc. I understand from Mr. Payne, who accompanied you to our Basildon Factory that you were most interested in the wide model Platypus tractor, which has 46" track centres and 12" tracks to be equipped with a front dozer blade hydraulically operated and also equipped with a mounted Rotavator from the rear of the tractor.

The price of this model equipped with a side power take off, rear power take off, hydraulic pump and ram and the necessary linkage arms for mounting the Rotavator is £990.15.0d f.o.b. London and complete with angledozer equipment including all hydraulics is £365 f.o.b. London. The price of the Platypus Bogmaster tractor, which has 54" centres and 32" wide tracks is £1,560 f.o.b. London.

I am enclosing some leaflets and photographs of both these tractors with their equipment and I am sending a duplicate copy of both this letter and the literature etc. to your London office as requested.

Yours sincerely,

(sgd) T. BARRACLOUGH.

Encs:
c.c. Falkland Islands Co, Ltd., London.

COPY

ENC: 8.

126 Stanmore Road,
Edgbaston, BIRMINGHAM.

26th September 1954.

Dear Mr. Barton,

I am posting you, under separate cover, all the current Union rates for workpeople in the Civil Engineering industry and in Local Government, which I trust will be of interest to you.

Generally, though, Corporation Road Labourers earn 2/11½ per hour, Contractors' Labourers 3/3½ per hour, and of course this difference is reflected in the Foremen's rates.

While a Corporation Foreman (or Superintendent) on Grade I earns £10.9.2 per week, a comparable Contractor's General Foreman will earn (perhaps because of normal overtime) from £12 to £14 per week (£16 and over in good weeks). That is partly the problem you are up against.

Another angle of the problem is that while you may want a Corporation Foreman because of his administrative experience, you may also want a Contractor's Foreman because of his practical experience in actually carrying out road construction work. A further qualification in your case is that your Foreman must be experienced in GROUTING, all forms of grouting as e.g. Cold Emulsion, Cement, Filled Bitumen, etc. Now grouting has, to a large extent, gone out of fashion in this country because COATED STONE is so readily available. But you will be able to attract a man with experience in RETREAD (a form of grouting) and I hope also in COLLOIDAL grouting i.e. a very specialised form of cement grouting and, in fact, the one I would think the most suitable for the very peculiar conditions obtaining in the F.I. (I will elaborate on that in another letter).

Your Foreman should have also, I imagine, some rough knowledge of QUARRYING (in your case perhaps the winning of seashore pebbles and putting them through the crushers).

I take it that an ample supply of reasonably suitable stone and sand (seashore maybe) are available within an economic haul of Stanley. (I can elaborate on that also, later, if you wish).

So taking these points, and others I have not mentioned, into consideration I would suggest to you (and in this I am mindful of H.M. Colonial Service keeping a watchful, if unsophisticated, eye in the background) that an addition of £75 per annum to the basic starting salary of £540 (making £615) would have some hope of attracting the right type of man, experienced, self-reliant, able to instruct unskilled men, able to work under somewhat primitive conditions, able to improvise etc. etc. but above all, able to COAX his men into doing the work.

I would also respectfully suggest that the expatriation money be paid ANNUALLY in a lump sum (with appropriate deductions) for if a man can see a certain £120 SAVINGS each year outwith anything he can save from his salary (and I am sure a steady fellow could save quite a bit out of £615 in the Falklands) you are again winning the battle in

/attracting ...

attracting a fully qualified man.

If there is such a thing as an average family, that family can live healthily in this country on £7 per week and £615 is nearly £12 per week, with many cost of living advantages.

I am aware that H.M.C.S. offers a fully qualified Civil Engineer a starting salary of £750 in British Honduras but don't let that influence you. Your problem is more acute.

Now, as to advertising -- if you care to contact

MR.C.CASSY,
"THE CONTRACTORS RECORD",
LENNOX HOUSE, NORFOLK STREET, W.C.

he will see an advertisement is inserted at the appropriate time (the first issue each month carries Inst. of Highways Supers matters). Also a fine medium for your requirements is --

"PUBLIC WORKS AND BUILDING WEEKLY"

published by Labour News and Employment Advertiser Co (1908) Ltd., 69 Fleet Street, E.C.4., as this publications has a large circulation among Civil Engineering Workers and others.

You specifically ask about overtime. All this is set out on p.22 of the Civil Engineering Construction Working Rule Agreement (which I will post to you next week), and is along the lines of:-

First 2 hrs O/T @ time + quarter
Following 2 hrs @ time + half
Thereafter @ double time
Saturday time + half after normal day and up to 4 p.m. After 4 p.m. double time.

All day Sunday also double time.

Taking everything into consideration I cannot think that your problem is related to the capacity of the Islands to pay but rather to the somewhat specialised knowledge required. Owing to the War interval there is not the same comprehensive knowledge available now, men tend to specialise. Also, and this is frightening, men fight shy of RESPONSIBILITY nowadays. There is, also, a reluctance to go abroad. You can, however, attract the right type by good wages and good prospects.

If you so desire I will prepare a similar letter on PLANT required and methods of construction. I can also go into the question of SEWERAGE for you. Just give me your instructions in writing so that I am fully briefed.

Let me say it has been a pleasure to write this letter, and I trust it will be helpful to you.

Yours faithfully,

(sgd) T. G. MARTIN.

15th Sept. 1954

Sir John Martin,
The Colonial Office,
Gt. Smith Street,
LONDON.S.W.1.

Dear Sir John,

FALKLAND ISLANDS.

You may recall that Mr. Luxton and I visited you shortly after our arrival in Britain to discuss matters concerning the Colony, principally in connection with Town and Country Roads.

Since then we have spoken with many knowledgeable persons in this country and Scotland on the research side as well as the practical, but until the position of Executive Engineer is filled I do not see that we can do much more to assist the Governor. Mr. Roberts presumably did not accept the offer.

I have a contact in the Midlands who informs that he could probably secure a suitable Roads Foreman, but here again I feel I should go no further until I have met the Engineer.

In personal mail from the Falklands I hear that an appeal has been made to Stanley residents to accommodate 60 imported labourers. Have you any information on this point?

Country Roads:

We have seen many miles of roads in Scotland driven through or over peat-banks, roads which are far superior to our needs, and of course too costly for the Colony's purse, but we are convinced that the problem of linking up the various Farms by 'jeep' tracks is not insuperable. The prime factor is one of drainage with suitable tractor and implements and we are pursuing our investigations further.

Veterinary Officer:

Early in August I corresponded with a Mr. Dudgeon who was about to accept this appointment but later withdrew. Has any substitute been found?

Mr. Luxton sails on the 26th inst. but I stay until the 11th Nov. Please make use of our services if they can be of any advantage.

Yours faithfully,

(sgd) A. G. BARTON.

Reply at 90

Oatlands Park Hotel,
WEYBRIDGE, Surrey.

30th Sept. 1954.

The Officer in charge,
FALKLAND ISLANDS.
c/o The Colonial Office,
Gt. Smith Street,
LONDON.S.W.1.

Sir,

I wrote to Sir John Martin on the 15th September regarding Town & Country Roads in the Falklands and having had no answer I conclude he is on holiday or otherwise engaged.

The matter is of some urgency, having promised His Excellency the Governor that Mr. Luxton and myself, Members of Legislative & Executive Councils respectively, would do all in our power to assist in the furthering of the projects.

Mr. Luxton is now on his way back to the Colony, I do not sail until the 11th November, but as I have already pointed out to Sir John Martin it is not possible to render any definite aid until an Executive Engineer is appointed.

I shall be grateful if you will endeavour to trace my letter and inform me on the various points. For my part I shall be very willing to give the Officer when appointed the benefit of my life-long experience of the Islands, and such information as I have been able to glean during my leave in this country.

Yours faithfully,

(sgd) A. G. BARTON.

Reply at 90

COPY

MED/57/2/01.

Colonial Office,
The Church House,
Gt. Smith Street, S.W.L.

5th October 1954.

Dear Mr. Barton,

88 289

Thank you for your letter of the 15th September and your subsequent one of the 30th. I was away when your first letter arrived, and by an oversight it was not brought to my notice on my return; but I find that the department was hoping to be in a position to give you more news on the Veterinary and Executive Engineer appointments. In fact, however, there has been a succession of disappointments.

Mr. Dudgeon who appeared to be eminently suitable, unfortunately withdrew and, since your earlier letter, we have learned that Mr. Roberts has turned down the Executive Engineer's appointment. Three suitable candidates have now been offered the Engineer's appointment, but each in turn has withdrawn. To date no other suitable candidate for either appointment has come forward, but efforts continue.

This lack of progress is particularly unfortunate since your leave here is slipping away and there is so much you could usefully have discussed with the Engineer when selected. I am myself going off to Malaya next week, but I am showing your letters to Mr. W.A. Morris, the Assistant Secretary here concerned with the Falkland Islands, and asking him to keep in personal touch with the further efforts of recruitment and to inform you as soon as an Engineer is found.

I was interested in what you say of country roads you have seen in Scotland. In this connection, you will be interested to know that approval has been given for a supplementary vote of £15,000 for work on the Stanley-Fitzroy track during the current year.

The 60 imported labourers for whom the Governor is trying to find accommodation have not been obtained yet and, of course, their actual engagement depends on the authorisation of the full development plan, but the Ministry of Labour here has approached its representatives in areas likely to produce suitable men and awaits fuller details of conditions of service from the Falklands. The Governor's enquiry in Stanley, of which we have not heard officially, is presumably a preliminary step to assure them of accommodation and at a rate which can be notified to men considering application.

With many apologies for the delay in answering your letter and best wishes for what remains of your leave and a pleasant journey back to the Falklands.

Yours sincerely,

(sgd) JOHN MARTIN.

~~75~~ 91

21st December,

54.

75.
Sir,

I am directed to refer to your letter of the 10th of December, 1954, submitting a report on the outcome of the investigations made by you on the Colony's behalf whilst in England and to express His Excellency's thanks for the very useful information contained therein.

His Excellency is most appreciative of all the time and hard work expended on your investigations and trusts that the trouble you were put to did not seriously interfere with your leave.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

The Hon. Mr. A.G. Barton, J.P.,
STANLEY.

Kiv 74

CONFIDENTIAL.

29th December, 54.

To: The Superintendent of Works,

From: The Colonial Secretary,

Stanley.

Stanley - Pony's Pass Road.

I am directed to return to you three tenders for the repair of the Stanley - Pony's Pass road and to state that they are all unacceptable.

2. It is thought that both Government and contractors are at present handicapped by lack of accurate knowledge of the cost of repairs to and construction of such roads at present day prices and it is now proposed to try and engage a contractor to repair a token stretch of $\frac{1}{4}$ mile on a cost plus basis. I am to request that you will negotiate with Mr. H. E. Clifton in the first instance and refer to this office for a final approval of any agreement reached.

It is thought that a stretch near the Mullet Creek shearing shed would be suitable for the experiment.

3. As regards the Pony's Pass - Fitzroy stretch, since no tenders have been received this work must be tackled piecemeal. You should now proceed to call for tenders only for the two bridges required for Pony's Pass. Later it may be possible to hire the F.I.C. Buffalo for ditching and draining part of the stretch.

4. Please speak if you are in any doubt about the foregoing instructions.

(Sgd) C. Campbell

Colonial Secretary.

RECORD OF A MEETING HELD AT GOVERNMENT HOUSE
ON 24/12/54 TO DISCUSS CAMP TRACKS.

Present: His Excellency the Governor
The Honourable the Colonial Secretary
The Honourable Mr. A. G. Barton, J.P.

It was agreed that

- (a) The tenders for the Stanley-Pony's Pass stretch were excessive.
- (b) The main Camp Tracks Scheme (i.e. linking settlements with jeep tracks) should proceed, irrespective of how the Stanley-Fitzroy stretch would be tackled. Two Buffalo units should be ordered (with driver and spares) and landed at Fox Bay East and Darwin respectively.
- (c) As regards Stanley-Pony's Pass stretch Superintendent of Works would negotiate with H. Clifton or any other suitable contractor to repair a $\frac{1}{4}$ mile stretch on a cost plus basis in order to obtain more accurate information on present day road maintenance and construction costs. The stretch past the Mullet Creek shearing shed was suggested.
- (d) As regards Pony's Pass-Fitzroy stretch since no tenders had been received construction work would have to be carried out piecemeal. In the first instance the Pony's Pass bridges would be put out to contract and, if possible, the Falkland Islands Company Buffalo would be hired for ditching and draining.

not done — |

30th December, 54.

75
Sir,

I am directed to refer to your letter of the 10th of December, 1954, which referred inter alia to machinery for Camp tracks. As you are aware it is now proposed to order two complete Buffalo units and it would be much appreciated if you could furnish some very approximate figures to enable estimates to be prepared. Such figures to include

- (a) the capital cost of the units (and auxiliaries suggested by Mr. Outhbertson) plus spares as landed in the Colony.
- (b) the recurrent cost of drivers wages, allowances etc. and
- (c) the annual running costs of the units.

I am,

Sir,
Your obedient servant,

(Sgd) G. Campbell

COLONIAL SECRETARY.

When B. U. 10 days

YE (93) B
 Draft to H/L etc. of over
 Laminar a reply to (94) before
 filling in the figures
 20/12

C
 ACS Hold 3
 Bv. 6/1 under
 we have a
 W/S (52)
 before 3/12

The Honourable Mr. A.G. Barton, J.P.,
STANLEY.

9
Note for R.C.

Ref (92)

Ritzman Stanley. Pong; pass sketch
discussed with by the with ES. + SW. on 3/1.

Decided:

- a) ES to resurvey the sketch with a
view to reducing the specifications more
in the region of £5,000, ~~the reduction~~
provided this could be done without wasting
money i.e. starting strip for layout of var.
- b) Contract on reduced specifications to
be negotiated if possible with N. Clifton.
- c) Pong; Pass bridge to be put out to
contract.

3/1

RES

As at C on resurvey

8/1.

Bel 6/1 (see 90)
8/1

96

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

Stanley

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" R. RADIO.

8th January 19 55

The Honourable the Colonial Secretary,
STANLEY.

Sir,

Your ref: 1641/A.

Your letters dated 26th November and 30th December 1954 refer to our Cuthbertson Drainage machinery, firstly as to whether it would be available for hire by Government to work on the Stanley-Fitzroy track, and secondly in connection with my personal investigations into Country Road-making while in Britain.

Fitzroy track:

Although the Company is not anxious to undertake work outside its own farms, it has already agreed to carry out some draining for Moody Valley at a later date. Should Government still require the machinery when the Moody Valley work is completed I will enquire of our Camp Manager whether it can be spared for a few days longer before returning to Fitzroy.

Present indications as to cost of hire are 2/9d per chain of drain opened, equivalent to £11 per mile. This charge would cover full use of the machinery, wages and keep of the operators, and delays due to mechanical breakdowns but not to bad weather and floods, which, if excessive, must be the subject of a special arrangement to cover ourselves.

Camp tracks:

The following figures may be of help to you in estimating the cost of two complete Water Buffalo units, the auxiliaries suggested by Mr. Cuthbertson, and the approximate running costs:-

	<u>F.O.B. cost and date of purchase</u>	
1. Water Buffalo Tractor, including hydraulic equipment.	£2500	Nov 1952
Extra, for 36" Tracks, say	200	
2. Front winch, cable etc.	200	Nov 1952
3. Plough	590	Current price
4. Sundry spares	162	Nov 1952
5. Subsequent spares and replacements	1139	1953-54
6. Portable Welding Plant	500	1953-54
7. Caravan, locally made, say	150	1953
8. Fuels and Oils, per annum	250	
	<u>5691</u>	
<u>Add</u> items recommended by Mr. Cuthbertson.		

9. Grading/

Cuthbertson Drainage Machinery (contd)

- 2 -

F.C.B. cost and date of purchase

9. Grading mouldboard for attachment to Plough

cf 561.
£350

10. Steel slipes (2)

300

Salaries and Bonuses:

Salary of Operator:

62 41
17 00
79 41
£8 per week + Camp Cost-of-Living Bonus when not actually employed on draining.

or £12 per month + Camp Cost-of-Living Bonus + Bonus.

Salary of Assistant

East Falkland Camp Rate for Navvies, £10.10.0 per month + Cost-of-Living Bonus + Bonus.

Bonus:

Up to 700 chains per week

Operator
3d per chain

Assistant:
1d per chain (up to 500)
1d " " (over 500)
1½d " " (over 1000)

700 to 850 " " "

4d " "

Over 850 " " "

5d " "

Total earnings of Operator:

1952 (½ year) £313
1953 914
1954 (~~to~~ 30.9.54) ~~778~~ 945

Total drains cut to 31.12.54

625 miles

Maximum cut in any one week

45 miles

Fuel consumption (Diesel)

2 months base wage 1 gal per hour
8½ Camp Prosperity bonus

? Prosperity bonus

I am, Sir,

Your obedient servant,

A.P. Darter

MANAGER.

3 years
On loan to farm
under orders

ACP Issue telegram at 6c. & then pass to HQ to see from (96). My figure of running costs is a complete cockshy based on 1½ miles a day ^{average} for each unit at less something just under £10 per mile.

8/1

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 10.1.55 Time: 1100 Received: Time:

7
No 11. My Despatch No 106/54 Colony. Camp Tracks.

Whilst on leave Barton and Luxton made extensive enquiries regarding suitable machinery and inspected light vehicle tracks in Scotland made over peaty terrain under conditions similar to those obtaining here.

They reached the conclusion that the essential basis of track construction of this nature is extensive drainage along the route to be followed by surfacing according to the requirements of particular stretches and the purposes for which the tracks will be used. The cost of the tracks they inspected varied from £200 to £800 a mile.

2. For preliminary drainage work they have recommended the purchase of a Buffalo and drainage machine with suitable auxiliaries made by James Cuthbertson Ltd. of Biggar Scotland and I propose to provide one complete unit for the West Falkland and one for the East.

3. Your covering approval is accordingly sought to the inclusion in the 1955/56 estimates of a sum of £16,000 to cover the capital cost of the two units and a supply of spares and £10,000 to cover running costs for the financial year.

4. I should mention with regard to my telegram No 224 and your telegram No 165/54 that a more detailed survey of the Stanley Fitzroy track has revealed that the total initial cost of constructing this stretch is unlikely to exceed £10,000 of which it will not be possible to spend more than a fraction during the current financial year.

GOVERNOR

Copy to C.T. to note for Estimates subject to S/S approval. (Intld) J.B. 9/1.

GTC
CC/SM

28
40
Reply para 3 at 100 A.C.S.
copy sent c.t. 10/1.
J.B.
10/1

To see you page 96 p.

J
10/1
MA
10/1

99
The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.



Stanley,

12th January

19 55

The Honourable the Colonial Secretary,
STANLEY.

Sir,

Fitzroy Track

See 39
We are to inform you that the Company is agreeable to Government constructing that portion of a light vehicle track between Stanley and Fitzroy Bridge which will pass through land owned by the Company, without the process of acquisition as provided for in the relative Ordinance being gone through.

The only stipulations we should desire to make are, that the track is not fenced off and that no toll is levied on traffic using it.

We consider that when Government's plans are more fully formulated, a short agreement will meet the case.

I am, Sir,

Your obedient servant,

A. G. Danton

MANAGER.

B.u. on Jess's relation

14/.

Bu 18/11

DECODE.

100

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 17.1.55 Time: 1530 Received: 18.1.55 Time: 0845

98

No 5. Your telegram No 11. Camp Tracks. Your
paragraph 3 approval granted.

SECRETARY OF STATE

7/6 Pre see (100). ✓
will now place order.

18/1

*Good
DRA*

18

1641/A

28th January, 55.

Gentlemen,

I am directed to state that the Colony is embarking on a programme of constructing light vehicle dry weather tracks in the Camp to link up farm stations.

Eventually it may be possible to develop these tracks into all weather roads.

2. Investigations made recently in Scotland by Colony representatives shew that an essential preliminary to road making over the type of country found in the Falkland Islands is proper drainage of the land and the machine selected for this purpose is a Peter Buffalo tractor with drainage machine made by James A. Cuthbertson, Limited, of Biggar, Scotland. Certain other auxiliary equipment for road surfacing will also be required.

17/4/55.

3. Government proposes to purchase two complete units to work on each of the two main islands and would be grateful if orders could be placed in accordance with the attached Indent. The quantity of spares must be decided by you in consultation with Mr. Cuthbertson but it should be borne in mind that there is one complete unit owned by the Falkland Islands Company already operating in the Colony and Government and this Company will assist each other in an emergency.

102.

4. It is hoped that Mr. Cuthbertson will be able to engage two operators on Government's behalf and a letter is being addressed to him direct on the subject and copied to you. Details of the wages and conditions will be supplied to you in due course and it is requested that you will make final arrangements for the appointment and despatch of the operators in consultation with Mr. Cuthbertson. Their arrival in the Colony should of course coincide with that of the equipment.

I am,
Gentlemen,
Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

The Crown Agents for Oversea Governments &
Administrations,

4, Millbank,
LONDON, S.W. 1.

CC/VP

1641/A

28th January, 55.

Gentlemen,

I am directed to refer to your discussions with Mr. A.G. Barton on the subject of machinery for track making in this Colony culminating in your letter to him G/W/F of the 28th of October, 1954.

81

2. I am to state that Government is anxious to purchase two complete Water Buffalo Units, with auxiliaries, for work on each of the main islands. An order is accordingly being placed with you through the Crown Agents for Oversea Governments and Administrations and enclosed is a list of items specified, which is based on your advice to Mr. Barton. If any necessary items have been omitted or if improved or modified equipment has recently become available it would be appreciated if you could advise the Crown Agents who can then refer to this Government telegraphically.

103A

3. It will also be necessary to engage two experienced men to operate the units and I have to enquire whether you would assist in engaging them in the same way as it is understood Mr. Robertson was engaged for the Falkland Islands Company.

104-105

As regards wages, it is proposed, in order to achieve uniformity, that their wages and conditions should approximate as nearly as possible to those of Mr. Robertson, a copy of whose contract I enclose. Again it is necessary to seek your advice on the bonuses to be paid since Mr. Robertson is only engaged on draining and the Government operatives will in addition be engaged on surfacing work.

The intention is that the men should be able to earn and have the inducement to earn approximately the same wages whatever the nature of the particular roadmaking task they are engaged on and it is felt that you would be able to advise on the current practice in ~~the~~ Britain.

Though it is not included in their contracts the men would be eligible for annual Camp prosperity bonus which is based on the price of wool and which is at present equivalent to two months wages. As

/however

Reply at 108

James A. Cuthbertson, Ltd.,
Biggar,
SCOTLAND.

however a marked drop in the price of wool may eliminate this bonus it is not thought proper to include it in the contract.

It is clearly desirable that the operatives should arrive in the Colony at the same time as the machinery.

4. In conclusion I am to express this Government's appreciation of the help you have given and the interest you have taken in the Colony's problem.

I am,
Sir,
Your obedient servant,

(Sgd) C. Campbell
COLONIAL SECRETARY.

LIST OF ITEMS.

- Two Water Buffalo Tractors, including hydraulic equipment,
with 36-inch tracks.
- Two Front winches, cables etc.
- Two Ploughs
Sundry spares as advised by you
- Two Portable Welding Plants
- Two Grading mouldboards for attachment to Plough
- Four Steel Slipes

ARTICLES OF AGREEMENT entered into this day of 104

one thousand nine hundred and fiftytwo between the FALKLAND ISLANDS COMPANY LIMITED (hereinafter called The "COMPANY") of the one part and CHARLES ROBERTSON a Drainage Machine Operator of the other part. In consideration of the hereinafter-mentioned wages to be paid by the COMPANY to the said CHARLES ROBERTSON he the said CHARLES ROBERTSON 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 COMPANY 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 Company's employ before the full term of this agreement and the said CHARLES ROBERTSON further agrees that he will on arrival at Port Stanley place himself under the orders of the Company's Colonial Manager 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 said CHARLES ROBERTSON shall be liable to immediate dismissal without compensation in case of drunkenness idleness disobedience to lawful commands or other misconduct and the said CHARLES ROBERTSON further undertakes that during the period aforesaid he will not take employment in any other service than that of the COMPANY aforesaid, AND IN CONSIDERATION and on condition of the true and faithful performance by the said CHARLES ROBERTSON of this agreement on his part the COMPANY agrees to pay the said CHARLES ROBERTSON always providing he fulfills the terms of his agreement from the date of his sailing from the UNITED KINGDOM a Salary or Allowance of £8. 0. 0. (Eight pounds) per week with no additions whatsoever in respect of Cost of Living Bonus until the said CHARLES ROBERTSON is able to undertake the work of Drainage Machine Operator

When the COMPANY will pay the said CHARLES ROBERTSON a Salary or Allowance of £12. 0. 0. (Twelve Pounds) per month plus Cost of Living Bonus current at date of signing the contract but subject to modification if the Cost of Living Bonus should be varied in any way. In addition the COMPANY will pay the said CHARLES ROBERTSON a Bonus on the following scale:-

Up to 700 chains per week	3d. per chain
701-850	4d. " "
851 and over	5d. " "

Should the Drainage Machine be out of action owing to serious mechanical breakdown or adverse weather conditions for a period greater than one week the COMPANY will pay to the said CHARLES ROBERTSON a wage of £8. 0. 0. (Eight Pounds) per week nett for the period that the machine is not in use the said CHARLES ROBERTSON on his part undertakes to carry out any work assigned to him by his immediate superior officer during this period. The COMPANY will provide the said CHARLES ROBERTSON 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 lbs. 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 COMPANY or their lawful representative to determine and end this agreement at any time by giving six month's notice in writing to the said CHARLES ROBERTSON or six months' wages in lieu of such notice.

At the expiry of the said term of THREE YEARS the COMPANY will grant to the said CHARLES ROBERTSON a second class passage to the United Kingdom and will pay to the said CHARLES ROBERTSON a wage of £8. 0. 0. (Eight Pounds) per week from the date of his ceasing to operate the Drainage Machine until the day he arrives in the United Kingdom.

EXTRACT FROM RECORD OF MEETING HELD AT GOVERNMENT HOUSE on 12/1/55 BETWEEN HIS EXCELLENCY THE GOVERNOR AND THE MANAGING DIRECTOR OF THE FAIRFAX ISLANDS COMPANY.

(Original filed in 0643 - records of conversations with manager, F.I.C.)

.....

7. Jeep tracks. Mr. Young stated that the Government's plans for linking farms with jeep tracks was the best method of tackling the internal communications problem. It was agreed that the construction work should proceed on an informal basis and that such questions as compulsory acquisition of land need not be considered at this stage.

.....

Bu. 28/2
Bu. 21/3
B. 27/2

Handwritten marks on the left edge of the page.

TELEPHONES
BIGGAR 20 & BIGGAR 4
TELEGRAMS
"MECHANICAL, BIGGAR"



1727
164/A
107
DIRECTORS
JAMES A. CUTHBERTSON, O.B.E.
M. F. M. WRIGHT
W. W. A. JACOBSEN
D. F. WHEATY
L. R. HONEYWILL
J. C. MACGREGOR

RECEIVED
27 FEB 1955
FALKLAND ISLANDS

JAMES A. CUTHBERTSON LTD. • BIGGAR SCOTLAND

AGRICULTURAL & GENERAL ENGINEERS & CONTRACTORS

YOUR REF.

OUR REF. Gen./C.

DATE 11th Feb., 1955.

The Colonial Secretary,
Colonial Secretary's Office,
STANLEY.
Falkland Islands.

Dear Sir,

102

We have to acknowledge receipt of your letter of 28th January, and are pleased to note that it is proposed to place a substantial order with us for the supply of equipment for use in the Falkland Islands.

We are now investigating this matter in detail, and will and will communicate with the Crown Agents for the Colonies, on this matter. We would also assure you that we shall do our utmost to obtain the services of two operators for these units, and at the same time, we shall put forward suggestions as to the method in which payment might be effected.

We shall be in communication with you again on this matter, as soon as we have further information to report. The Writer is gratified that his suggestions were of some use to Mr. Barton in his investigations, and every endeavour will be made to assist with any further schemes which may be put into effect in your area.

Yours faithfully,
for and on behalf of
JAMES A. CUTHBERTSON, LTD.,

James A. Cuthbertson.

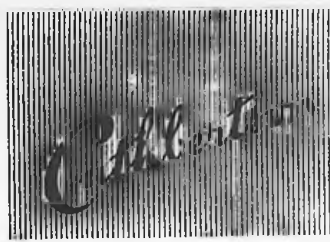
MANAGING DIRECTOR.

*MPQ
SJS*

Don't forget to check the order book

ES/MG.

TELEPHONES
BIGGAR 20 & BIGGAR 1
TELEGRAMS
"MECHADRAIN, BIGGAR"



DIRECTORS
JAMES A. CUTHBERTSON, O.B.E. M. F. M. WRIGHT
H. W. A. JACOBSEN E. F. WRIGHT
L. R. HONEYWILL J. C. MACGREGOR

108

JAMES A. CUTHBERTSON LTD. • BIGGAR SCOTLAND

AGRICULTURAL & GENERAL ENGINEERS & CONTRACTORS

*Prof.
5/4*



YOUR REF 1641/A.
OUR RE- Gen./C.

DATE 13th March, 1955.

The Colonial Secretary,
Colonial Secretary's Office,
SPAINBY,
Falkland Islands.

102

Dear Sir,

We would refer to your letter of 25th January last, and in particular to the engagement of two operators to operate the drainage and road making machinery, to be forwarded to the Falkland Islands. We are pleased to inform you that two of our experienced hill drainage operators show interest in this scheme, and are willing to take up appointments in the Falkland Islands.

We have explained the conditions under which they would be working, both in regard to the terms of employment and the work to be undertaken, and details have been given of the rate of pay applicable to the drainage work. In regard to the road making scheme, we find it difficult to suggest a scheme whereby these men would earn wages on the same basis as the hill drainage operations, as you will appreciate that it is impracticable to arrange the road making on a piece work basis. We would suggest, therefore, that payment for road making should be made at an hourly rate and that overtime rates should be granted for all work in excess of 44 hours per week. The rates for this type of work, which are applicable in this country at the present time, and which would compare with the average weekly wage earned on hill drainage, are as follows:-

Basic Wage for week of 44 operating hours £12.
i.e. 5/5 per hour; overtime rates to be paid at time and a half the normal rate.
In/

See 134

Refer to 113

The Colonial Secretary,
Falkland Islands.

J.A. Guthbertson, Ltd.,
Scotland.

13th March 1955.

/In the event of breakdown or unsuitable weather conditions, a basic wage of £3. per week to be paid.

The two operators have been advised of our suggestions in this case, and have indicated that they are willing to accept the terms, if approved by you.

No doubt you will wish to arrange for these men to be interviewed by your Authority in this country, in order that the necessary arrangements for engagement and transport etc., can be made. We shall be very pleased to assist you in this connection, and would advise you that we are willing to retain the operators in our service until such time as they depart for the Falkland Islands. We shall also be pleased to co-operate in granting these men leave of absence in order that they can travel to London for the necessary interview. It is appreciated that you will wish the operators to arrive in the Falkland Islands at the same time as the machinery.

We shall be pleased to hear from you on this question in due course, and would advise you that we have forwarded a copy of this letter to the Crown Agents in London, in order that they may be advised of our suggestions.

Yours faithfully,
for and on behalf of
JAMES A. GUTHBERTSON, LTD.,

James A. Guthbertson
per Ed.
MANAGING DIRECTOR.

ES/EG.

copy in I/44/SE

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				25/4/55

To

AI

MECHABRAH BIGGAR SCOTLAND

HQA/C

108

YOUR LETTER 18TH MARCH GEN/C STOP TERMS ACCEPTABLE AND GROWN AGENTS
 HAVE BEEN REQUESTED TO CONTACT YOU AND INTERVIEW OPERATORS STOP VERY
 GRATEFUL FOR YOUR ASSISTANCE.

SECRETARY

3/15/55
20/5
26/4

Time

CD-1/5M

copy in I/44/55

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number Office of Origin Words Handed in at Date

25.4.55

To

CROWN LONDON

HOA/C

LETTER GEN/C 18TH MARCH FROM JAMES A CUTHBERTSON COPIED TO YOU STOP
INDENT 44/55 AND YOUR TELEGRAM 15TH APRIL ALSO REFER STOP TERMS
PROPOSED FOR THE OPERATORS ACCEPTABLE STOP GRATEFUL IF YOU WOULD
INTERVIEW MEN AND IF SUITABLE ARRANGE AND DISPATCH TO ARRIVE WITH
MACHINERY STOP CONTRACT SHOULD BE ON THE BASIS OF CONTRACT BETWEEN

FIC AND ROBERTSON ENCLOSED WITH MY LETTER 1641/A OF JANUARY 28TH
TO CUTHBERTSON COPIED TO YOU AS REGARDS DRAINAGE WORK AND CUTHBERTSON'S

Time LETTER GEN/C 18TH MARCH REGARDING ROAD MAKING STOP REFERENCE YOUR

TELEGRAM

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number Office of Origin Words Handed in at Date

25.4.55

To

2

TELEGRAM 15TH APRIL RE INDENT 44/55 I CONFIRM YOU CAN PROCEED AT
PRICES STATED.

SECRETARY

Time

4011-7/SU

CODE.

115

TELEGRAM.

From The Crown Agents

To The Colonial Secretary

Despatched : 4th June, 19 55 Time : 1217

Received : 5th June, 19 55 Time 0845

Reference your letter No. 1641/A of 28th January concerning recruitment drainage machine operators. Cuthbertson report one candidate intending marriage please telegraph whether married men eligible and whether wife can accompany and qualifies for free passage.

CROWN AGENTS

Reply at 116
See 120

116

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				7.6.55
<i>To</i>				
	CROWN LONDON			HGA/C

¹¹⁵
YOUR TELEGRAM 4th JUNE DRAINAGE MACHINE OPERATOR STOP IF THERE IS NO REASONABLE PROSPECT OF OBTAINING QUALIFIED SINGLE MAN WITHIN THE TIME AVAILABLE I WOULD AS A SPECIAL CASE BE PREPARED TO AGREE TO WIFE ACCOMPANYING HIM AT GOVERNMENT EXPENSE BUT IN ORDER TO AVOID ANY POSSIBLE MISUNDERSTANDING IT SHOULD BE CATERGORICALLY POINTED OUT TO THE PERSON CONCERNED THAT THEY WILL BE LIVING IN THE CAMP UNDER CAMPING CONDITIONS WITHOUT RECREATION AND EASY SHOPPING FACILITIES STOP NEAREST NEIGHBOURS MOST OF THE TIME WOULD BE SHEEP STATION COMMUNITIES SOME MILES AWAY.

SECRETARY

Time

JB/IR

*Box 30/6 (man)
3
SLC*

A.C.S.

117

Please ask S.W. to record what action he is contemplating with regard to the caravans - and to indicate when he expects to have them finished. Then paper back to me for further comment.

2.4.71
13/6.

HEX One caravan is being made now and I expect it to be finished in about 3 weeks time.

AK
28/9/55.

1641/A

118
14th June, 55.

From: The Colonial Secretary,

To: The Superintendent of Works,
Stanley.

Caravans for Drainage Machines.

I am directed to ask you to report the action you are contemplating with regard to the construction of the two caravans and to indicate when you expect to have them completed.

Colonial Secretary.

J.B./DM

copy in I/44/55

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				28.6.55
To	ORIGIN LONDON			HOA/C

115

YOUR TELEGRAM 4th JUNE GRATEFUL. LEARN POSITION REGARDING RECRUITMENT DRAINAGE MACHINE OPERATORS AND SHIPMENT OF MACHINES.

SECRETARY

ISSUE AND THAN RETURN
FILE TO C/E
(INTLD) JB
28.6.55

*Co.
File returned
for C.E.
28/6/55*

Time
JB/IR

DECODE.

TELEGRAM.

From The Crown Agents

To The Colonial Secretary

Despatched: 1st July, 19 55 Time: 1803

Received: 2nd July, 19 55 Time: 0900

120
Your telegram 28th June, interviews for 2 Drainage
Machines operators nominated by Cuthbertson arranged
for 6th July. Machines promised ready for inspection
6th July will advise shipping details earliest.
Anticipate passage difficulty for operators as FITZROY
sailing full until January 1956. Will endeavour
obtain passages in Charter Vessel if available
or cancellations FITZROY.

(CROWN AGENTS

B. U. F.
(Intld) JB
2.7.

5/5
See 122

TELEGRAM

RECEIVED

127

Y. H.

(26) submitted for

The passage position will be
watched closely

P. 4/7

C.S.

Watching the passage position will you

be in mind

(1) Person's complaint we had over the Artisans who

came out by charter - they had a really bad trip.

(2) Derivability of flying the operations out (wife -)

the one man in Y. to come out later).

6/8

Disc to you as
requested.

C. H. J. T.
U.S.

6/7.

DECODE.

TELEGRAM.

122

From The Crown Agents.....

To The Colonial Secretary.....

Despatched: 9th July, 1955 Time: I230

Received: 9th July, 1955 Time: I200

Vacancies Drainage Machine Operators. Candidates Wallace and Carlyle nominated by Cuthbertsons interviewed 6th July acceptable and medically fit. Proposed payment unacceptable to both and rates as for Charles Robertson agreement requested in respect of drainage work. Details also requested regarding pay when sick, leave allowances, whether protective clothing supplied and whether operators to work apart. Regarding last point Carlyle has much more experience than Wallace who appears anxious and pointed out help in maintenance and repair if together grateful reply earliest.

CROWN AGENTS

H.C.S.-has seen, B.U.F.
early on Monday pl.
(Intld) JB
9.7.

6/8
Re for early observations
11/7.

P/L
H

Hon C.S.

1221 Ref your minute on (122)

123

In my minute of to-day's date forwarding a memorandum on camp drains under separate cover, I have pointed out that there is no real connection between the draining of arable land and the drainage operations required to form the essential preliminaries for the ultimate construction of camp tracks.

2. It would be quite impracticable to pay for the criss-cross system required for track traces on a piecework basis or on a sliding bonus scale as only short lengths of ~~xxxxx~~ drain will be required, for the most part.

3. It is intended that the machines will be working on different Islands so that there can be no question of the operators working as a team or together.

4. Most tractor drivers are provided with field boots and gloves and goggles, and occasionally with dungarees.

5. As in addition to the drainage ploughs, track construction will require machines and operators - vide my memorandum - help in maintenance and repair should be available when the track-making team is recruited.

6. I would suggest that the Crown Agents would have a better idea of the problem and the difficulties involved if they were sent a copy of my memorandum before proceeding further with recruitment.

A. E. Lewis
C.E.
12.7.55

Discussed with HH OAS. & Hon CS.

*kps back to me for draft letter to Crown Agents
after meeting with Mr Barton vide (47) in 44
55*

Indent file

A. E. Lewis

1641/A.

124

CIVIL ENGINEERING DEPARTMENT,

STANLEY, FALKLAND ISLANDS.



12th.....July.....1955.....

Camp Tracks.

Sir,

I have the honour to submit a brief memorandum on the construction of Camp Tracks as requested by H.H. the Officer Administrating the Government.

I am, Sir,
Your obedient Dervant

Quintus
Civil Engineer

The Hon: the Colonial Secretary
STANLEY.

encl:

See pl.

ST.

MEMORANDUM
CAMP TRACKS

125

The construction of tracks through swampy land and morass presents considerable difficulties - difficulties which are accentuated when brushwood is not available to form fascines on which to build the track.

In any event it must be appreciated that the track must be formed above the level of the adjoining ground, unless on sidelong sloping terrain when only the downstream portion of the road need be so raised and the road surface must be above flood level when settlement has taken place, minimum freeboard being at least six inches. When filling it is usual to allow $1\frac{1}{2}$ " to 2" in height for each one foot of filling depth for consolidation. Clayey soils which have a very flat angle of repose and tend to "spue" may actually take 100% more material than the quantity computed from profiles of the finished embankment. The writer has constructed road embankments which have required side slopes of 5 to 1, instead of the normal $1\frac{1}{2}$ to 1, or 30° slope at which ordinary loamy earth is stable.

Where the toes of embankments cannot be confined by brushwood, sheet piling with saplings, or tipped rubble the "spoil" must be tipped to find its own level and the spread will obviously depend upon the nature of the material used. This material has got to be dug from somewhere and transported to the morass through which it is intended to drive the road. Unless it is intended to employ manual labour for these operations of "winning" and transport, machines are necessary. If the depth or earth deposit is appreciable - say 3 feet or more - so that a working face can be obtained a light excavator fitted with a crowd shovel is probably the most efficient digging unit and in this case the earth can be transported either by Muirhill or Aveling dumpers or on tipping wagons. If the earth deposit is a shallow stratum, the most economical method is usually by carry-all or other similar scraper towed by a crawler tractor. As a comparatively narrow track is envisaged with a limited freeboard above swamp level, if the scraped system is used a tractor fitted with a bull-dozer would be necessary to push the dumped material into the swamp.

The man-power required would be either
One excavator driver
Three Dumper Drivers
One labourer for levelling (and greasing machines)

or

One Tractor-cum-scraper operator
One Tractor-cum-dozer operator
One labourer for levelling (and greasing machines)

My very limited experience of the terrain in the East Falklands, where I have been bogged twice axle deep in a land rover in dry weather on a recognized track to Murrell River and on several occasions have sunk almost knee-deep when walking have impressed me with the necessity of avoiding interfering with the natural crust where the underlying stratum is peat. It is assumed that it would be too expensive to lay a rubble foundation through the peat deposit for the projected tracks, but in those stretches where the peat deposit is shallow it would be a wise precaution to dig out any isolated deep holes for (say) a depth of eighteen inches to two feet and fill in with rubble bottoming to a depth of one foot and cover with broken stone or selected earth.

Unlike sand, peat retains its moisture and to some extent resembles the conditions obtaining on sugar plantations. In 1940, on the instructions of the Ceylon Government, the writer visited the sugar plantations in South India, Mysore State and the Province of Bihar to study the means adopted to drain the land effectively. Further experience was gained in 1947 in Trinidad where the writer was Director of Works and Hydraulics. On the Government Experimental Station at Coimbatore, South India and on the 20,000 acre Govt. plantation at Mandya, Mysore, where the cane was being intensively cultivated sub-soil drains near about the base of the bergasse were found to be most efficient, whilst in Bihar and in Trinidad the normal herring-bone system of open drains was employed. The object of the drains, whatever system was employed, was to prevent water-logging of the cane roots either by lowering the water-table or where this was not practicable by inducing a flow in the otherwise stagnant water.

In a brief discussion with Mr Keith Luxton on 9th July the writer was informed that open ditches on land used for sheep grazing were to be deprecated as they increased the hazards to the sheep and it would be preferable to fill any such ditches with broken stone, rubble etc. Mr Luxton mentioned that Cuthbertsons who were supplying the ditching plough were contemplating experimenting with a machine which would fill in the trenches with broken stone, presumably in a similar manner to the tile-laying attachment which can be fitted to the mouldboard of their deep drainer. Provided that the necessary stone is available in quantity, the personnel required for this operation, excluding those engaged on stock piling the stone, would be a total of seven (3 tractor drivers and 4 loaders) against a total of 10 for the Drain laying machine as the 3 drainers would not be required. The drainers connect the ends of the drains and are not required for our purpose.

In order to prepare the land for the formation of tracks drainage is essential and it is in this preliminary operation that the Cuthbertson plough probably excels.

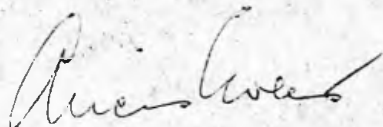
Where there is no peat deposit it will probably suffice to plough longitudinal ditches which would be intercepting drains along the contour on the upstream side of the track trace if the trace is in sidelong sloping ground or on both sides where the trace runs along level ground. The drains so dug would not be appreciably nearer than 15 feet from the centre of the track and these drains would terminate in gulleys or at natural drainage lines which cross the track trace. These ditches are primarily intended to trap the weather flow and the reason for keeping them some distance from the track centre is to safeguard the track when the ditch sides erode.

Through land which contains peat deposit herring bone drains must be constructed. These would be connected to longitudinal drains on the downstream side of the trace preferably running along the contour. The distance apart of the herring bones is a matter of judgment depending on local conditions but it is not considered to be good practice to have them further apart than five times their length even in easily drainable soil e.g. if the longitudinal drains are 30 ft apart, vide preceding paragraph, the herring bone laterals should be not more than 150 feet apart. The longitudinal drains must be tapped at suitable intervals so that the flow is discharged into low lying ground or to natural watercourses, and led away from the track trace. In very bad ground it may be necessary to dig laterals from the herring bones to hasten the drying out process.

When these drainage preliminaries have been carried out the trace should be in a suitable condition to construct at least a dry weather track. Where there is no peat deposit the spoil thrown up by the ditching plough can be bull-dozed on to the track which presumably would have a width of ten feet and consolidated with a slight camber; the centre of the track being about 3" above the edges. It will be found that the crawler tracks of the Tractor will effect this consolidation quite satisfactorily. Where the land is peaty it will be necessary to fill in the cross-ditches formed by the herring bone drains with rubble, but the width of filling need only extend to (say) 2½ ft on each side of the track - a total width of 15 ft, the portions of the drains between the part rubble-filled and the longitudinals being left open. When this has been done selected earth, but preferable broken stone if available can then be laid on the track to form a similar barrel profile as in the case where there is no peat deposit. I am extremely doubtful as to the efficacy of using ploughed up peat, even when dried, as a surface for the track. I have examined typical homeland peat which has been thoroughly dried and it is of a totally different texture from that obtained locally.

From what has been written it must be apparent that there are two distinct operations in the process of forming Camp tracks: (a) the efficient drainage of the track trace and (b) the construction of the track. These operations cannot be combined. The machines which have been ordered are solely for drainage and it is doubtful whether a bull-dozer blade can be fitted to them. The Crown Agents have been asked to elucidate this point.

The writer has discussed with Mr Luxton possible routes for connecting Fox Bay East with Chartres and thence to Port Howard, with a branch to Hill Cove via Teal River and on to Roy Cove. Mention was made of a grant having been made for the construction of this Hill Cove - Roy Cove branch, but the purpose of this memorandum is not to discuss possible routes, but solely to emphasize that a drainage plough with accessories and one operator will not produce tracks. It should, and doubtless will efficiently do the trace drainage, except in those places where swamps and morasses occur which cannot be by-passed. At such places the morasses must be filled and the track taken through on embankment. As stated previously other machines are required for this purpose.



Civil Engineer

12th July 1955

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

130

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

21.7.55.

To CROWN LONDON A/c H.O.
~~A/C FIDE~~

122 YOURTEL 9TH JULY STOP VACANCIES DRAINAGE MACHINE OPERATORS
 PARA ORIGINAL INTENTION WAS THAT RATES FOR DRAINAGE WORK
 SHOULD BE ON BASIS OF CONTRACT BETWEEN F.I.C. AND
 ROBERTSON (MYTEL 25TH APRIL REESES) AND IT IS NOT
 UNDERSTOOD IN WHAT WAY THIS WAS UNACCEPTABLE TO CANDIDATES
 PARA ROBERTSON HOWEVER IS ENGAGED ON EASILY MEASURABLE
 STRAIGHT DRAINAGE WORK WHEREAS THESE OPERATORS WILL BE
 EMPLOYED CUTTING AN INTRICATE HERRINGBONE DRAINAGE SYSTEM
 FOR TRACK TRACES WHICH WOULD BE IMPOSSIBLE TO COMPUTE
 ACCURATELY AND FAIRLY STOP MATTER HAS CONSEQUENTLY BEEN
 RECONSIDERED AND IN CIRCUMSTANCES I CONSIDER IT ADVISABLE
 TO PAY OPERATORS AT A STRAIGHT HOURLY RATE FOR 45 HOURS
 WEEKLY PLUS TIME AND A HALF OVERTIME STOP GRATEFUL THEREFORE
 IF YOU WOULD DISCUSS WITH ~~XXXXXXXX~~ CUTHBERTSON AND IN LIGHT
 OF KNOWLEDGE GAINED FROM INTERVIEWS WITH OPERATORS INFORM
 ME WHAT YOU CONSIDER AN EQUITABLE HOURLY RATE ALSO THE
 MINIMUM HOURLY RATE WHEN MACHINES ARE IDLE THROUGH

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

131

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

To

BREAKDOWN OR BAD WEATHER PARA SICK PAY WILL BE SIMILAR TO
 THAT PAID WHEN MACHINES ARE NOT OPERATING STOP LEAVE AT
 RATE OF $3\frac{1}{2}$ DAYS FOR EACH COMPLETED MONTH OF SERVICE WILL
 BE GRANTED ON SATISFACTORY TERMINATION OF CONTRACT STOP
 PROTECTIVE CLOTHING WILL BE SUPPLIED STOP OPERATORS WILL
 WORK INDEPENDENTLY (ONE ON EAST FALKLANDS AND ONE ON WEST
 FALKLANDS) STOP IT IS ASSUMED THAT EACH OPERATOR CAN USE
 WELDING EQUIPMENT AND IS ABLE TO DO RUNNING REPAIRS AS
 GREATER PART OF WORK WILL BE PERFORMED IN REMOTE AREAS AND
 OFTEN TEN MILES OR MORE FROM NEAREST SETTLEMENT STOP
 IF OPERATORS UNABLE TO WELD GRATEFUL IF YOU WOULD ARRANGE
 SHORT TRAINING COURSE

SECRETARY

Reply at 132

31/8
See 7/10
28/87

DECODE.

TELEGRAM.

137

From The Crown Agents.....

To The Colonial Secretary.....

Despatched :	17.8.55	19	Time :	1145
Received :	17.8.55	19	Time :	1200

130

Your telegram 21st July Drainage Machine operators. Candidates now willing to accept payment rates as originally proposed. Appointments proceeding. Cuthbertsons arranging course in welding.

CROWN AGENTS

21/8/55 at 133

GOVERNMENT TELEGRAPH SERVICE

33

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				19.8.55
To				
CROWN LONDON				HCA/C

32

YOUR TELEGRAM 17TH AUGUST DRAINAGE MACHINE OPERATORS STOP GRATEFUL
 IF YOU WOULD AIR MAIL CONDITIONS UNDER WHICH APPOINTMENTS ARE
 BEING MADE.



SECRETARY

Received and filed in
 P/706 - J Wallace
 P/708 - W J Carlyle

me

DOE/IR

No. 1641/A

19th August, 1955.

Sir,

108

113

I am directed to refer to your letter Gen./C. of 18th March, 1955, in connection with the terms of employment under which the two drainage operators are to be engaged and to my telegram of 25th April, 1955, in which you were informed that the terms were acceptable and that the Crown Agents had been requested to contact you and interview the operators. The terms of the contract, as regards the drainage work, were to be on the basis of the contract between the Falkland Islands Company, Limited, and Mr. Robertson, a copy of which accompanied the Colonial Secretary's letter of 28th January, 1955, to you, and as regards the road making, in accordance with the rates suggested in your letter of the 18th March, 1955, a copy of which you sent to the Crown Agents.

104

102

108

122

2. A telegram was received on the 9th July, 1955, from the Crown Agents saying that the two operators had been interviewed but that the proposed payments were unacceptable to both men and that the rates as set out in Mr. Robertson's contract were requested in respect of drainage work, (which was, of course, our intention).

3. A report on the proposed drainage scheme was then made by our Civil Engineer who drew attention to the difficulty which would arise in computing, for the purpose of assessing the bonus to be paid, the length of the intricate herringbone drainage system required for the track traces.

4. As a result of this report and in view of the telegram from the Crown Agents referred to in paragraph 2 a telegram was sent on the 21st July, 1955, to the Crown Agents as follows:-

130-131

"YOURTEL 9TH JULY STOP VACANCIES DRAINAGE MACHINE OPERATORS PARA ORIGINAL INTENTION WAS THAT RATES FOR DRAINAGE WORK SHOULD BE ON BASIS OF CONTRACT BETWEEN F.I.C. AND ROBERTSON (MYTEL 25TH APRIL REFERS) AND IT IS NOT UNDERSTOOD IN WHAT WAY THIS WAS UNACCEPTABLE TO CANDIDATES PARA ROBERTSON HOWEVER IS ENGAGED ON EASILY MEASURABLE STRAIGHT DRAINAGE WORK WHEREAS THESE OPERATORS WILL BE EMPLOYED CUTTING AN INTRICATE HERRINGBONE DRAINAGE SYSTEM FOR TRACK TRACES WHICH WOULD BE IMPOSSIBLE TO COMPUTE ACCURATELY AND FAIRLY STOP MATTER HAS CONSEQUENTLY BEEN RECONSIDERED AND IN CIRCUMSTANCES I CONSIDER IT ADVISABLE TO PAY OPERATORS AT A

/STRAIGHT

The Managing Director,
James A. Cuthbertson Ltd.,
Biggar,
SCOTLAND.

SGT/VP

STRAIGHT HOURLY RATE FOR 45 HOURS WEEKLY PLUS TIME AND A HALF OVERTIME STOP GRATEFUL THEREFORE IF YOU WOULD DISCUSS WITH CUTHBERTSON AND IN LIGHT OF KNOWLEDGE GAINED FROM INTERVIEWS WITH OPERATORS INFORM ME WHAT YOU CONSIDER AN EQUITABLE HOURLY RATE ALSO THE MINIMUM HOURLY RATE WHEN MACHINES ARE IDLE THROUGH BREAKDOWN OR BAD WEATHER PARA SICK PAY WILL BE SIMILAR TO THAT PAID WHEN MACHINES ARE NOT OPERATING STOP LEAVE AT RATE OF 3½ DAYS FOR EACH COMPLETED MONTH OF SERVICE WILL BE GRANTED ON SATISFACTORY TERMINATION OF CONTRACT STOP PROTECTIVE CLOTHING WILL BE SUPPLIED STOP OPERATORS WILL WORK INDEPENDENTLY (ONE ON EAST FALKLANDS AND ONE ON WEST FALKLANDS) STOP IT IS ASSUMED THAT EACH OPERATOR CAN USE WELDING EQUIPMENT AND IS ABLE TO DO RUNNING REPAIRS AS GREATER PART OF WORK WILL BE PERFORMED IN REMOTE AREAS AND OFTEN TEN MILES OR MORE FROM NEAREST SETTLEMENT STOP IF OPERATORS UNABLE TO WELD GRATEFUL IF YOU WOULD ARRANGE SHORT TRAINING COURSE"

132

5. A reply from the Crown Agents was received yesterday as follows:-

"YOUR TELEGRAM 21ST JULY DRAINAGE MACHINE OPERATORS STOP CANDIDATES NOW WILLING TO ACCEPT PAYMENT RATES AS ORIGINALLY PROPOSED STOP APPOINTMENTS PROCEEDING STOP CUTHBERTSONS ARRANGING COURSE IN WELDING"

133

6. The position as regards payment to the operators is not at all clear and the Crown Agents have been asked by telegram to clarify but rather than start fresh negotiations which would result in further delay, we have decided to give the Crown Agents a free hand.

7. As regards the point raised by the Civil Engineer in paragraph 4, I am to ask that you will be so good as to advise upon the most suitable way of assessing the length of drainage cut, bearing in mind that it will not be straight drainage system as in the case of Mr. Robertson but a herringbone system.

8. I am to express the appreciation of this Government for the arrangements which you have made to enable the two operators to undertake a course in welding.

I am,
Sir,
Your obedient servant,

(Sgd) S.G. Trees

ACTING COLONIAL SECRETARY.

6/8
132 - 135 J.I.
8
20/8.

Hon C.S.

(132) - (135) perused.

The penultimate sub-paragraph of para 3 of (102) to Messrs Cuthbertson Ltd will, I hope, be disregarded but we can do nothing until a reply to (132) is received.

C.E.
C.E.

22.8.55

St. 24/E

B.W. next mail.

See 24/9 H

B.W. for oct mail.
[Signature]

Extract from S/S telegram Fidep 75 of 1955 (Original filed
in 0762/11).

Following from Arthur begins.

After visiting ^hCutbertson with Gilruth have ordered
attachment for road making machinery estimated at approximatel
£700.

.....

C. E.

10 mtr.

How CS

Noted - Sawick details
of the attachment

11/9

Archer
CE 1/9

7. H.

I'm afraid that the Buffalo tractor drivers will each require a mate. This point is raised at 3 and I have conferred with Mr. Barton that Robertson, his drainage man, works with a mate. We shall now require two caravans for each unit - a large one and a smaller unit for the labourer. It would help considerably if the operators' wives would agree to do the cooking for each complete crew so that smaller stoves could be used in the labourers' caravans. If the operators are not yet married, however, it may be a little premature to enquire but we must know fairly soon to enable the caravans to be completed.

2. G.H. saw the C.E.'s report at 125 thus laid up but may wish to see it again. Draining the tracks is going to be child's play compared with the making of the tracks.

3. I hope to receive in the next mail a reply to 134 from Cuthbertson + a reply to 133 from the C. Agents.

4. Although in para 3 of 'C' at 28 in file 44/55 the C.E. suggests that the East track should be down from San Carlos to Darwin, it was agreed at 93 in 1641/A that it should be in reverse order, i.e. the start being made from Darwin. I suggest for G.H.'s consideration that we adhere to the original starting point (Darwin).

5. We are informed at 3 in 706 that Wallace, one of the operators, is leaving U.K. about the end of October. I propose to enquire from the C.A. when Carlyle, the other man, will leave + shall emphasize that

The Buffalos must arrive at the same time as the operators, as earlier

6. Two sets of welding equipment has been ordered.

7. Mr. J.H. has seen these plans, I'll send a tele. to Clement at Fox Bay, advising him that the C.C. will fly out to discuss engineering angles with him. The C.C. could at the same time make an aerial survey of the proposed Fox Bay - Chateau route

8. It appears to be no urgency attached to para 4 of 'C' at 28 is 44/55 as draining is the first operation. The various points raised by the C.C. might be discussed when next the farmers are in Stanley for S.L. & L.L.

P. 16/9

C.S.

140

1. We shall, as you say, require two caravans for each unit. One love nest and one small establishment. Green has drawn up and handed to Livermore the plan of a caravan suitable (very suitable in my view) for a married couple. As we now have, or shall have, the women to contend with we shall have to go in for something more elaborate. Work is now, I understand, proceeding on the first caravan and we shall have to see how long it takes. Please watch developments.

yes.

2. We should proceed on the basis that :-

- (a) Wallace will come to the East as the lesser experienced of the two and will consequently be more readily available and accessible for advice and assistance from Gilruth and the Company's operator.
- (b) Carlyle will go to the West (Fox Bay). I agree that we should ask about the position as regards Carlyle and at the same time we might enquire whether in fact he is bringing his wife.
- (c) I agree we should work Darwin to San Carlos but first clear with Barton and Bonner (because I have some recollection that Bonner mentioned in passing that the Governor had told him that the East Falkland machine would start at San Carlos).

yes

done.

3. The Civil Engineer should consult Clement and Luxton and should, I think, bring Robertson into the picture. He could go into what is available in the way of material and equipment while he is out there. I suggest a flight might be arranged for C.E., Clement, Robertson and Luxton over the possible route.

4. I suppose Livermore can get the protective clothing for these people here? We have guaranteed the supply.

Ajax Bay
can supply.

5. When we hear further with regard to terms and conditions we shall have to arrange for wages to be paid through the farms and for the farmers concerned to be provided with the terms (e.g. system of measurement) on which they are based.

R. P. W.
2.1/9.

20.9.55.

S.P.W. *informed re Caravans*

141

September 22/55.

Sir

I wish to offer a tender for the contract
for the track from Pony Pass to Pattersons Bridge
for the sum of £320 Per mile

I am

Yours faithfully.

W. E. Clifton

144

September 26/55

Sir

I wish to offer a tender for the construction of a Road from Ponys Pass to Patterssons Bridge for the sum of £112. per yr.

I am

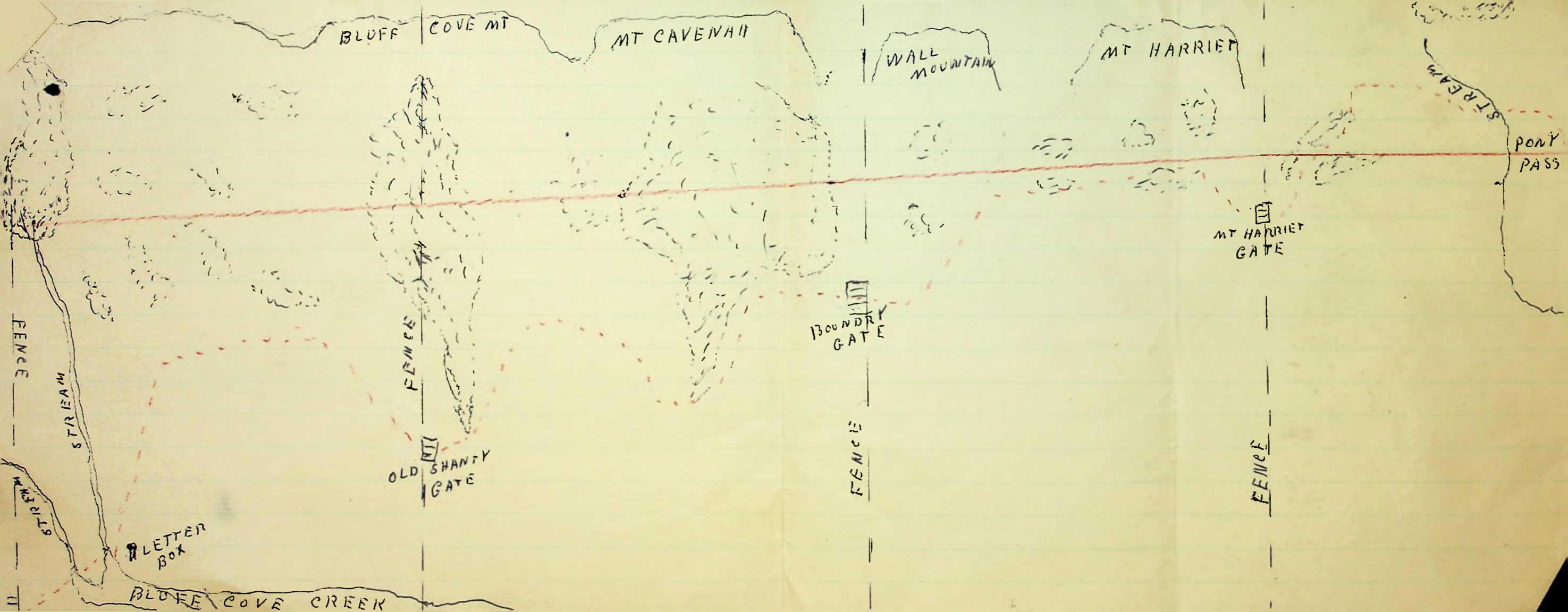
yours Faithfully

W. Clifton

HCL

I have received this revised tender from
Mr Clifton

W. Clifton



BLUFF COVE MT

MT CAVENAH

WALL MOUNTAIN

MT HARRIET

STREAM

PONY PASS

MT HARRIET GATE

BOUNDRY GATE

OLD SHANTY GATE

FENCE

FENCE

FENCE

FENCE

STREAM

LETTER BOX

BLUFF COVE CREEK

A

145

S.P.W.

Ref tenders at 141 + 142 (amended at 144) - pl. say the number of miles involved. I understand that the track and road will follow different routes.

B

11.27/9

Hes

It is difficult to say correctly the number of miles in my opinion the length of track as proposed is 13 miles but if track is constructed as plan I estimate it at 11 miles

all
11/10/55.

Track - 13 miles (approx) @ £320 per mile (tender @ 141) = £4,160

Road - 11 miles (approx) @ 32/- per yard (amended tender @ 144) = £30,976

DECODE.

Copy sent to C/E

Original in P/706.
Copy in P/709

TELEGRAM.

From..... Crown Agents.....

To..... Colonial Secretary.....

Despatched : 28th Sept., 19 55 Time: 1442
Received : 29th Sept., 19 55 Time: 0900

In P/706
Wallace's file

Your telegram 22nd September Drainage Machine
Operators. Wallace and both drainage units leaving
on "Hanne S" sailing end of October approximately.

Carlyle joining "Hanne S" at Montevideo. Mrs.
Carlyle will follow when passage available.

CROWN AGENTS

H.C.S. has seen-pl. send a
copy to C/E.
(Intld) JB

29/9

P/L
IR

148



JAMES A. CUTHBERTSON LTD. . BIGGAR SCOTLAND

1641/A

1641/A

Gen./C

13th Sept., 1955.

The Acting Colonial Secretary,
Colonial Secretary's Office,
STANLEY.
Falkland Islands.

Dear Sir,

134

We have to acknowledge receipt of your letter of 19th August, in which you refer to the operators being recruited by the Crown Agents for the operation of the machinery now being manufactured by us, against the order of the Crown Agents, for your use.

We have given full consideration to the question of payment of the operators concerned, and we have had an opportunity of discussing the question of the type of work to be undertaken with Mr. ~~Arthur~~ Arthur, the Governor of the Falkland Islands, during a visit which this gentleman paid to this office.

In view of the circumstances, of the drainage work to be undertaken, we agree that it would not be satisfactory to have payment on a chainage basis, and it has been agreed with the operators concerned that payment will be made on an hourly basis, on the same basis as the road making operations.

weekly basis for drainage - see contracts.

If it is ^{particularly} ~~apparently~~ desirable that there should be a record maintained of the chains cut, it is possible to have a recorder on the drainage machine, and this mechanism will record the amount of work carried out, regardless of the type of drainage being undertaken. If this recorder is to be used only to assess the work carried out by the operators, purely for the purpose of computing earnings, we do not consider that this fitment is necessary, but on the other hand you may wish to record the amount of drainage/

/:age work carried out, for your records.

You may be interested to know that we have recorders fitted on all drainage machines used in our Contracting organisation, and the fitment of this equipment does not present any difficulty. Recorders, with the necessary fittings and fitting instructions can be supplied at a price of £40. each, ex Works, Biggar, and while your instructions regarding this material may not be received in sufficient time to enable the fitment to be carried out prior to the machinery under your order being despatched to you, it is anticipated that there would be no difficulty in sending this equipment to the Falkland Islands after the machinery has been despatched, fitment then being undertaken in the Falkland Islands.

We trust that this information will be of assistance to you, and we shall be pleased to supply any further details regarding this matter, which you may require.

Yours faithfully,
for and on behalf of
JAMES A. CUTHBERTSON, LTD.,

Reply at 153

James A. Cuthbertson
per Ed.
MANAGING DIRECTOR.

ES/MG

150



CIVIL ENGINEERING DEPARTMENT,
STANLEY, FALKLAND ISLANDS.

1641/A

.....6th October.....19.....55

Hon C.S.

148

Ref: Cuthbertsons' letter Gen/C of 13.9.55 re drainage recording device.

It doesn't appear that any practical purpose will be served by having recorders fitted for the type of work the machines are intended to perform in track-making.

There will be no question of computing lengths of drains cut for payment purposes and we are not so much interested in the lengths of the drains as in the effectiveness of the drainage operations.

Should anyone ever wish to compile statistics of performance of the machines in straightforward drainage operations after the tracks have been completed, it will be a simple matter to fit these devices in the field.

[Signature]
Civil Engineer

[Handwritten mark]

KIV 145

T. H.

148 et seq.

although the C.E. is not in favour of purchasing a recorder for each machine to show the amount of work carried out, I take the opposite view.

The operators will, for the greater part of the time, be working miles from a settlement and without any supervision. We are paying them £12 weekly plus C.O.B. when draining and £8 weekly when the machines are idle because of breakdown or weather conditions.

There is no way of telling when they are not working - although the operators may say they are and continue drawing full pay. The fitting of recorders and an occasional check on the mileage would, I think, prevent any monkey business. The cost is £40 each

J. 10/10

I entirely agree with your view on this matter. We should get the recorders.
R.S.P.
10/10

T. H.

The estimated cost of the Poreys Pass - Pattersons Bridge road or track is at 145.

J. 15/10.

152

C.S.

We discussed:-

- (1) We should get the records
- (2) You will ascertain how long we can afford to wait for a decision on the Pony's Pass track

Ordered at 153

C.G.T.
10/4.

Note

Re (2) above - we spoke again. The contractor is going on to put cutting out and can wait for us to decide the issue. In the meantime could ACS make a note of the decisions so far taken with regard to this track - ending up by putting the issues and alternatives open to us. A short memo. will do.

C.G.T.
10/4.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

150

Number	Office of Origin	Words	Handed in at	Date
				11.10.55
To MECHADRAIN, BIGGAR				H C ACCOUNT

148
YOUR LETTER GEN. OBLIQUE STROKE C OF 13TH SEPTEMBER STOP PLEASE
 FIT RECORD R EACH UNIT.

SECRETARY

Time SGT/IMR

GOVERNMENT TELEGRAPH SERVICE

154

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
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11.10.57

To

GEORGETOWN, NEW ZEALAND H. G. AGREST

155

<p>155</p>				

See 157 & 158

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

155

SENT

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

11.10.55

To

LUXTON, CHARTRES

H O ACCOUNT

PROVIDED YOU HAVE NO OBJECTION IT IS PROPOSED CIVIL ENGINEER
 SHOULD FLY FOX BAY AND DISCUSS WITH YOU AND CLEMENTY ROUTE ^{Proposed for} ~~CAMP~~
 TRACKS TO CHARTRES STOP AERIAL SURVEY CAN BE ARRANGED STOP ON
 ARRIVAL FOX BAY AIRCRAFT WOULD PROCEED TO CHARTRES PICK YOU UP
 AND RETURN FOX BAY FOR DISCUSSIONS AND START SURVEY STOP ON AISE
 OTHER HAND IT MAY BE MORE SUITABLE IF AIRCRAFT PICKED UP CLEMENTY
 AND SURVEY BEGAN CHARTRES STOP GRATEFUL IF YOU WOULD DISCUSS
 ARRANGEMENTS WITH CLEMENT WHO HAS SIMILAR TELEGRAM AND INFORM ME.

154

SECRETARY

SCT/LHR

Reply at 158

Y.H.

140.

Work is proceeding on the caravans. Both units will follow later when passages are available.

As regards 2(c), Mr. Baines told me that HE had mentioned the possibility of starting the East track at San Carlos. I have spoken to Mr. Barton & he considers it would be advisable to begin at Dawson. There would be difficulties in getting the water Buffalo and caravans ashore at San Carlos. Additionally, more technical assistance would be available at Dawson and this may be required especially as Wallace is the less experienced of the two operators. I recommend Dawson as the starting point.

I have telegraphed Clement Austin re discussion with C.E. and survey of proposed route. His reply is awaited. Robertson, the PIC operator, is on leave until January and will not be available.

S.P.W. has no protective clothing for the operators but the Recinos, Ajax Bay, has some & will be glad to sell to Government.

Now that the wages question has been settled, I can discuss with the James concerned the necessary arrangements, also for meat supplies & the purchase of groceries for the settlement shops.

S. 11/10

Thank you.

Y.H.

11/10.

I looked at Bonnus Tolly etc. with this in view. San Carlos is out.

I agree. In addition Bonnus does not appear to have much in the way of technical and mechanical knowledge available.

You will doubtless advise him (tell him so).

I thought we were going to bring Murray Fox Bay boat (Robertson) into the picture.

I assume the same will be reasonable?

✓

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

151

Number

Office of Origin

Words

Handed in at

Date

11.10.55

To

CLEMENT, FOX BAY

H G ACCOUNT

154

MY TELEGRAM 11TH OCTOBER CAMP TRACKS STOP GRATEFUL IF YOU WOULD PUT ROBERTSON INTO PICTURE AND ASK HIM WHETHER HE WOULD BE WILLING JOIN DISCUSSIONS AND TAKE PART IN AERIAL SURVEY.

SECRETARY

Robertson is at Saunders Is. & will not be available but is being kept in picture.

For the... [unclear]

Time

307/1HR

DECODE.

152

TELEGRAM.

From Luxton, Fox Bay

To Colonial Secretary

Despatched : 12th October, 19 55 Time : 0900

Received : 13th October, 19 55 Time : 1400

155

Your message 11th re Camp Tracks. Clement agrees with me. It would be better to start aerial survey from Fox Bay as track starts there, so presume aircraft will pick me up here and return Fox Bay for preliminary discussions. Cannot do this until first flying day after Saturday.

LUXTON

Reply at 159

P/L:IMR

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

157

Number

Office of Origin

Words

Handed in at

Date

14.10.55

To

LUXTON, CHARTRES

H O ACCOUNT

158

YOUR TELEGR B 13TH PLANE WILL PICK YOU UP AT CHARTRES ON
MONDAY 17TH FOR TRACK FLIGHT.

SECRETARY

See 160

CONFIRMATORY COPY.

PHD. W/T STATION AT 0945 ON 14/10.
(INTLD) J.B.

Time

JB/IMR

14/10.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number

Office of Origin

Words

Handed in at

Date

14.10.55

To

CLEMENT, BOX BAY

H O ACCOUNT

PLANE WILL PICK YOU UP FOR TRACK FLIGHT ON MONDAY 17TH.

SECRETARY

CONFIRMATORY COPY.

PHD. W/T STATION AT 0945 ON 14/10.

(INTLD) J.B.

Time

JB/IMR

19th October.....19...55

Camp Tracks.

Hon C.S.

Reference your minute of 14th October in Indent file 44/55 I flew over Fox Bay/Chartres track routes on 18.10.55 with Messrs K.Luxton and W.Clement and afterwards discussed with them arrangement for camp track machine maintenance etc.

2. Mr Luxton stated that any assistance between November and end of February was quite out of the question; Mr. Clement said that he "would do what he could, but was also very doubtful as apart from the shearing season his mechanics etc would be fully engaged hauling peat with their tractors.

3. Both expressed astonishment that the machines ordered were not tractors fitted with bull-dozing blades. Mr Luxton went so far as to suggest that there had been a slip up somewhere as from recollection of discussions with Cuthbertsons at Biggar, "platypus" tractors had been mentioned as also some "Rotary Hoe products" to remove the peat deposit in those places where the peat was very shallow. They were of the opinion that unless the peat was shallow enough to be dug out completely, the top sods should not be broken

4. I pointed out that Government's intention was merely to do whatever drainage of the tracks might be necessary and also to assist in bridges, leaving the Estates to do the actual camp track construction. /Both Messrs Luxton and Clement are strongly under the impression that the Government team will do the road construction.

5. I travelled over that portion of the track which has now been constructed at Chartres by means of Fordson tractor fitted with bull-dozer - the drainage problem on that section was negligible, but neither Mr Clement nor I am at all happy about the Fox Bay end and I have arranged to visit it on Monday/Tuesday (24th/25th) and reconnoitre by Bren gun carrier with Mr Clement. He will be away from home the following week and it is as well to get this initial route settled as soon as possible.

Duncan Swain

Y. H.

16 ✓

The C.E. has submitted the report on his visit to Fox Bay & Charlton.

It is to be hoped that no mechanical troubles will develop in the early stages that cannot be put right by the operator.

As regards the machines ordered, I understand that the intent was drawn up by Mr Campbell as a result of information given to him by Mr Barton.

In connection with the making of the tracks after drainage is completed, I think it is clearly stated in the file, which is at C.H., that Government would supply any machinery required, together with bridging materials, and that the labour would be provided by the fairs.

P. 14/x.

DECODE.

TELEGRAM.

From Clement, Fox Bay

To Colonial Secretary

Despatched: 19th October, 19 55 Time: 1514
Received: 20th October, 19 55 Time: 0945

Luxton and myself in company with Weir flew over the track between Fox Bay and Chartres yesterday 18th. Being wind bound at Chartres we were able to have a discussion with Weir and he informed us that a plough was now being sent out instead of a bulldozer and in fact the tractor being sent out is not suited to bulldozing. Both Luxton and myself regard a bulldozer as essential, a plough is not in our opinion required. Luxton informs me that when he and Barton saw Cuthbertsons people in U.K. last year there was no question of using a plough. I suggested to Weir that he return to Fox Bay and go over the track by carrier and he is arranging to return here on Monday 24th. Both Luxton and myself would be very glad to have any information that you can give us re the point I have raised.

CLEMENT

Reply at 167

P/L:IMR

G. H.

161 + 163.

It is quite clear from Cutbush's letter at 81 and Mr. Barton's recommendation at # of 76 that there has been no mistake in ordering the Water Buffalo. Mr. Lupton was present when the problems were discussed with Cutbush (top of 76)

2. As regards para 4 of 161, pl. see paras 4 and 5 of circulation at 2 to numbers of Ex. Co. & Leg. Co. This was discussed at the joint meeting recorded at 12 and the proposals were endorsed.

3. I have informed Mr. Clement accordingly by file.

4. Subject to Mr. H's approval, I propose to send out by the C.C. on Monday, two copies of an extract from Mr. Barton's letter at 76 (para 5) together with 81 16 84

5. May the file pl. be returned for typing the necessary copies.

S. 20/8

Thank you. As I see it the problem resolves itself into ::

- (1) Drainage as a prerequisite to road making
- (2) Road making.

From the technical aspect it seems that on the best advice we have had the Buffalos is the best machine for (1) and this is apparently Barton's view. Note Cuthbertson's advice in the first four paragraphs of J82. - a bulldozer is not recommended. (and I can see such an instrument getting nowhere just on some of the area between Fore Bay and Christmas Island - then in drainage first.)

The Buffalos may, as we understand the position, meet the case to some extent so far as the actual road making is concerned. Apparently H.E. and Gilman, after visiting Cuthbertson consider so and have ordered road making attachments (J137)

What we therefore want is

- (1) The Buffalos to do the draining as the prerequisite
- (2) to see how far in the Falkland Islands (where

there is nobody who has any real experience of road making) the Buffalos will go towards road making. If in practice they can't do the job - then we shall have to think again. But there is no point in ordering another several thousand pounds worth of equipment which, it appears, we are advised ~~is~~ not to be necessary or suitable.

But in view of the apparent misunderstanding Barton should be put into the picture before Wein goes out again. Ask him, assuming his opinion remains the same, whether he has any objection to his letter at 76 being used. Wein should take out a copy, as you suggest, of 81 to 84

Mr Wein should also see this minute. I should like the papers back i.e. pl.

W Barton's view. His opinion remains unchanged. No objection to letter at 76 being used.

R.G.T. 20/11

Relo

7.H

Relo.

I have discussed it w/ Barton and he agrees with Y.H.'s précis of the position. His opinion remains unchanged & the right equipment has been ordered.

W/ Barton has no objection to his letter as to being used. The relevant portion has been typed & handed to C.E. together with a copy of 81 to 84.

C.E. has seen Relo & file is ret'd. as directed.

A. 22/x

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

167

Number	Office of Origin	Words	Handed in at	Date
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20-10-55

To

H.O. A/C.

CLEMENT, FOX BAY

163

YOUR TELEGRAM 19TH OCTOBER CAMP TRACKS STOP WEIR WILL BRING
 ON MONDAY COPIES OF CORRESPONDENCE RECEIVED FROM CUTHBERTSON
 FOLLOWING DISCUSSIONS WITH BARTON AND LUXTON IN SCOTLAND LAST
 YEAR STOP IT IS QUITE CLEAR THAT EQUIPMENT ORDERED IS IN ACCORDANCE
 WITH RECOMMENDATIONS STOP PARA. 2. AS REGARDS RESPONSIBILITY FOR
 MAKING TRACKS IT WAS AGREED AT JOINT CONFERENCE OF EXECUTIVE
 AND LEGISLATIVE COUNCILS HELD JUNE 1954 THAT GOVERNMENT WOULD
 PROVIDE MACHINERY WITH DRIVER AND MATERIALS FOR BRIDGING BUT THAT
 FARMERS SHOULD BE RESPONSIBLE FOR PREPARATION OF TRACK AND FOR
 MAKING BRIDGES AND CULVERTS STOP GRATEFUL IF YOU WOULD INFORM
 LUXTON.

SECRETARY

SGT/IMR

K.I.V. 166

Communications to be addressed to
THE CROWN AGENTS
OVERSEA GOVERNMENTS AND ADMINISTRATIONS
the following reference and the date
of this letter being quoted.



4, MILLBANK.

LONDON, S.W.1.

168

M2B/40725

30th September, 1955.

TELEGRAMS { INLAND: "CROWN, SOWEST, LONDON."
OVERSEA: "CROWN, LONDON."

TELEPHONE: ABBEY 7730.

21 OCT 1955

Sir,

I am directed to refer to the appointments of Messrs CARLYLE and WALLACE as Drainage Machine Operators and to inform you that as requested in your telegram of 21st July arrangements were made for them to undergo a short course of training in welding and running repairs with Messrs. CUTHBERTSON'S.

Cuthbertsons have now asked this Office to meet a proportion of the cost of training these men and after consulting His Excellency the Governor, who has been assisting at interviews at this Office, it was agreed that they should be paid the sum of £85.

This amount has therefore been debited to your account.

I am, Sir,
Your obedient servant,

J. B. Mason

The Colonial Secretary,
Falkland Islands.

212
Ag. CP
Q
25/5

VMD.

HC.

SHIPPING

L.H.

MARK

TELEGRAMS:
"KELPERSTOR STANLEY"

LES HARDY B.E.M., J.P.

GENERAL MERCHANT
KELPER STORE

**STANLEY,
FALKLAND ISLANDS,**

October 26th 1955

The Hon. Colonial Secretary,
Stanley.

Sir,

At a meeting last Saturday October 22nd. of persons
in Stanley owning motor vehicles the following was agreed to:

- (1) To ask permission of the Government for owners of cars etc.
to improve voluntarily the existing tracks to Cape Pembroke
Yorke Bay & Gipsy Cove.
- (2) No financial assistance is required.
- (3) We would require if available secondhand timber for the
construction of bridges ; metal (Crushed) for dressing.
- (4) A small organizing committee was formed to lay out
the proposed work, I was appointed Chairman.

Trusting to be favoured with an early reply.

I am Sir,

Yours obediently

L. Hardy
P.S. A Lorry would be required for transport

Reply at 1701

7. H.

169 Attached letter for W Hardy.

I see no objection to (1) provided there is liaison with the P.W.D. and suggest that W Hardy goes over the route with S.P.W. and points out what he proposes to do.

Ref (3). The question of timber will be referred to S.P.W. He may have some old timber from the Public's Jetty. I have told W H. already that Govt. cannot provide crushed metal as all our crushers are committed to the roads programme. He intends approaching F.I.C.

As regards the lorry, the committee will provide their own driver. I prefer to have a P.W.D. driver as it is a P.W.D. vehicle required. The driver would have to be paid but as all other work is voluntary and if it is going to be a worthwhile job I feel that Government should assist by providing the services of a competent driver.

R. S. S. x

Ref 1
25/1

Yes. Hold if possible con.

Yes. If P.W.D. can spare the man.



27th October, 55.

1689

Sir,

I am directed to refer to your letter of 26th October, 1955, in connexion with the repairs to the track to Cape Pembroke, Yorke Bay and Gypsy Cove which a representative body of motor car owners wish to undertake voluntarily and to inform you that Government has no objection to the proposal.

2. As a preliminary step I am to request that you will be so good as to go over the proposed route with the Superintendent of Works, Public Works Department, to whom a copy of this letter has been sent, and discuss with him the work you propose to do. His advice on the problems involved may be of use to your Committee.

3. It is noted that no financial assistance is required in the work to be undertaken. Government will make available second-hand timber for the construction of bridges. It is regretted, however, that no crushed metal can be supplied as the stock pile is required for use in the Stanley roads project.

4. It is understood that one of the volunteer workers is a lorry driver employed by the Public Works Department. Government will provide a suitable vehicle for transporting materials but I am to request that no person, other than the Department's employee, be allowed to drive the lorry in question.

5. In conclusion I am to say that this public spirited action on the part of the persons interested is highly commended and appreciated by Government.

I am,
Sir,
Your obedient servant,

(Sgd) S.G. Trees
ACTING COLONIAL SECRETARY.

The Honourable
Mr. A.L. Hardy, B.E.M., J.P.,
STANLEY.

Y.H

Both operators have been engaged at a straight rate without bonus for length of drains cut, i.e. £12 a week plus C.O.B. of 8⁰⁰ an hour or £19.4 a week. Time and a half is paid for overtime.

In accordance with the accepted recommendations of the Labour Advisory Board, C.O.L.B. should be incorporated in the weekly wage. A basic wage of £8 a week is payable when the machine is out of action or when the weather conditions are unfavourable.

The rate of pay for the roadmaking is 5/5¹/₂ per hour or £12.0.2 per week plus C.O.B.

I will discuss with the farms concerned the question of payment of wages and the payment for meal supplied.

S. 8/10.

1. Good.
2. Would you in addition advise Barton and the farmers concerned of the contents of J.3. They will be interested to know. We might at the same time tell them which is going well.
3. We must think about make - wages for make etc. Is this in hand?

C.G.T.
10/6

C.G. says men with mechanical knowledge will be required - pay at handyman's rate. Mr Barton considers that only a labourer will be required but some added inducement should be offered because of the lack of amenities - he agrees pay at handyman's rate.

XIV re informing farmers.

B.V. 27/10

S. 11/11

173

B.W. 4/11 for report by C.E. on
visit to west to survey proposed
route Fox Bay, Charters.

H. 2/2

174

Land Communications

In July, 1954, Executive Council advised the appointment of a committee to make recommendations regarding :-

- (i) The best methods of constructing a light vehicle track between Stanley and Fitzroy Bridge.
- (ii) The most suitable contractor.
- (iii) The most suitable form of contract.

This Committee consisted of Mr. Harding as Chairman, Mr. Gilruth and Mr. Hardy.

The Committee recommended that :-

- (a) The Stanley/Pony's Pass stretch should be repaired first and this work should be put out to public tender.
- (b) That the repair work should consist mainly of clearing culverts, breaking large stones, filling in pot-holes and re-surfacing.
- (c) The Superintendent of Works should make a detailed survey of the stretch to enable comprehensive notes calling for tenders to be formed.
- (d) That a survey of the line beyond Pony's Pass should be made by Members about September.

In July of 1954 Standing Finance Committee approved expenditure of £15,000 during the remainder of that financial year on repairs to the existing road to Pony's Pass and the continuation of a light vehicle track to Fitzroy. When this matter was again under consideration in October of 1954, H.E. expressed the view that an all-weather all-vehicle road was not required but a fair-weather track suitable for Jeeps and Land Rovers, which would be closed when it became wet. It should be noted that this was in accordance with the views of the Committee, except in the case of Mr. Hardy who wanted an all-weather track suitable also for private cars.

X The stretch from just above the Power Station to Pony's Pass has now been completed at a total cost of £5263-7-9. for approximately 5½ miles. The track was inspected on the 25th October by Mr. Gilruth and Mr. Hardy, in their capacity as members of the original advisory Committee and by Mr. Barton and Mr. Cameron as Members of Executive Council and by Mr. J. Clement, who is concerned as the Manager of Fitzroy. The Officer Administering the Government and the Colonial Secretary were also present. It appeared that the general consensus of opinion was that the contractor, Mr. Clifton, had done a thoroughly satisfactory job and it seems reasonable to suggest that the track, provided it is maintained, will be suitable for all-weather use by light vehicles and in the drier months by occasional heavy vehicles.

MAY ~~July~~ The contractor, who started work on this track in July and completed it in October, has now submitted two tenders for completing the Pony's Pass/Fitzroy Bridge stretch. The first tender is for a light fair-weather track and the work would consist of simple drainage, removing large stones and minor bridge construction. This tender is for £320 per mile which for an estimated distance of 13 miles will work out

175

at approximately £4,160. The second tender is for construction of a light vehicle all-weather road of the same standard as that of the present Stanley/Pony's Pass stretch at a rate of 32/- per yard which, for an estimated distance of 11 miles (this track would run through the stone runs and would be slightly shorter) would work out at approximately £31,000.

X

Mr. Clifton is at present engaged on peat contracts and would be available to undertake the work in ~~March~~ ¹⁹⁵⁶. It is now for consideration as to whether Government should proceed with the original intention of continuing with a light fair-weather track from Pony's Pass to Fitzroy or whether, as an alternative, the more expensive and more ambitious project of going through with a track of the same standard as that of the Stanley/Pony's Pass stretch should be undertaken. Mr. Gilruth has expressed the view that Government should adhere to the original project, while Mr. Hardy on the other hand adheres strongly to the view that the standard should be raised to an all-weather light vehicle track.

C. J. T.
2/12.



CIVIL ENGINEERING DEPARTMENT,
STANLEY, FALKLAND ISLANDS.

29th October 1955

Camp Tracks

Hon C.S.

With Mr Clement, manager of Fox Bay East station, I made a reconnaissance of a dry weather track from Fox Bay East towards Little Chartres on 26th October, 1955. Mr C. Robertson (Fox Bay West) and Dr. Greenaway accompanied us.

2. A distance of about 20 miles was covered in Bren Gun Carrier, but engine trouble prevented us from reaching our destination and on the return journey the Carrier broke its cylinder water jacket, and probably crank shaft or connecting rod.

3. In general the route traversed avoided heavy peat deposits and much of the trace along ridge tops was free from peat altogether. On average - except across Bull Flats - the peat layer was 6" to 9" in thickness, with occasional deeper small and isolated pockets 18" to 2 ft in depth. The underlying stratum was mainly composed of shale, in horizontal layers.

4. Where the shale is near the surface it will obviously be a matter of difficulty to plough intercepting drains, but it is hoped that the grading attachment for the plough transport will be able to remove the overburden in the manners similar to an angle-dozer or a scraper.

5. In the deeper deposits a very coarse grass top sod forms an admirable cushion in the dry weather and if longitudinal intercepting drains are ploughed a sufficient distance apart to permit of a number of tracks being marked out in between and thus prevent rutting it may be possible to preserve a surface until such time as a definite track can be reinforced with turf; or, if available, rock chippings.

6. Across Bull Flats two places will require special treatment - one for a distance of about 40 yards and the other for about 400 yards. If possible a light steel mesh track (as used on emergency flying grounds) should be laid. An alternative, but probably more expensive treatment would be wooden sleepers.

7. Much of the water table level can be reduced by ploughing drains, but unless embankments are constructed it will not be possible to use the track in wet weather.

8. A site for a 30 ft span bridge was agreed with Mr Clement.

Ames
Civil Engineer

AMT
1/11

J. E.

The note at J174 summarizes the position vis à vis
the Stanley - Pong's Pass - Fitzroy track to date.

Eric's last decision is at J. 13.

Hardy and I are in a minority. I believe that
sooner or later we shall be compelled to tackle this road problem
on a rather more permanent basis than that of the light vehicle
fair weather track. But the majority are quite adamant
about it.

You might care to see these papers before going out
to see the completed Stanley - Pong's Pass stretch.

C. G. F. J.
1/21

Thankyou. I hope the

cheaper contract has been accepted.

That was the decision of the summit stand.

We shall improve bit by bit as time goes on &
the need arises.

/ When will the new machinery arrive?

How 12
3:2 on 4
December.

C. G. F. J.
3/21

DMH
2/11

Y.E.

We are proceeding with the tender for the light vehicle fair weather track.

2. The operators and the equipment for the Camp track are arriving on the "Hanne S" which was due to sail from the United Kingdom at the end of October. Caravans are proceeding satisfactorily but as you are aware we had to make them a little more comfortable as wives are now coming out. I requested the Crown Agents to leave the wives under no misapprehension as to the circumstances and conditions under which they would be living.

3. But an important point now arises for decision. Jack Bonner told me that you had intimated that the East Falkland machines and operator would be landed at San Carlos. Gilruth is under the impression that they would be landed at Goose Green. Of the two operators one is not so experienced as the other (Wallace) and we are arranging for him to come to the East as he will be more readily available and able to give for advice and assistance from Gilruth and the Falkland Company's operator. I have spoken to Barton and he does not consider that landing the equipment at San Carlos is really a practicable proposition. As you know the s.s. "Fitzroy" will sometimes come alongside and the Charter vessels do not like coming alongside the jetty there at all. I have no doubts also as to whether Bonner's jetty is really suitable and so has Barton. As a result of my two visits to San Carlos I am also doubtful as to Bonner's ability to cope with the mechanical and technical problems on which the less experienced of the two operators may require assistance and advice. On balance I feel that it would be more desirable to land the equipment at Goose Green and drive North to Bonners. Gilruth maintains that if the equipment is landed at Goose Green he would wish to drive South to North Arm or up to "Fitzroy". When he mentioned this to me I was very non-committal, and merely mentioned that in my view it was more desirable that the track should drive North from Darwin to Bonners and from there on to the North Camp and Salvador Waters.

4. There are, therefore, two decisions to be made:

- (a) Do we land at San Carlos or Goose Green?
- (b) If we land at Goose Green do we drive North or South and if we land at San Carlos do we drive South to Darwin or North-east to the North Camp?

5. I am in favour of landing at Goose Green and driving North to San Carlos as the first leg. You may wish to discuss this with Gilruth when you go out.

A.G.P.
3. 11. 55.

Land at Goose Green because of the difficulty of landing at Bonner's, which should be explained to Mrs B.

2. Work on San Carlos track

DMH