MIN/PEA/2#8

SECRETARIAT

(Formerly)

1482 -00 N

PEAT

HAULAGE.

CONNECTED FILES.

NUMBER

137/24

Allocation of Poot Bonks to Stanley House holdons.

26th, November, 1951.

At a meeting of all peat haulage contractors held on Wednesday the 21st, of November, 1951, it was unanimously agreed to increase the price of peat haulage by 1/6 per xxxx lorry load as from the 1st, of November, 1951. The purchase price of a lorry load of peat is increased from 23/4 to 28/-.

All contractors regret having to enforce these increased rates but wish to draw the attention of the public to the fact that they have no other option owing to:

- The deplorable state of the Stanley roads. (a)
- The very high and ever increasing price of vehicle (b) maintenance.
- (c) The increasing price of petrol and cost of living in general.

Sgd. D.Mcleod. on behalf of the peat haulage contractors.

Othos of Origin Words Handed is at

SENT.

FALKLAND ISLANDS AND DEPENDENCIES.

GOVERNMENT TELEGRAPH SERVICE,

P	E	T	R	0	L	

•	1949.			1950			1951.		
JANUARY.	3/4 g	gall.	JANUARY.	4/-	gall.	JANUARY.	3/11	gall.	
FEBRUARY.	3/4	11	FEBRUARY.	3/9	11	FEBRUARY.	3/11	11	
MARCH.	3/4	11	MARCH.	4/-	11	MARCH.	3/11	u	
APRIL.	3/4	11	APRIL.	4/-	11	APRIL.	3/11	н	
MAY.	3/4	17	MAY.	4/-	11	MAY.	4/1	11	
JUNE.	3/4	17	JUNE.	4/-	11	JUNE.	4/1	u	
JULY.	3/4	11	JULY.	4/1	11	JULY.	4/1	11	
AUGUST.	3/4	11	AUGUST.	4/1	11	AUGUST.	4/2	11	
SEPTEMBER.	3/4	11	SEPTEMBER.	4/-	11	SEPTEMBER.	4/2	11	
OCTOBER.	3/6	11	OCTOBER.	4/1	11	OCTOBER.	4/2	11	
NOVEMBER.	3/6	11	NOVEMBER.	4/1	н	NOVEMBER.	4/3	17	
DECEMBER.	4/-	11	DECEMBER.	4/1	11	DECEMBER.	4/7 -	ff.	
						1952.			

January 5/3

3

CVILLEED ST. TARREST

26/Xi

(5)

Word. should repty
on delait and normaliably
to the Peal Harelions

Statement in support of their
very Substantial mains
in charges.

me.

4

ACS Revene. I did not bean

1. this amornion went: Pl obtain
a coty 4 it for Port.

10 27/11/51.

When DD the cod o feet certing last so of and by how week?

W 28/1/51

Stror to Sept 1948 there was no standard price per load for peat haulage, each contractor having his own rate. The standard rates then agreed upon are now filed at page 6.

11 Jack 29/1/57

Peat Haulage. 1948

The Haulage Contractors and Carters of Stanley regret to inform their customers that an insrease in haulage will take place from Sept. 9th. The increase in peat haulage has been grouped and priced as follows:

Contract Peat: 2/- per yard or £1 per load for odd loads.

Private Peat. Stone Corral Banks and Banks on same ridge as Ship Hotel Banks 2/6 per load. Ind of Dairy Faddock Road up the back of Dixie Banks 8/9 per load.

Banks right at the end and round the last bend of Dairy Paddock Road 8/- per load.

Top and front of Dixie Banks up to Stanley Arms Bank 7/6 per load. From Stanley Arms Bank top and front of Dixie Banks west to J. Barnes' Bank 8/3 per load.

From J.Barnes' Bank and to the west 8/9 per load. R.Hills' Bank and banks close round 8/3 per load. Rifle Range Banks and round Pavilion 8/3 per load. Banks further to west of old Rifle Range 10/- per load. Tumble Down Banks 6/6 per load. Banks close Tumble Down Paddock Fence 7/6 per load.

Target Banks and those up to Bert Flouret's Bank 8/3 per load. Banks beyond Bert Fleuret's Rank to T. Braxton's Bank 9/- per load. Banks beyond T.Braxton's Bank 10/- per load.

Banks east of Eliza Cove Road and fromt of first ridge to W.Browning's Bank 6/9 per load.

Banks at the back of first ridge and in front of second ridge

7/6 per load.

Banks on top of the second ridge 8/6 per load. W.Browning's Bank to north of Roller Shed 8/- per load. Banks near Eliza Cove Road at the Beach 9/- per load. C.Henricksen .. E.Hirtle Banks 9/- per load. G.Ferry .. R.Hannaford Jnr. Banks 9/6 per load.
Banks by and at the end of Keil Canal Road 7/- per load.
Banks over ridge to S.E. of Keil Canal Road 9/- per load.
Banks to East of Keil Canal Road down ridge to G.Halliday's Bank 9/6 per load.

Banks to east of G.Halliday's Bank 10/6 per load.
Banks at the back of ridge south of Surf Bay Road to W.Spencer's Bank 8/- per load.

Banks to east of W.Spencer's Bank 9/- per load.
Banks on top of ridge south of Surf Bay Road, 8/3 per load.
Banks along Surf Bay Road to Stanley Arms Bank 7/6 per load. Banks along Surf Bay Road to Stanley Arms Bank 7/6 per load. Banks east of Stanley Arms Bank to Land Mark 8/- per load. Banks to east of Land Mark along Surf Bay Road 8/9 per load.

ARRIVALS: per s.s. "Lafonia" from Montevideo to Stanley. last Sunday -His Excellency the Governor and Mrs Miles Clifford, Mr and Mrs R.M. Williams, Mr and Mrs N.E.K.Cameron, Mr and Mrs D.G.Stewart, Mr J.Blyth, Mr and Mrs D.W.Willis, Mrs L.M.A.Bennett, Mr G.W.Grieve, Mr G.Douglas, Mr C.Wood, Mr H.A.Biggs, Mr W.A.Morrison, Mr W.H.Stewart.

Christ Church Cathedral.

September 12th. Sixteenth Sunday after Trinity. 8 & 9.55 bly Communion. 9.55 Children's Church.

11 Moraing Preger & Address.

7 Evendeng & Sermon. Wednesday Holy Communica 7 and Feiday at 8.

F C.FL.MD STORE. MOAT STRY & STIDGATOR

We state below some of the goods received by "LAMONIA":-

Jents: - SHOLS.

SHOLS. SLIPPLRS. SOCKS.
PYJAMAS. SCARVES. FLANNELS. SPORTS JACKETS. ROLL COLLAR PULLOVERS . LONG U'DRAWERS . . . TILS. ROM. COLLAR PULLS VAL. etc. DRESSING CASES etc. etc. etc. etc. HOSE. SLI

HOSE. SLIPOVERS." Boys :-BRACES. UNDERWEAR etc.

Ladies: - OVERALLS. HOS INRY. SHOES.

S:- OVERALLS. CORSETS.

HAUDBIGG ANKS. COTTON PROCKS.
HAVDBAGS. MANIGURE SETS. RUBBER S.SLIPPERS. etc. etc. JERSEY SUITS. PRAM SETS. Saby's:-CARDIGANS.

UNDERWEAR. ROMFERS. SHAWLS etc. GLASSW RE etc. TOY3. NOVELTIES.

Keep in touch with our future Adverts and window placard announcements for these goods at CUT FRICES.

W.H. SEIGWICK JUBILEE STORE.

GOODS ARRIVED BY "LAFONIA".

LADIES COATS, JACKETS, LA/S STOCKINGS, BLOUSES, TWIN SETS, SUSPENDERS, ROLLOWS, CORSETS, BRASSIERES, VESTS, KNICKERS, NIGHTDRESSES, PETTICOATS, VEST & PANTEE SETS, SPONGE BAGS, BEACH BAGS, CRASH BAGS,

FRILLING, MOROCAIN MATERIAL, FILLOW CASES, GENTS PYJAMAS, BRACES, FRILLING, CURTAIN RINGS. FL.STIC HOODS, MENDING GOTTON, WRITING PADS, CHILD'S BREECHETT'SETS, 14" TO 20", CHILD'S COAT SETS 16" TO 28".

FRESS STUDS. ETC. ETC.

INSPECTION INVITED.

GENUINE ARTICLES.

PRICES MODERATE.

STANDLY SPORTS ASSOCIATION.

It the Annual General Meeting it was decided to hold the Race Meeting on Monday the 27th; and Thresday the 28th December, 1948. The Executive Committee are as follows:

Hon. A.C. Barton, Chairman, Capt. L.W. Aldridge Vice Chairman, Mr M.G. Greec Hon. Pressurer, Mr J. Barnes representing Entertainment,

Mr D. Clark r presenting Sweepstake and Tote, Mr R. Reive Assistant Secretary. Mr D. R. Watson Secretary. Bweepstake :- (Governor's Jup 2/6 per ticket). Books have been

issued to all Camp Stations and a limited number are on sale in Stanley. On receipt of a further supply from the Printers, books may be obtained from Mr D. Clark!

Sweepstale 1/ .. Tickets Books of Tickets may be obtained from: -Messre M.G. Oreecc, R. Reive, W. Finlayson, & D.R. Watson. Gonai lions:-

. The conditions are the same as for the last meeting - namely for each unit of 2100 :--

1st Prize £25 Sellers prize £2:10:0 2nd Brize £20 £1:10:0 Brd Prize £10 £1:0:0 5

3 Poizes of 85 each, and one free ticket for each complete book sold.

All books and cash to be returned to the Secretary at 54 John Street.

7

Y.E.

Peat Haulage. Copy of the broadcast notice is at p.l. It appears to me that the reasons given are all valid, and my only criticism is that they have been valid for quite a long time. The roads are bad, we all know it and admit it, but they have been bad for the past six years at least, and I dont think they have got appreciably worse in the past 12 months. Prices are rising, and perhaps they have risen a little more sharply in the last 18 months than previously. The prices of petrol for the last three years are shown at p.2. The main increase was two years ago.

When they ramed the

That is the nub!

2. The road haulier has to live, and on investigating the prices I am surprised that he did not increase his charges a year or two ago. Like the F.I.C. and meat, he has waited rather a long time and then put it up with a bump. The increase now announced does seem stiff, but I think the population is in a spot. My impression is that the road haulage business is tottering. Most of the present lorries were bought cheap off the Army. There useful life is now drawing to a close. Replacement would involve capital expenditure in excess of what the hauliers can, or are prepared, to, face. I foresee, in this as in so many other of the community's activities, a demand for Government to step in and take over, and I consider that any such demand should be resisted most strenuously.

Entucky agree: if necessary they may have to go back to cartage.

30.11.51.

I think what we might do is to Supply gonume handers with potrol from Good. stocks at cost except that they would probably need but to and. to do the Same over spaces and even lorriss. 2. And here is another aspect. We start on the Stanley roads ned year and can only afford to do the main road in Concrete; the numa wands will have to be in Macadam which well mil stand up, without contact maintenaire, to heavy loads. In other words we shall have to put a limit on weight - 12. probably 30 owt/2hrs. 3. We are writing to a for advice on this matter: The ideal is a 30 wof/2 how six wheeler which will negotial the Common and I very much fear there ain't no sich aminal to. The same hurthe is going to axise before

SIW

culting in which the younger mombins of the propulation longer interested no ane acquire when days all the youngsless Mad hu old on the bogs in the evenings helping the elder but are sees precions few nows. It is not a cheaful prospect at all; S/Wis also to preme the question of mechanical appliers MC 80/Ki

We did once consider the possibility of supplying petrol to the contractors who were moving the Govt: peat at P.W.D. prices. That was because we were not satisfied that the F.I.C. was making only a reasonable profit on the sale of petrol. For the same reason I would be prepared again to advocate that There is no reason why Govt: limited measure of assistance. should pay extra when it is a question of getting the peat for the hospital, school, etc., if the extra is only going to swell the F.I.C's balance sheet. But after investigation we decided that there was no evidence that they were making an undue profit on the sale of petrol (it was a case which was "not proven", I think).

- I should be unwitix unwilling to let all peat hauliers have petrol at P.W.D. tates, for exactly the reason which Y.E. gives in para 1 of your minute overleaf. It certainly would be just the first step.
- 3. I am rather attracted by a suggestion which A.O. once put to me when discussing winning peat. This was that we should have a tractor (with metal tracks) on the bogs. The peat would be loaded on to trailers and drawn to the edge of the road by the tracked tractor, then uncoupled and taken on down the town by a Fordson type tractor with rubber tyres. This would not harm the roads, and as peat is a light load a trailer full of it would not constitute too heavy a load for the macadamised subsidiary roads.
- That still leaves the question of actually cutting the peat, and I agree with Y.E's observations above. I will pass the

papers to S. of W. on return to note. and to reard his visos please

hip Kii

with SW; one needs a crawler with tracies at least as wide as the Wearel.

I have been

Cursideny Mis

Hes I would not let to have to supply Peat Healiers well hetrol, awing to the Limited number of hetrol draws available for Shipment to Monti-video. I agree with AO regards the Tracter and Trailer terrout.

S/w's view above. He is to inspect feat cutting machinery while on leave.

W 1/2/5.

Seen

We should tender for one or num of The CDC Fordom's when they have funded with them and can fabricale loully a Corsple of suitable traiters. Ou om to be an the sofe sade Sulunstand crawler may some but ! world rather emerligate the pumbility of a madino with broader hacks, maun hades are liable to and up the Common and make it evan he 14 xii worse for long wors.

We should experient duely on haden is returned.

Shs. To see above. Il 12/12/51.

Helpoled by all 16/2/9

The Town Council of Stanley

(CONSTITUTED 1947)

16 , 4

[TRLEPHONE 1

Town Council Office,
Town Hall,
Stanley,

Alle of the state of the

14th Janry, 1952

The Honourable,
The Colonial Secretary,
Stanley.

Sir,

I am directed by the Town Council
to enquire regarding the possibility
of obtaining petrol supplies from Government
for the Fire Brigade; it is understood that
the price is considerably below that charged
by local retailers. The availability of
cheaper petrol supplies would, in addition,
be reflected in scavenging and peat carting
costs.

I am,

Sir,

Your obedient servant,

face recent

Per Prices

Reply at 13.

Mcs. 10 x you have previously minuted on this question at page 8 8 para 2. pl. Yes, I thinghe this seguest is) entirely reasonable a I would be prepared to affron subject to This for wanty felix / 11 feat harling

E1 to 12909

Page 10. I thought at first that this application referred only to petrol for the Fire Engines, and that referred only to petrol for the Fire Engines, and that I would consider it quite proper to let them have from Govt:stocks. But it appears from the last sentence of the letter that the Council also want to have cheaper petrol for the ash contractor and the peat hauliers. As a matter of fact from the wording of their letter one might conclude that the Fire Engines were going to haul the ashes and the peat, but I assume that this is not the case!

- 2. My own view is that they should have P.W.D.rate petrol (plus the 20% store charge) for the Fire Engines, but I do not support P.W.D.petrol for the ash and peat hauling, mainly because I think it would be difficult to control issues to the respective contractors for the those purposes.
- I should be grateful if you would record your views.

28.1.52.

ACS I lad so knowledge that this was lathery. I do not agree to PwD petrol for ask and Peat contracts because these contracts beere based (or so I suffort) on the Cost of other petrol than PwD. It would be nost deficult to estimate petrol for this.

afl. 28/1/52

1.10. Pefly many be that fetal sufflies In the Frie Brigade way be Mained in Julia Jam P.W.D., but NOT feted for scavenging - feet carling since the ion & felid for the letter would be to difficult & check

Copy to S.W. F.i.

6. February, 52.

Sir,

10

With reference to your letter of the 14th of January, 1952, I am directed to inform you that petrol supplies for the use of the Fire Brigade may be obtained in future from the Public Works Department. It is regretted that a similar concession cannot be permitted in respect of scavenging services and peat carting since the issue of petrol, particularly for the latter, would be difficult to check.

I am, Sir, Your obedient servant,

(Sgd) Michael R. Raymer

COLONIAL SECRETARY.

Town Clerk, Stanley Town Council, STANLEY. 14/1/2/50

H. G. S. ; The following is a copy of a broadcast notice Which was handed in to the Broadcast Studio last evening and referred to you over the telephone :-

MOTICE TO PUBLIC.
PRAT HAULAGE.

Owing to a new rise in the price of petrol and the fact that petrol has risen twice since the last rise in peat haulage, the Public are hereby informed that no further haulage will be undertaken until further steps are taken by the Public.

J. Clifton D. McLeod P. McPhee

L. Goodwin
K. Summers
K. Jacobsen
F. Ashley
W. Flowers
L. J. Cletheroe.

I communicated the text of the Motice to you by telephone and you directed me to instruct the Broadcast Announcer that the Notice should not be broadcast last evening.

I mentioned the above matter to Y.E. on the phone this morning. There is a note of the selling prices of petrol at page 2 of this file. The increase in December is accounted for by the fact that the F.I.C. pump is measured in litres. They have always given five litres for a gallon, and have only recently discovered that 5 litres is a bit more than a gallon. They therefore adjusted the price. The latest increase, of 8d. per gallon (or rather than a part five litres) is due to the fall in the rate of 8d. per five litres) is due to the fall in the rate of exchange in Montevideo from 6.16 to 5.25 pesos to the £.

- The suggestion in the peat carters notice above that "further steps" should be taken by the public appeared to me to be stupid, and I instructed last night that the broadcasting of the notice should be deferred. There are no further steps that the public can take; except to buy a horse and as cart.
- 3. I mentioned to Y.E. the question of the contractor who carts the Govt:peat, and Y. E. agreed that his contract price per load might be increased fr by ld., which S/W thinks is fair.
- 4. What the peat carters are after is permission to buy petrol from the P.W.D. I cannot recommend this even for the man who carts the Government peat, and certainly not for the peat carters in general. To give it to the Govt:

per 19

Thom #/2 to 5/3 per gallon

When did this occur

15

peat carter would be all right as far as carting peat for the hospital, school etc. is concerned, but would mean in effect a hidden subsidy in respect of the peat carting which he does for Government servants who buy their peat from the P.W.D. To give it to all the peat carters would be to subsidise peat carting and would give the F.I.C. just cause for saying that the 20% rebate on freight per "Fitzroy" which they give us (which is one of the reasons why P.W.D. petrol is cheaper than that from the F.I.C. retail pump) was being abused.

5. I have instructed the A.C.S. to inform the peat carters that we are not prepared to broadcast the last seven words of the notice which they sent in.

13. 2. 52.

P.S. Average petrol infolis wile the Colony in the last 3 years work out at 215 loss bie.

W

Notes taction app

telled is bother

Assume a visit by Admirally tanks are away 2 years we would need stange for appear 100,000 gallows; but I down want and be go into he peters business and we should amade with FIC when M' Yenry amises? If CDC share to put up a I tank at Space Bay, which they contemplate, we could share the cut of an exector between the

Notes for discussion with 17" Young.

MC 12/11.52.

NOTE.

Mr. Hardy called to see me on the afternoon of 12th Feb:, at the request of the peat hauliers. He suggested that Govt: might let them have petrol at P.W.D. rates. I told him that Govt: was not prepared to do this, for the reasons given in my minute to H.E. at pp. 14-15. He then said that Govt: might give a direct subsidy. I said that Govt: did not like giving subsidies, because once you start that it is very hard to stop and the bill grows like a snowball. I told Mr. Hardy that the only course open to the hauliers was to raise their price for hauling. He said that if they did so many people would not be able to afford to have their peat carted. I said that any such rise in price would be reflected in the Index of Retail prices and thus in the award of C.O.L.B. This was in Govt's opinion a better way of dealing with price increases generally then by subsidisation.

- 2. Mr. Hardy did not agree with me, but undertook to convey my views to the peat hauliers.
- 3. Peat Hauliers issued a notice to the public on the evening of 12th saying that there would be an increase in price of 1/1 per lorry load.

13. 2. 52.

Please see minutes from page 14 for information.
H.E. would like to know whether, in your opinion, the increase of 1/1 per lorry load announced last night by the hauliers, is excessive. We were proposing to put our chap up 9d.

U

13.2.52.

I am informed by Don Clark that the price of petrol will go back to 4/9 as from to-morrow morning. (It was 4/7 until last week when it went up to 5/3). It will be interesting to see whether the nest hauliers revise their new prices. Per haps we (Govt:) should invite the "Public", on whom the hauliers are so prone to call, to "do something It wise - pe. They are affected per load of peat. I think I asked for this infamilie. le me known . about it"! I would still like to know the what welink ho 18/11 18.3.53. Above minds by H.E. has one going that we ben this information, I think : It In my oferior any long in Stanley could get a load of peat on Igallor of petrol. that is only don 6 miles to the gallor which is very low. " as petrol went up & I don't see where the 1-12 care in for the carters. I had agreed with you Caster for an increase of i her yet. but since the reduction in the price of feliol this contract has again been reviewed. "Contractor has a cecited an increase of 1/2 her juried. 21/2/52

Acs

Ham the feat bankin reduced their freier get?

23/2/52

B

Hot so far as I am avare, & no announcement

has been made to date

Macs Doppsi

J.E. Please see 17 D and 18 B. vof & your 17 B.

25/2/52.

Seen: what adam do you mus propose? I do not knick the public should be mulded in this way.

hic 25/11

NO.

The action which I would like to suggest is to "inspire" the next news reader on Friday to make some acid comment on the peat hauliers readiness to put up their prices and their tardiness in taking them down again. However, I suppose that would not be the correct thing to do since Govt: has taken the line that the news broadcasts should be confined to factual news and should not include expressions of opinion. Also the news reader (and I dont know who it is) probably would nt do it!

2. The only alternative would appear to be for me to write a letter to the peat hauliers. I submit draft at cover.

26. 2. 52.

There is no reason why come reform to the should soil be made in leg. Co. _ the peadown of operations to mercan demands and their reludance to reduce them. You and do this in accountain with COLB?

he 29ii

26th February,

Gentilemen

I am directed to refer to the recent announcement broadcast over

the local radio to the effect that, owing to a rise of 8d. per gallon in the price of petrol, there would have to be an increase of 1/1d, per load in the cost of carting peat, and to observe that shortly after this amnouncement was made the price of petrol fell by 6d. per gallon. Since the rise in the cost of peat carting was attributed to the increase in the price of petrol it would appear that a fall in the price of petrol of as much as 6d. per gallon should justify a proportinate decrease in the price of peat cart-Government has not heard of any such decrease being made, and I em to request that you will advise me as to the reason for this, which it is considered that the public is entitled to know.

I am.

Gentlemen. Your obedient servant.

(SGD) MICHAEL R. RAYMER.

Colonial Secretary.

Mr. K. Summers and other Hauliers, STANLEY.

WH

Called on you respess. La Jacopsz Mindes /18 . L.19. I saw two of the peal highers yesterday. They so ust, affairently, propose to bring their puis down again in conformily with the recease in the fines of peters. Their contention is that cont of living, coal of spaces for lovies etc. continues to vise. I suggested that they might care to explain this to the Jublic in another notice, but they did not feel of the desposed to so so. I 29/2/52. The alterda of Select Community to Hein alholade ~ 1400 29/4. LAND TOT AND

Agricultural Department Stanley. 10th March,

H.C.S.

May I address you on the question of peat and chiefly its haulage.

This matter was raised in the Legislative Council by the Hon. Second Member for Stanley and His Excellency in replying mentioned the setting up of a Committee to look into the matter.

At present there are roughly 8 or 9 lorries fully employed

on peat haulage.

These are all getting on for 10 years or more old the last imported into Stanley were 2 in 1949 by Government.

The lorries are being run by: - Mr. Ernie Barnes 1, Mr. Flowers 1 + a horse and cart, Mr. Donald McLeod 1, Mr. Pat McPhee 1, Mr. Jim Clifton only part time, Mr. Jacobsen 1, Mr. Les Cletheroe part time only, Mr. L. Goodwin + a horse and cart. Also Mr Bob Reeves and Mr. Fred Ashley have lorries and may do a little carting in their spare time and Mr. Short, Mr C. Skilling and Mr. J. Halliday have horses and carts primarily for carting their own peat and Mr.T. Goodwin has a lorry for same.

This makes up about the sum total of vehicles used to bring

the town's supply home.

Jacobsen and Goodwin are under contract to cart Government peat this year and to date of writing they have fetched 6-700 yds of I think some 15,000 yds cut. Most Government peat sheds are more than half empty.

Government peat to be carted is new (this year's cut) and in enormous sods which consequently are still damp in parts, this means that more is used to get the same warmth than would be of

dry peat.

The ideal is to be a year in hand with peat in big rickles standing on the bogs over winter sufficient to fill up all sheds

whilst cutting of another lot is taking place.

I would suggest to you that as the peat bogs are all within 3 miles of town it would be more economic to replace, as replace they very soon will have to be, this set up of aged and worn out lorries with Fordson Tractors and Trailers. Possibly 1 or 2 of such tractors could be purchased cheaply from the C.D.C. on completion of the Ajax Bay Freezer, and trailers, not too large, made, only the wheels and axles need be imported the bodies could be made and kept in repair here.

One such tractor with 3 trailers in commission would do as much carting as 2 or 3 lorries and thus 3 tractots so equiped

could do all the carting for town.

Such an outfit would be much more versatile than the use of lorries, when a trailer bogged the tractor could be detached and pull the trailer out by snatching sideways with a short chain or wire hauser or in bad cases leave the stuck trailer and carry on with the others.

Government crawler tractor, at present at Ajax Bay, could be utilised in the scheme to pull out such stuck trailers or in bad weather take same to the side of the present hard roads. Then again such tackle round town would be most useful, it could be used to haul mowing machines and agricultural machinery at the appropriate times without the same being charged in Toto to such cultivations. It would make the growing of oats for hat become economic and by providing the facilities for carting and spreading sand and kelp on the land be a basis of improving yeilds and making field production of potatoes and swedes also economic.

To this end I would recommend to your consideration that if such a line of action as above were resolved upon that the peat Officer and the carting equipment be placed under the Agricultural Department and the rather absurd position of having as at present

2 Departments administering the Common in different spheres and certainly with no unanimity of policy done away with.

Thus also the Superintendent of Works would be relieved of an harassment and be able to apply himself to building and repair matters in town with greater effect whilst matters on the Common would get some invigilation from myself as I do and am able to get about over it by using horses much more easily in the occasion of my other duties than the Superintendent is able if he ever attempts such invigilation.

NO +? Rows

22-12-5

I would also recommend that Government investigate with a view to purchase the smaller peat cutting machines used in Denmark, Schleswig-Holstein and Sweeden to cutor produce sods or sod like blocks so that the actual labour of peat-cutting may be mecanised and thus many man hours of labour, which is in extremely short supply here made available for other work.

S W is to look who has que a lears.

Joh P. Cleve -Agricultural Officer.

Acs. Lef (105)

[x is writed. whom do zon support

ship constitute this cities under

my chourman ship? Alog a.o./ a lest. Peux Official, a for an outside official a successful contractor in the handage having the lavour of the handage having the hand of the Lavour Deduced and suggest the plant of the Lavour Deduced and suggest the plants of the Lavour Deduced and suggest the plants. Page 104 7 105

It states in hey le that you proposed to set up a Committee under my Chammanship to examine the grestion of peat sufflies.

I am not grite clear as to the terms of reference of so common make from recommendations at this stage as to the composition of the Cities.

It would appear however that I we stop a representative of the existing that the on it also a representative of the existing these thanks - even if the Hills in vicleded.

CS

What I had in mind was very much along the lows of DO's helpful minute at 104;

12. I am passarally conversed that the auswer lies in the use of tractors and trailers (rather to the bogs than in the alternal to build Immidain roads for the use of laries) to bruing the past to the had wado.

2. The term of reference can be as follows:

Too examines the problem of peat.

Supply for the town of Stanley and to make recommendations as to the nost practical and ecuracical means of assuring and real this.

3. Cumulter.

CS. Chamma AO S/W Pear Often Mr. Hells. 10/24

4. Ohn is much source in AO 5

minute and a good deal to be said

for putting the garrend greatern of peal supply
unter his; he is, after all responsible for

the garrant administration of the Common
and thus - logically - for the alteration and
adminishabite of the alteration and

5. Amangement should be made for SW, when as leave, to inventigate the punishing of small-scale mechanisation as in last para. I AD's minute.

mo 20/11

Slo Pages 104 6 107 I want to per this Committee in action as soon as possible a propose exiculating AO: numbers as a circulating Ao:
number of a first meeting for
discussion at the first meeting for
Com for please let me Luon Lif you are in peneral offerment with the sentiment, expressed of we can then start of. Hel & certainly agree in general with AD number and think it would knight to place all Bogs undo his control all 24/3/52 C'the that it is now in existence (the thets (we asked?) - then bix a date one afternoon to be asked?) touch I windate (04) to members early like it to earn a basis for discussion. gar Durang \$ 27 3 25 3 2 pm (1/4/52) Effice Pl. prepare 4 copies of 104-105 by tomorrow Mas. C supra. bre discurd. Mr. Hier has accepted - 104 has been circulated + a meeting called for 2 form, on Dursay 1.4.52 be the sale how Stagetta better? Im Newtice 30/3

CAZETTE NOTICE.

Colonial Secretary's Office.
Stanley, Falkland Islands.
1st April, 1952.

His Excellency the Governor has been pleased to appoint the following to constitute a Committee to examine the problem of peat supply for the Town of Stanley and to make recommendations as to the most practical and economical means of assuring this.

The Honourable the Colonial Secretary (Chairman)
The Honourable the Agricultural Officer
The Superintendent of Works.
The Peat Officer
Mr. R. W. Hills

By Command,

Caphell Colonial Secretary.

Ref: 1482 WH.

First Meeting held at the Colonial Secretary's Office 1/4/52

The Hon. Colonial Secretary. Present.

The Hon. Agricultural Officer.

The Hon. Superintendent of Works.

The Peat Officer Mr. S.C. Aldridge.

Mr. Richard Hills.

Opening discussion on A.C.S previous minute to C.S.

Mr. Livermore said he was guite happy about Government peat: suggested improve tracks to bogs by making of ashes.

Hoped Gov. acquire 2,6 wheel 4 wheel drive lorries

of small 2 ton capacity, then would be quite happy.

Peat Officer confirmed this; suggested lorries now in use too heavy and the roads to blame.

Gov. Commitments = Offices and half a dozen houses

cutting 15,000 cubic yards. Total for the town about

80,000 cubic yards.

R. Hills Trouble is carting: no new lorries: roads impossible: must replace lorries find another robuster means of transport: lorry maintenance very high now in spares

chiefly springs and tyres.

6-8 which breaking axles, Barnes now converting to 4 wheeler tractor no springs: trailer could also be x

same.

Recommend Diesel Tractor: that fuel cheaper and engine more satisfactory. Trailers having wide wheel base than those at Ajax. Those recently obtained for Teal Inlet and Salvador a good type: tippers, coubted

maneuverability of trailers round peat sheds.

Mr. Oliver

Said could back 2 wheeled trailer where any lorry now gets: willing to teach others who would become proficient with practice. Pointed out cheapness of tractor-trailer outfit compared with lorries also utilising tractors now at Ajax and redundant on

completion of works there.

Ashes counteract peat soil acidity giving green grass in some years time and hardening surface, but roads to be made now were to be used now: suggested tracks be patched up where lorries get stuck and bridges over ditches be repaired in more permanent structure: sections of old wireless masts and stone. Separation of ashes from rubbish difficult: where to get labour for it. No one with £2.000 in town likely to buy new lorry: sooner book passage to N.Z.

Colonial Secretary. Would substantial road contract hauling make anyone consider the investment in a new lorry worth

it.

What would R. Hills do about peat if nothing were done and situation deterioated much more?

What about stone for road making?

What about electricity situation instead of peat? What about cutting and having 2 years supply of peat

in hand?

Mr. Livermore envisaged trawler-tractor with winch dragging trailer to road: bothered about cutting up bogs with tractor and trailer: agreed these better for present roads

than lorry.

Said could make a fortune out of a new light lorry now. Gov. could not get more peat cut in the short Peat Officer cutting season. Both he and Hills emphatic electricity

no replacement for peat- price too high.

Stated thought a tractor and 2 trailers answer: if x Mr. Hills saw no chance of getting peat home in year or two for

self would probably put money into a joint venture with others to try such outfit sooner have a warm house than the money in the bank and no peat: had 2 years peat in hand himself. Some classes of peat would not stand on the hill over winter (crumbles)

but these people have tried 2 years supply in shed: suggested present help of horse and cart on bog to

Help/

27

help contractors: pointed out Gov.horse and cart not being used: suggested road making in winter tomake lorry keeping more profitable; everything to cart peat in the dry summer: want more transport.

Mr. Oliver said horse and cart had been offered P.W.D. but offer not accepted as peat carting was out on contract.

Colonial Secretary suggested Contractors be consulted: Peat Officer to contact and arrange meeting on Thursday next 8 p.m.: offer help iff they agree cannot see getting peat all home.

Bridges, Horse & Carts, Broadcast to general public etc.

Second Meeting held at the Colonial Secretary's Office on 3rd April, 1952.

Present: The Hon. Colonial Secretary
The Hon. Agricultural Officer

The Hon. Supt. of Works.

The Peat Officer - Mr. S. C. Aldridge.

Mr. R. W. Hills.

In attendance: Mr. W. Flowers)

Mr. D. McLeod
Mr. L. Goodwin
Mr. P. McFhee

Representing Peat Haulers

The Feat Haulers' representatives were asked whether they anticipated fulfilling their contracts for this winter.

The Peat Haulers assured the Committee that they would supply all their regular customers in full by the end of April - with the exception of two people whose bogs were inaccessible.

They admitted that in some cases they hall had to refuse new clients, but they would try and satisfy these when the regular contracts were completed.

The Peat Haulers blamed the present situation on bad weather, bad tracks and broken bridges.

Three out of the four Peat Haulers said they would be going out of business at the end of this season and that they did not propose to purchase new lorries. One went so far as to state that he would not continue peat hauling even if there was a cement road to the bogs.

The Superintendemt of Works offered to provide the Peat Haulers with temporary bridges and to stone some of the worst places. This offer was gratefully accepted.

After the Peat Haulers had withdrawn the Committee discussed and agreed to issue a broadcast in the attached form. The object was to awaken public opinion and ascertain the true supply situation without committing Government to rendering any definite assistance. It was also felt that an additional member should be appointed to the committee from the Town Council.

The reaction to the broadcast would be awaited before another meeting was held.

Peat Committee.

As a result of representations made at the last meeting of the Legislative Council His Excellency the Governor has been pleased to appoint a Committee with the following terms of reference:

"To examine the problem of peat supply for the town of Stanley and to make recommendations as to the most practical and economical means of assuring this".

2. The members of the Committee are

Hon. Colonial Secretary - Chairman

" Agricultural Officer
Supt. Works.
Peat Officer.
Mr. R. Hills.

5. Before proceeding to a detailed examination of the long range aspect of the problem the Committee wished to satisfy themselves on the question of supplies for the forthcoming winter.

They therefore met representatives of the peat haulers on the 3rd of April, 1952, consisting of the four regular contractors.

These representatives assured the Committee that they were confident of supplying their regular customers (and they emphasised the word "regular") in full by the end of April with the exception of two people whose bogs were inaccessible owing to the exceptionally wet weather. These two people have already been notified.

4. In order to assist the Peat Haulers the Superintendent of Works agreed to provide some temporary bridges and to stoning some of the worst places on the tracks.

Colonial Secretary's Office, Stanley. 4th April, 1952.

The Town Council of Stanley

(CONSTITUTED 1947)

[TELEPHONE 117]

Town Council Office, Town Hall, Stanley,

9th April. 1952

The Chairman, Peat Committee, Stanley.

Sir,

I am directed by the Town Council to enclose extracts from a letter recently received on the subject of utilising ashes for peat tracks. The Council would appreciate the opinion of your Committee on the subject; in this connection it is understood that Mr. James Clifton, who holds the Council Garbage contract, has very strong views.

I am,

Sir, Your obedient servant,

Town Clerk.

44 By 16/4.

My at 36

99

EXTRACT FROM LETTER RECEIVED BY THE TOWN COUNCIL FROM MR. G.L.PALLINI.

29th March. 1952.

.... You are no doubt well aware that considerable difficulty has been experienced this summer in getting home the peat, in fact many people have not been able to, and are unlikely to be able to. The reason for the difficulty is soft camp caused by wet weather, and while we cannot control the weather I feel that someone should do something about peat tracks - next summer may be wetter than ever. Could not something be done with the ashes, a section of the road through the Kiel Canal proves that ashes will harden into a good track and the presence of tins and bottles seems to make no difference.......

Extract from the minutes of a meeting of the Executive Council held on the 29th of April, 1952.

9. Supply of Peat to Stanley. The Honourable the Colonial Secretary gave a brief interim report on the actions taken by the Peat Committee to help alleviate the present peat shortage and on the Committee's discussions regarding supplies for the future.

Council supported His Excellency's proposal that Government should consider making loans, subject to adequate security, to reliable persons desirous of purchasing lorries for peat hauling purposes.

Ag. Clerk of the Executive Council.

1 King Street, Port Stanley, 25th April 1952.

Sit,

After frequent enquiries to my haulage contractor, Mr P. M. Phee, as to when I could expect him to bring my peat I was informed on the 23 Rd April that he is now unable to laul the peat unless I can first have it transported to a road.

As my situation regarding peat is now desperate and in view of the notice recently broadcast by your committee asserting that the contractors guaranteed to get all peat home, with the exception of two customers of which I am not one, by the end of April, I should be grateful of any advice or assistance you could offer.

yours faithfully

The Chairman The Peat Committee Stanley.

Reply at 35

5th May, 52.

Sir,

34

I have to acknowledge receipt of your letter of the 25th of April, 1952, and to sympathize with your predicament.

- 2. I would suggest that you prevail on your contractor to try and avail himself of the generous offer of assistance given by Government and Colonial Development Corporation to haul some of the peat to the nearest road by means of tractor and sledge.
- 3. It is possible also that you may have a remedy in law against your contractor for breakhof contract.

I am,

Sir,

Your obedient servant.

(GGD) C. Campbell

Mr. S. H. Hennah Stanley.

52. 6th May,

Sir,

31

vith reference to your letter of the 9th of April, 1952, on the subject of utilising ashes for peat tracks. I am to say that the Peat Committee considers that this suggestion might well prove of great assistance in the future and the Committee would welcome any experiments carried out by your Council.

I and

Bir.

Your obedient servant.

The Town Clerk, Town Council. Stanley.

OHAIRMAN.

Oporke negaring Peat bother. Mosting - I

Mr. Hiels will be back on Diegong Tomorns
med you like meeting called, P. Ost

37 Ach. Thesian ablanoon of possible.

Side.

Wastern awanged for 2.30 p. Durang, pl.

TELEGRAM

The Colonial Secretary. From

Mr. Cooper, Ajax Bay. Ta

Despatched: 12th May, 19 52

Time: 1330

Received :

19 . . Time:

Venters, taking his son and Jennings tractor driver and blacksmith designate on PROTECTOR. Grateful you approve Pearson P.W.D. employee now operates tractor. He has had six years tractor experience with Agricultural Dept. Jennings has seen him in action and considers him competent. FITZROY can bring out tractor at end of month. Tractor required for approximately fortnight and Government will pay reasonable hire charges as suggested by you. Grateful reply by return.

RECEIVED

Number	Office of Origin	Words	Handed in at	Date
78	AJAY BAY	17	0915	15/5/52
То				

PHONE COLONIAL SECRETARY STANLEY

PROCEED WITH PEARSON LENGTHY CABLE TO FOLLOW STOP WAGES

YOUR SOLE RESPONSIBILITY

COOPER

See 40

and the state of t

TO:

16th at, 195%

HERRICAL SERVICES

H.A.O., S.W., P.W.D., Peat Officer, R.W. Hills, Esq., STANLEY.

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TOUR OF THE PARTY OF THE PARTY

(Sgd) J. Bound



Your Excellency,

Peat Committee.

Reference Government Notice No. 19/52.

I have the honour to submit a report of the deliberations and recommendations of the Peat Committee.

- 2. The Committee met on four separate occasions. At the second meeting representatives of the Peat Haulage Contractors were present and Mr. Jennings, the Colonial Development Corporation tractor driver, attended the third meeting.
- 3. From the start it became clear to the Committee that the problem divided itself into two phases
 - (a) The peat supply for the forthcoming winter
 - (b) The long range aspect.

A. THE PEAT SUPPLY FOR THE FORTHCOMING WINTER.

- 4. As regards (a) the Committee took cognizance of the fact that owing to the exceptionally wet conditions in early summer, it was unlikely that the contractors would be able to bring in all the supplies required by Government and private persons.
- 5. In addition, information was received that a number of people had been unable to make firm haulage arrangements with any of the contractors.
- 6. The contractors representatives, when questioned, expressed their confidence that they would be able to satisfy all regular customers (with two exceptions) by the end of April, but the Committee deemed it prudent to issue a broadcast notice, the intention of which was to awaken public interest without at the same time committing Government to any relief measures. A copy of the notice is attached as an appendix.
- 7. It subsequently became clear that the peat haulers were over optimistic.
- 8. On the recommendations of the Committee, the following relicf measures were gratuitously carried out by Covernment and the Colonial Development Corporation
 - (a) Public Works Department supplied contractors with temporary moveable bridging materials.
 - (b) A Public Works Department lorry driver was released to work as a private haulage contractor.
 - (c) Public Works Department stoned some of the worst parts of the tracks.
 - (d) The Colonial Development Corporation loaned their tractor and driver to haul peat from

45

42

the bogs to the roads.

- (e) Public Works Department constructed two sledges to be hauled by the tractor and provided the services of one labourer to help load them.
- (1) A Government horse and cart and driver was loaned to the Government contractor.
- 9. The success of the tractor and sledges was very gratifying but it should be noted that only two of the contractors took advantage of the generous offer the rest were disinterested and announced that they had finished for the season.

Portunately, except at the inception of the scheme, the two remaining contractors were able to keep the tractor fully occupied and to date 17 houses have been stocked which would otherwise have failed to get in their peat.

B. THE LONG PANGE ASPECT.

- 10. With reference to the long range problem, the Committee was very concerned about supplies for the immediate future.
- 11. No lengthy discussions were held on very long term policy, such as the situation when peat supplies on the common become exhausted, and only the period for the next 10 to 20 years was reviewed.
- 12. The Committee was informed that most of the contractors will now be going out of business and it is clear that there will be an acute shortage of lorries and persons willing to operate them during next season.
- It may eventually be necessary, though highly undesirable, for Government to take over all peat haulage arrangements, but in the meantime, Government should undertake haulage of its own peat and set an example to private operators in efficient and up-to-date methods.
- 13. Unfortunately the Committee was sharply divided on how best to attain this object.
- Mr. Cliver and Mr. Hills were convinced that the solution lay in the use of light Fordson type four-wheeled Diesel tractors, with rubber tyres, pulling light two wheel trailers from bog to house.

They maintained that the cost of these tractors would be half that of a lorry and the price of Diesel oil three quarters that of petrol.

The trailers, weighing barely half a ton, would only bog down under the worst conditions.

If conditions were exceptionally bad then a heavier wide tracked tractor could haul out the trailers to the road and the light tractor take them on from there.

Under extreme conditions, as in this year, sledges would of course be used.

14. Messrs. Livermore, Aldridge and I preferred the more old fashioned method of using 2 ton 6 wheel lorries and wide tracked tractors and sledges in an

emergency. This decision was to some extent influenced by the opinion of Mr. Jennings that tractor hauled trailers would beg down as easily as lorries and would also ruin the top surface.

For Government use it would be necessary to have three such lorries and it would be desirable to have a fourth for hire or sale to private individuals if, as appeared likely, the majority of the present contractors go out of business.

15. A number of other methods of improving supplies for the future were discussed and recommendations agreed upon.

16. Roads.

A large scale road programme for the peat bogs was uneconomical but certain minor strategic extensions, amounting to a few hundred yards in length were very desirable for facilitating access to productive areas.

17. Bridges and Ditches.

Minor repairs to some of the bridges and ditch clearing in certain areas would repay the labour and expense involved.

18. Mechanical Peat Cutting Vachinery.

The Committee considered this well worth investigation and noted that if it was brought into use, the common must be surveyed and a redistribution of bogs carried out to ensure the most economical operation and production.

19. Use of Ashes.

The Committee recommended that experiments be made in dumping ashes on existing tracks, provided that the public would co-operate in separating bottles tins and other extraneous matter.

20. Loans to purchase equipment.

The Committee recommended that Government should make loans to private individuals to purchase lorries and other mechanical equipment for peat haulage purposes.

21. Horses and Carts.

The Committee considered that the use of horses and carts was a retrograde step but that in view of the high capital cost of machinery, assistance should be given to any person wishing to use this method of peat haulage.

22. Publicity.

The Committee felt that the public should be made aware of the present situation. It should be pointed out that Government does not propose to operate the Peat Haulage business and if the existing contractors go out of business, co-operative groups should be formed to bring in their peat.

The public should be advised in future to enter into firm written contracts with haulers which would give them legal remedies in the event of a breach.

But the count have present on the general Regionary & S. Centrad.

a Tour Cumil

I have alway aqued on this

No.

Van

No

They should also be told that the ex gratia loans of Colonial Development Corporation tractor and sledges this year were in the nature of an experiment and if used in future the cost of hire would be passed on to the contractor and consumer.

I have the honour to be, Your Excellency's obedient servant,

Chairman, Peat Committee.

Clam there

BROADCAST

Peat Committee.

As a result of representations made at the last meeting of the Legislative Council His Excellency the Governor has been pleased to appoint a Committee with the following terms of reference:-

"To examine the problem of peat supply for the town of Stanley and to make recommendations as to the most practical and economical means of assuring this."

2. The members of the Committee are

Hon. Colonial Secretary - Chairman

" Agricultural Officer
Supt, Works
Peat Officer
Mr. R. Hills.

NOTICE

3. Before proceeding to a detailed examination of the long range aspect of the problem the Committee wished to satisfy themselves on the question of supplies for the forthcoming winter.

They therefore met representatives of the peat haulers on the 3rd of April, 1952, consisting of the four regular contractors.

These representatives assured the Committee that they were confident of supplying their regular customers (and they emphasised the word "regular") in full by the end of April with the exception of two people whose bogs were inaccessible owing to the exceptionally wet weather. These two people have already been notified.

4. In order to assist the Peat Haulers the Superintendent of Works agreed to provide some temporary bridges and to stoning some of the worst places on the tracks.

Colonial Secretary's Office, Stanley. 4th April, 1952.

46

Subject: Minutes of Peat Committee.

41

I would suggest the following alterations to the draft report.

- At 8f. Is it true that this was loaned: a Government man operates it.
- "13. I would recommend the omission of the word "a" from karker before "light" and the addition of "s" to the word tractor where it first occurs.
- " 14. I would suggest that the inovation of a sledge and tract tractor should not be called old fashidned.
- 21. I would like to add that some carts and horses are necessary as a complement and reserve to lorries but not necessarily to tractors and trailers and to recommend that Government should get another cart or so (rubber tyred) if it embarks on the purchase of lorries and the substitution of say "Fordson Type" for the word "light."

Agricultural Officer.

Act. 80 m 16.



TELEGRAM.

From Mr. Cooper, Ajax Bay.

To The Colonial Secretary.

Desputched: 17th May, 19 52 Time: 0915

Received: 17th May, 19 52 Time: 1030

Tractor. Pearson driver. You are to provide fuel, lubricating oil and grease and service minimum once a week. You indemnify Colonial Development Corporation against all mechanical breakdowns, repairs, accident to operatives third party and property. Hire rate will be £15 per week minimum charge one week. All Jenning wages will be charged you and fuel hire less 2 weeks. Tractor to be free alongside FITZROY 27th May for loading and delivery Ajax.



GOVERNMENT TELEGRAPH SERVICE.

47

SENT

COLONIAL STORET RY

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

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Number	Office of Origin	Words	Handed in at	Date
				17. 5. 52
То				
COOPER A	JAX BAY			1104/0
YOUR TO BOR	AN REGARDING TRACTO	R RECEIVED C	ORRUPT STOP PLYA	SE REPRAT IN
PLAIN LAMGU	AGE ALL WORDS AFTER	QUOTE ACCID	and to un more i	O GUOTE PROPERTY
un acts sto	P NEWPARA AS YOUR E	DITION BINT	YE GUEH FOR EYE	MES GRATTERUL YOU
CONFIRE COD	ED TELEGRAMS TO COR	REPONDENCE	OF VERY CONFIDEN	"TIAL NATURE ONLY

Time

Reply at 48

GOVERNMENT TELEGRAPH SERVICE

48

RECEIVED

Number	Office of Origin	Words	Handed in at	Date
103	AJAX BAY	16	1400	19/5/52
To COLO	NIAL SECRETARY STANLEY			

47

YOUR TELEGRAM 19th QUOTE ACCIDENT TO OPERATIVES

THIRD PARTY AND PROPERTY UNQUOTE

COOPER

Y.E.

In forwarding the Peat Committee report of and precommend that Y.E. might interview A.O. and Mr. Hills and hear their views on tractors and trailers in more detail, as there is a lot in their theory and I feel that perhaps I have been rather too influenced by the exceptional weather this season-which is my first.

- 2. Mr. Phillips is also making enquiries on the tractor/trailer theory.
- 5. An early decision is required as it is necessary to place orders for lorries for P.W.D. road programme.
- 4. For various reasons, which I have discussed with Y.E., I recommend that the organisation should not be transferred to Agricultural Department.

285

00

Thank you. A clear and useful report for which I am obliged to you and to the Committee.

2. I would myself have supposed Neal, in a nomae sesson, a Fadom and trailer will go and—wing Dissel— it should be chapped. We asked experient? The Fadom units always be useful for other purposes? CA have more recently infined as that needers Albier, nor boarned (nor presently Forder) now make b wheel lovies of 2 har capacity

A recummendation which I accept.

but that Fado do. I would suggest therefore getting 2 Food lowers and I Fadou which will be used for the road programme and also for Peat. Pakeps you will avoid with S/W and sent other members of the Che as you may work to consult. The International (when upaned) and sledges will clearly deal with the amergenian such as copanned this year.

See also marquest notes ar Reput. It is much derivable that the public thruld undertained that Comment does not propose to take as the toopmulating of Peal supply and had they must help themselves.

Jon supports will this I we both agreed that

your supportion of 2 Ford me wheelers I a ford me tracked

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to be

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and that the stones make discuss the Forder random putter with the other of the

100 27/

a 10 where ?

before we in order to decide on The Best 4) Sho , I think that we should only fer the long cat & chasis sent out & Whenly. It pack of it well be easier or chesper for the.

So proved pt.

So. 1482.

Colonial Peopetary's Office, Stanley, Falkland Talands.

39th of ay, 1952.

1200

I am directed to refer to the recent reliberations the test Completes remains the maily of the test to tabley and to expect the for your vertices in this connection.

lear obscient servent,

(Sgd) C. Campbell.

COLONIAL UNCREMARY.

Copy to:

Hon. Agric. Officer. Supt. of Jorks. Peat Officer. R. Hills, Esq.

54

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				31.5.52

To

COOPER AJAX BAY

HOA/G

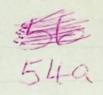
49

YOUR TELEGRAM 17TH MAY STOP TRACTOR BRING SHIPPED YOURS ON FITZROY SATURDAY STOP AN EXECUTATING HIRE CHARGES DIRECT WITH PHILLIPS FOLLOWING CORRESPONDENCE RECENTLY RECRIVED FROM HIM.

COLONIAL SECRETARY



Port Stanley



Sir

of arm dreated by the Peat Conters to apply do the Governant for to ful Roads to the Peat Banks We the Easters will do the work the Mettal ods we know that the Covernment or notigat the labour to do the work There for we are willing to do the work Also The Road to S. Bay badly wonts repairs, L. Cover Road allero Its hard to Stand up to breakages For to carry on with the Prat houlage If Sir you would like to interver I am at your service yours Truly James Ediflon

Re Be Aph.

Ste Sie James Chillon

Hel 51+ b I consider we cannot do much work on these roads until we can fit up the crashes on the avongenest have been made to slast work in this schene i August next 16/6/52 Area will at the readings and for remains of stone and events the make the transmission of get the tabur to no you will There for me are all the termination An inverse and The frond to should ap to breathers too lo curry on with the blot harlogs Sor you would who he antennes I am it your sensing

5Haa

An. Smo. M. Mp Hon. Mr. a. Is. Barton Pear CHE. Report Submitted for inf. a veturn, pl aq. b. speno.

allowing me to take copies

of the Peat ette. Report. Ce. C. Darlin.

COLONIAL DEVELOPMENT CORPORATION (ENGINEERING) LIMITED

Falkland Proces

DEPOT OR CONTRACT

SALE OR TRANSFER NOTE. 001/Gart 1/4

DATE 12/6/52

Dr. ISSUED TO:-

Govt. Falkland Islands

INVOICE

Port Stanley

DESCRIPTION	Quantity	Unit	Rate	£	s.	d.	£	s.	d.
To. Driver's Wages on C.D.C. T.D.9. Tractor Feat collecting etc. at Rort Stanley 12th April 1952 to 10th May 1952									
	Ars 185 17½ 24	brs n	2/6 3/6 4°6	23 5 5	2 18	6 3	31	31	9
									-
Joseph Joseph	1 2								
P. Alexret	t Folkla	nd Fred	nser.	·······				7	
Agent to the control of the control	\								
				+			A		A
			•••••						

DESPATCHED PER :-

Mrs. Tom Smith.

Ars. Fry Stewart.

Charlie Maddocks.

Mr. Booth.

Ship Hotel.

Jock Jennings.

Mrs. H, Aldradge.

Marty Biggs.

Syd. Aldridge.

Mrs. Sam Hennah.

Mr. H. L. Bound.

Mr. A. J. Blyth.

Mr. F. Lellman.

Mr. E. F. Lellman.

Mr. W. Harvey.

Mr. Alex Pitaluga.

Bob Ross.

Mr. G. Frechin.

Mr. J. Ridd.

Mr. J. Watson Victory Bar.

Mrs. A. McKenzie.

Mr. H. Walker. (Painter)

Jim Stewart Snr.

Mrs. S. Bonner.

Mrs. E. McAskill.

Mrs. W. McGill.

Freddy Burns.

SHE

17th June, -

52.

Sire -



I am directed to refer to your letter of the 6th June, 1952, and to state that your application will be considered if and when Government embarks on a programme of repairs to Peat Tracks.

I am,

oir, Your obedient servant,

(Sgd) C. Campbell.

OCLORIAL SECRETARY.

Mr. James Glifton, STANLEY.

Pale Pale

Extract from the minutes of a meeting of the Executive Council held on the 2nd June, 1952.

2. ARISING OUT OF MINUTES.

Supply of Peat to Stanley.

His Excellency said that a useful report had been submitted by the Peat Committee and directed that it should be circulated to members of Executive Council.

Ag. Clerk of the Executive Council.

Report has been circulated accept

Fragt public notice of cover

126

Jone. Me 12/v

Her Novice to some to be broad and on Inday

See 56



Peat Supplies - Port Stanley.

On the recommendation of the Peat Committee a number of relief measures were gratuitiously afforded to the peat haulage contractors in April and May by the Government and the Colonial Development Corporation.

- The object was to assist those members of the public who had been unable to get in their peat for the winter.
- 3. Unfortunately several of the contractors did not appear to be willing to take full advantage of the offer of the tractor and sledges.
- It is now understood from a recent news broadcast that at least some of the contractors are not proposing to haul peat during the coming season unless improvements are made to the peat tracks.
- As Government does not consider that any major improvements to these tracks - other than such running repairs as may be possible - is either prudent or economical, the public is advised to make early arrangements for their future peat supplies. In this connection it is emphasised that, in the absence of private contractors, Government does not propose to operate a peat haulage business itself.
- 6. The Peat Committee has suggested that in the first instance the public should endeavour to enter into firm written contracts, carrying legal redress in the event of a breach, with those contractors who propose to continue operating and that people who are unable to make satisfactory arrangements, should consider forming co-operative groups with a view to purchasing the necessary transport themselves. Applications for leans for this purpose would be considered by Covernment. by Government.
- In conclusion the public is notified that the free loan of a tractor and sledges cannot again be made and that in future the hire costs will be passed on to the contractor and/or the consumer.

Colonial Secretary's Office, Record.

STANLEY,

Blast, N. Bs. & M. Printer

Ao. reports as follows:

) about 200 persons altended. In default of a cound date The Barnes who called the meeting. took the chair himself.

The R. Goss was Lecutary.

The feist step taken was to appoint a cittle and after some differently to billiam tother to from Clifton were closen as near term.

- 2) a lot of disconnected discussion what on about various aspects of the Peak Problem & finally the Duncan water proposed a motion which was adopted something along the following line
- " That the Cities should approach book with all due speed & engine what would be done to the wants of pluse. I the want of pluse.

 An addendum, proposed by Karl Lellmen, was adopted " That Gov! should be asked for an early reply."
- 3) The feneral idea seems to have been to get Gov! to meet the contractors half way over roads is Govk carrying out some repairs. The contractors to continue hearting.
- 1) Un fortimately more seemed inclined to slang the contractors at all,
- 5) In the course of the meeting the contractor machens states that I had promises to brief

a road (type unspecifies) from the end of Jang Paddock root - presumably to Sappers that. This was is a hie and as the statement was alleged to have been made to the contractors in front of the Peat Cities, it you is easily refuted. Same old slung - got the Comment to carry the carr, they were do nothing fu Muns elvos. MC 12/vi

The meeting called by Mr. Barnes to consider the peat position.

Mr. Barnes commenced by reading out the notice from Govt. recently broadcast. He then asked for a Chairman and Committee to be formed. He was elected Chairman, Mr. Goss-Secretary and Mr. Billy Richards and Mr. Jim (?) Clifton, one of the contractors, were elected to the Committee.

Mr. Brechin from the floor pointed out that it was the immediate provision of peat that was so urgent. Suggestions for the ashes to be put on the Common, on a rock mattress, were all very well but would this solve the problem for next Spring.

The contractors present said that they had offered to build tracks in their own time in the winter if provided with materials and that the Col. Sec. had told them that a track on to Sappers' Hill would be built. The notice broadcast they considered reversed this promise.

It was pointed out by Mr. Karl Lellman that Govt. had promised to do running repairs, and it was suggested by him that Govt. be asked what this meant. As this might be all that was necessary.

The contractors complained that the front road had been "done up" for the Empire Day parade but not for the peat hauling - but were told by Mr. Barnes, who is a remarkably blunt Chairman, that that was nothing to do with it.

On the suggestion of Mr. D.R. Watson a resolution was adopted asking Govt. to give an immediate reply to a letter to be forwarded asking what was to be done to get peat down next Spring.

Others pointed out that the drains on the Common were filled in with sods for the lorries to pass over and that as there were no pipes whole areas became water-logged.

There was also a complaint that Govt had made a road to their own boys, but not to others

Not so underent?

.doe mar wa

Mr. Brechin complained about broken down ex-Army lorries and was pulled up by the Chairman xx for bringing in irrelevant matters.

As I recollect there was nothing else said, except that Mr. K. Lellman pointed out that the peat haulers were not consistent as they had said that they would hawl no more peat this season and yet some were still doing it. He also wanted to know if they meant what they said when announced that they would do no hauling next year. No answer was given.

THE STATE OF SHIP SHIP STATES

About 250 were present.

the first of the same are the state which the transfer of the same are in two blocks of the same are the same

the agreement want topopage a section of the line of

The team and spanish of the second section is

and the property of the contract of the contra

Course the deal and the deal of the second of the course o

n the suggestion of the n. R. Witten a resultation and educate several policy to a large of the contract of the new latter to the Tomoretal artillar what each to the contract of the contract

design of the later and the grown of the lost of some

14 John St.

Stanley.

18th June. 1952.

The Honourable, The Colonial Secretary, Stanley.

Sir,

Peat Haulage

At a meeting of the general public held on 17th. June, it was unanimously agreed that Government be approached regarding its attitude towards the peat haulage problem.

I am therefore to ask for a statement of Government's intentions in connection with repairs and improvements to the existing roads and peat tracks.

I am to point out that as peat haulage is due to commence in three to four months' time the public consider the matter to be of extreme urgency and I am to request that it will receive your earliest attention.

Yours faithfully.

Hon. Secretary.

Reply at 62.

Ref: (58)

Pae are (59) y (60).

2) May inter pretation of running repairs is stoming the worst potholes and gragmores and if possible extending the existing tracks for a few hundred pards in strategic places.

3) at present we have no stone available until Seo sets up his grang on Lappers till.

4) my idea would be for Real Officer of Ac. to draw up a programme of priority work of we then see what we can do will labor available.

5) frakt reps to 60 ofc.

1996

J Wd. like he dessum Mini alle you and S/W before I leave: We might also ram in Ex Co human.

19th June.

52.

Sir,

I am directed to refer to your letter of the 18th of June, 1952, signed as honorary secretary.

- 2. I am to advise you that, as stated in a recent Public Notice, Government only proposed to effect running repairs to the peat rosas and tracks.
- 3. Such repairs would include levelling the roads; stoning the worst places of the tracks with, perhaps, minor extensions. It is not possible, however, at this stage to estimate the extent of the repairs or when they will be carried out.
- 4. It will however be clear to you that no substantial improvements can result before next season and I am to suggest that you devote your activities towards accertaining the true intentions of the peat contractors.

You will be interested to learn that one of the contractors informed the Peat Committee that he would not continue in business, even if concrete roads from house to bog existed.

5. Finally I am to refute certain statements which it is reported were made by peat contractors at the recent public meeting to the effect that the Colonial Secretary promised that new peat roads would be built and that the present contractors would be employed to build them.

No such promises were made and the fact that they were alleged to have been given at a Peat Committee meeting, makes it all the easier to refute this statement.

I am, Sir, Your obcdient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

Ly. Goso, Esq.

Honorey secretary.

Peat Haulage Committee,

STATLEY.

Extract from the minutes of a meeting of the Executive

Council held on the 20th of June, 1952.

3. Peat Supplies for Stanley. His Excellency reiterated Government's policy set out in the recent Public Notice regarding running repairs to peat tracks and the non-participation by Government in the Peat Hauling business.

46

As regards the runming repairs he stated that both the Town Council and the Peat Haulers could help Government in this matter and he directed that representatives of both bodies and Mr. J.S. Barnes should have further discussions with the Peat Committee.

A programme of work could then be drawn up.

Ag. Clerk of the Executive Council.

110. 1482.

Colonial Secretary's Orrice. Stanley, Falkland Islands.

23rd June, 1952.

Peat Supply.

Sir,

I am directed to forward to you for your information a copy of the report submitted by the Peat Committee.

2. As stated in a recent Public Metice the only improvements to Peat Tracks which dovernment proposes to undertake are such running repairs as may be possible.

3. It is considered that the Town Council, the Peat Haulers and the public should play their part in assisting in this work and it is therefore proposed in the near future to invite you to meet the Peat Committee in order to work out the most satisfactory and economical programme.

I am,

Your obedient servant,

(Sgd) J.E. Briscoe.

ACTING COLONIAL CECRETARY.

The Chairman. Town Council.
The Representative, Peat Haulers,
Mr. J.S. Barnes,
Stanley.

65

14 John Street, Stanley. 21st June, 1952.

The Honourable, The Colonial Secretary, STANLEY.

Sir,

Peat Haulage.

I am directed by the Public Peat Haulage Committee to ask if you would be good enough to provide us with a copy of the recommendations of the Committee which recently sat under your Chairmanship on the peat haulage problem.

At the same time I am to ask if it would be permissible to publish these recommendations at our next General Meeting.

J. E. S. ... gehal paras is always.

being dealt with?

Sprhaft

gh. 4.

above ...

no objection ...

gh. 16/52

Yours faithfully,

Hop. Secretary.

C.S. No objection provided he makes it clear that there are the recommendations of the Real C'Ute of not an expression

of Goo's policy. 2) Can Acf arrange the meeting referred to in (64). Thready or Partag afternoon . any time . late if necessary - we out e All Towns bit Cathonas Loise, a in A.C.S. Hun & crove - Freday afternoon if posible - I shall not be available Thursday. 9 25/6. am contacting pefer concord hill confirm lates. • (A.E.) 88. (A. 1700) Charles and the first · VISTAGORY COLIS

26th June,

52.

Sir,

65 45 I am directed to refer to your letter of the 21st June, 1952 and to forward herewith a copy of the Peat Committee's Report.

2. There is no objection to making the contents of the report known at the next General Meeting providing it is made clear that the report constitutes the recommendations of the Peat Committee and not an expression of Government's policy.

I am, Sir, Your obedient servant,

(Sgd) J.E. Briscee.

ACTING COLONIAL SECRETARY.

R.V. Goss, Esq., Hon. Sec. Public Peat Haulage Committee, STANLEY. Joseph B on 66 - meeting averaged

Joseph 2.30 p.m. romonous Drivery, pe.

9 Januar 9 246.

Wole va meetin; held at 8. W. on 27/6/52 at 2.30 pm.

Purent. Peat Committee (Die P.N. S., O.O., Peat Office, R. Wills)

I. R. Summer. (Ch. Town Council), Jas Elifton (Haulays Contractor)

J. S. Barnes and Wg. Coloniel Secretary.

Del meeting was notehersed by 16. 10. 10. 10. 10. 10. and an informal discussion on the problem of Peat Haulays took place, as a result of which, the following subscimmentter was formed the role of which is to achieve the Dic. P. W.D. regarding the patching of rounds and tracks at the Peat Bays.

Sal. B. Cter

The Peak Officer, Mr James Eliflon Mr A. S. Turmers Mr J. S. Barner

9.58

B.v. 30/1/52

REPORT ON FINDINGS OF PEAT SUB-COMMITTEE FOR REF. BACK TO COMMITTEE PROPER.

Officer, & Messrs Barnes, Summers & Clifton visited the Common on the afternoon of Monday 30/6/ & made a comprehensive survey of the whole area South of a line from Biggs' Dairy to Surf Bay. The appended report is the unaninous opinion of the above committee after careful deliberation & consideration of the minimum and urgent amount of work required to be done to facilitate peat cartage next Spring.

In view of the close proximity of Spring, the sub-committee urge the

necessity for immediate action.

DAIRY PADDOCK ROAD.

Proposed to lay tracks of stone mattress; to be covered with ashes at later date, one of 170 yds. running West & the other of approximately 70 yds. running South. This section would also necessitate the inclusion of three culverts (sections of old Wireless Mast) for drainage purposes.

It is open to doubt whether or not sufficient stone for these roads can be collected locally, (on adjoining bog), if not then cartage from Eliza Cove would prove rather expensive.

KIEL CANAL.

The situation here was considered to be not so serious & it was agreed that the clearance of three ditches, &the insertion of three culverts similar to those aforementioned, with some patchwork of rock & ashes would meet the needs of this particular site.

SURF BAY ROAD.

Here again it appeared necessary for the laying of stone track to the extent of approximately 130 yds. With the inclusion of a more or less parament bridge over the stream, this (the bridge) could be constructed tainly of U.S. materiallaying in Government lockyard.

WIMA COVE ROAD.

The ditches here bordering the road would appear to have been blocked by persons unknown in order to make fresh "run ins" and to remedy matters here it would be necessary to fill in a minor ditch (not functioning), insert two culverts, & clear existing culverts to drain water to opposite side of road. Approximately fifty yds of stone track running castward in direction of Race Course Pond would meet the needs of this section.

THER RECOMMENDATIONS OF THE SUB-COMMITTEE ARE:-

- (1). That the Common gate at Biggs' Dairy should be moved further to the South, & that the construction of a "Passa Libre" here with proper drainage would kill two birds with one stone i.e. Relieve the mucky situation now prevailing at the gate & reduce the chances of cattle streying into the Town.
- (2). That on a long term policy, where permament tracks are used from existing hand roads to the bog, that there should have two or more spits of peat turf cut out (could be used for boiler fuel) & laid down first with time or bottles and then covered with ashes.

ith regard to this, as with ashes for "Binding" in stone roads, it would be necessary to obtain co-operation of the Public in keeping general refuse separate from ashes, & also of the Town Council in carting & apreading some on roads. It was agreed that roads constructed in this manner with additional consolidation of a light roller & some drainage points, would meet the requirements of peat hauguse for a long time to come.

(5). It was noted that some person or persons unknown, are using the Common for unrestricted dumping of unwanted material, and that some steps should be taken to stop this. This does not refer to refuse dumped in a spot as Eliza Cove last March, as an experiment over a bed patch of road, and on which the Committee bases some of its find-ings re ashes as a consolidating agent.

SRS-Office Day this was sumitted

68 g. H. . . I was under the impussion that the Park Sul. Elter was to advise Die P.N.D - who would then, as a natural wrollay) make his CE Jape. One has should now fine his Recommendations based on the sub l'Ileis advice. 3) I key should also be based on the time weitable (before the next season gets going) and be resources at their his command (Aw ? lobon a contrad). 3) He should also five a very approximate lor made of the lost. This should be possible love though the work may be put out K tender. Die P.N.D. Above . please take action according apologies bear under the impression that I was incorporated in the committee Received only me report (35. Bornes) 20 called meeting in P. W. D office 9/1 . threshed the matter out based on J. S. Barnes report. Some slight amendment to the leport resulted from the direction + concided pretty well with hoter which I hade whilst surveying the Bog. 67 in the result of hoter made by me throughout the discussion. I agreed by eath commettee as being fair comment on their findings which 9 - to facilitate matters - forwarded to H. C.S. In the encumstances, I feel that I should have been better informed, as mil I lead 68 was under the impression that 66 was I Peat committee meet, Oi P.N.S. Noad - I regul that the sporter was not made clear to you at the time · Recalled 22/7. to file o' P. W.D

19 52.

18 JUL 18 JUL

From/ O i/c Public Works.

To/ The Honourable,

The Act. Col. Sec.

17th. July,

Stanley.

Stanley, Falkland Islands.

SUBJECT :-

I have the honour to report on results of Peat sub-committees investigations and recommend that the following work is necessary to put Peat roads in a minimum state of repair for next Spring's haulage.

- 1. Approximately 420 yds of stone mattress road to be laid.
- 2. Insertion of 8 culverts.
- Construction of 1 permanent bridge.

the whole is between £600 and £700.

4. Clearance of approximately 75 yds. of drainage ditches.

It is difficult to estimate cost on account of assessing the amount of stone that can be obtained in the vicinity of the various places where it is required. But a rough estimate for

P.W.D. Navvy gang (at present reduced to three) could probably manage the bridge as a part-time job between more urgent duties, but could not tackle the above programme with any hopes of achieving it by Spring.

The only alternative is to put it out to tender, and if this is done, it will have to be done immediately, as the labour in the town now available for this purpose will be eaten up with Spring peat cutting.

p.v on file and

a. unthewood,

O i/c Public Works Dept.

Jon vill agen that above work should be undertaken and lender envilled?

Mi (MD) d Months of 1997



Stanley,

28th July, 1952.

The Honourable, The Colonial Secretary, Stanley.

sir,

with reference to the recommendations of the sub-committee appointed to advise Government on the question of peat bog tracks, I should be grateful to learn what steps Government proposes to take towards the improvement of the existing tracks, and, if possible, an indication when work is likely to commence.

I am being repeatedly asked by lorrymen and consumers alike what is to be done, but apart from repeating the recommendations of the sub-committee - of which I was a member - there is little I can tell them.

The importance of making a start quickly appears to be foremost in their thoughts, for in little more than a month from now hauling is usually started and, in view of the small amount of peat in many consumers' sheds, an early start this year is essential.

I would, therefore, be extremely grateful for any additional information on this subject that you can give me

Yours faithfully,

J.S. Barnes.

prontin

Mo objection to anguain tim.

in terms of 1269 1000 leinolog only onle Pub.

Nom - 10 keep onle Pub.

25/7 dend up a.

in reference to the recomment on the quertion of peat to tracks, i should be greeful to learn that steps (overne) proposes to the total formation of the entire tracks, and, if possible, to the cristian that she is like to commence.

ion being repealedly ander by lorrymen and contrantralize what is to be core, but apart from researing the researching of the researching the researching of the researching and respect to the researching the researching of the researching of the researching the researching of th

The impressed of medias a funt quied; eggent to lo const in their thoughts, for in li vie mose than a confrom now healing in article and, in view or vegar about of peat in early mark erect thems, or entity right year in concential.

I vould, therefore, be extremely gravital for any additional interation on this su jeet the you can give ?

our retenially,

J. S. Papinea

Copy to O. i. c. F. W. D.

31st July. 52.

Sir,

70. In reply to your letter of the 28th of July. 1952, I am directed to inform you that arising from the recommendations of the sub-committee the following work is to be undertaken:-

- Approximately 420 yeros of stone mattress a. road to be laid.
- 8 culverts to be inserted. D.
- 1 permanent bridge to be constructed. C.
- Approximately 75 yards of drainage d. ditches to be cleared.
- It is hopes to put this work in hand almost immediately.

I dilla

0. i/c. P.W.D.

Above for your information. Our telephone conversation when I have authority for the above work to be put out to contract is condirmed.

Mr. J.S. Barnes, STANLEY.

(Intild) J. E. B.

ACTIRG COLORIA: SECRETARY.

(SEd) J.B. Briscoe

Your obedient servant,

Sir.

C.S.

PUBLIC NOTICE.

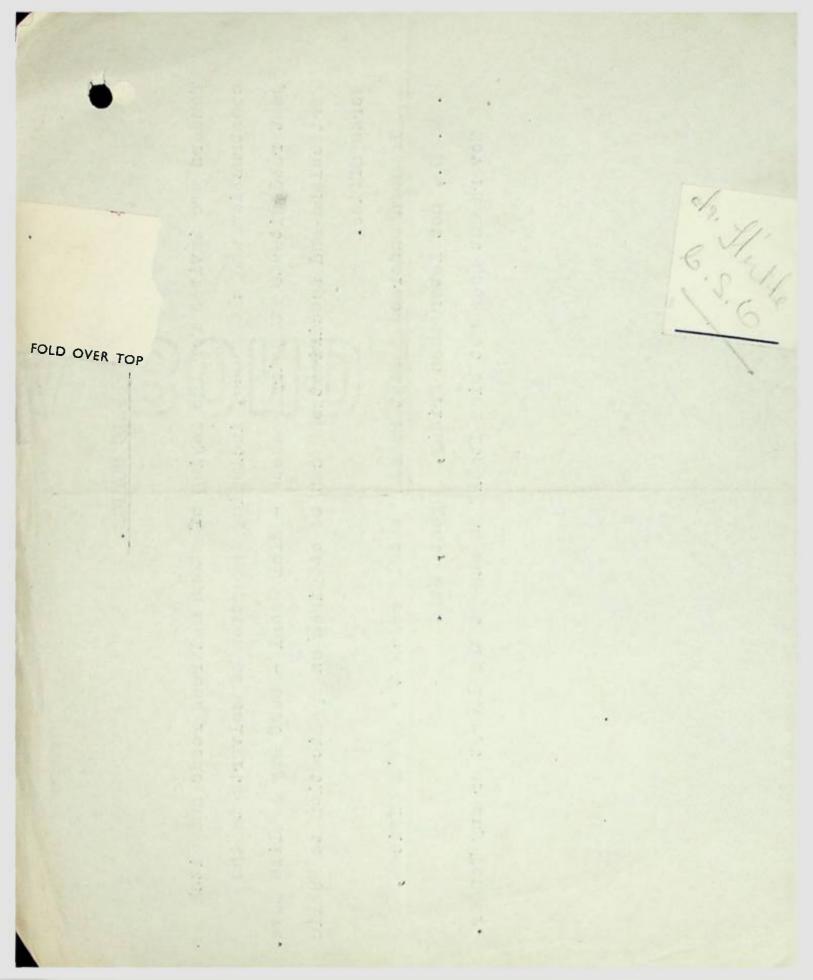
Tendera are invited for the laying of stone mattress roads and ditch construction and clearance, including insertion of culverts to the peat road situate at Dairy Paddock - Kiel Canal - Surf Bay & Eliza Cove. Particulars and specifications can be obtained on application to Public Works Office.

Tenders endorsed " Peat Roads " should reach the S/W's Office, P. W. D., not later than Friday, August, 8th.

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

ola History of motion.

(0)





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

From/ O i/c Public Works:

Stanley, Falkland Islands.

23rd. October.

19 52.

To/ The Honourable,

The Act. Col. Sec.

Stanley.

Subject:—
I have the honour to report on the completion of 'Peat Roads' construction as carried out by J. Clifton, based on my report of 17/6/'52.

The amount of work carried out is somewhat in excess of the original estimate, as I used my discretion against " spoiling the ship for a hap'orth of Tar".

The original rough estimate called for 420 yds. stone mattress - 8 culverts - 75 yds. ditching, whereas the actual was finally 463 yds. stone mattress - 16 culverts - 536 yds. ditching, allocated as follows.

I	ROADS.	CULVERTS.	DITCHES.	COST. £.	s.	d.
Dairy paddoc	235 yd.	Ц	131 yd.	474	-	9
Surf Bay.	114 "	2	47 "	229	15	9
Eliza Cove.	101 "	8	536 "	209	5	3
Kiel Canal.	13 "	4	161	30	8	3
	463	18	875	£943	- 10	- 9

The dismentling & delivery of culverts to site together with the construction of the bridge at Surf Bay were carried out by P. W. D. at an additional cost of £81 - 10 - θ d bringing the total cost of the project to £1,025.

er red

d. Kuthwood

Seen - I was always

SIN OAL

(Original filed in 0284/VI/34-41 - Estimates 1953/54). Expenditure.

xy (11)(12) I think we could economise to some extent by introducing Rayburn ranges and slow-combustion grates (as in S/F's house - same type; what is it?) in all Govt. quarters and give the housewife a much-needed break at the same time. Did we get by with the supply last year? We were in cirriculties when I left. What was the final decision regarding peat hauling vehicles and may I see the reports on the small automatic peatcutting plant? Young is I believe investing in one for the Company and is toying with the idea of briquetting I believe.

1421 Peat Cutting Mackinery. 0032 Supply of Gort. Peat. 0035 Peat - Brignetting. 0825 I. P.W.D. - Stoves for God. quarters.

Lever with econtre

The Town Council of Stanley

(CONSTITUTED 1947)

[TELEPHONE 117]



Town Council Office, Town Hall. Stanley,

16th June 1964

The Honourable, The Colonial Secretary, Stanley.

Sir,

It has been suggested to the Town Council that it would be possible to utilise ashes to make tracks to the peat-bogs. The Chairman recently held a meeting with the lorry-drivers interested, and found the majority strongly in favour of the idea, and it is hoped to commence an experimental track shortly.

T am directed therefore to inform you that Council will be grateful for any advice or suggestions that Government may have to offer in the matter.

I am, Sir,

Your obedient servant,

Town Clerk.

She bled advice , negestrons

BUF

HCl 3 suggest T.E make a road to their own bogs first and if any advice is wanted then les a member of T.E, I shall certainly que it.

AL 154

77

26th June, 54.

Sir.

I am directed to refer to your letter of the 16th of June, 1954, on the question of ash-tracks to the peat-bogs, and to inform you that the Superintendent of Jorks, who is a member of your Council, will be pleased to give you his advice on the subject, if required.

> I am, sir. Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY

The Town Clerk. Stanley Town Council, STANLEY.

Hel hoted by All 28/6/54

Ser Dande above pl.

worker \$16/3

The Honourable, The Colonial Secretary. Stanley.



Sir.

At a meeting of the Town Council held on Monday, July 12th. 1954. it was decided to commence work on ash tracks to the peat-bogs.

Sec. 76

Ihave been directed to make enquiries regarding the possibility of Government assisting the Council, either financially, or with materials for building bridges over ditches.

I am.

Sir.

Your obedient servant,

Martin. W.A.Biggs.
Town C lerk.

BUF

This appears to be a recurrent question, as pear bank tracks crop up with seasonal regulacity. I do not recommend financial assistance, as these Ash Kacks are merely a whatter of T. C.'s lovery dumping + spreading the town ash collection. With regard to bridges - culverts etc. We could certainly help out there with some of the gash" timbers from the felty undertakings VIII. V. 100 100 1101 11010/10 P.W.D. 02/2/3/34 J ei et to comme ort on ach . 1200-000 of o o o o The a contracted to make enough the preparation the of initiation of the country one countil, dituer in noilly, or in . . i le or ouil in . . or i le dischas. our outtent werent,

54.

26th July.

Sir,

I am directed to refer to your letter of the 14th of July, 1954, and to state that covernment will assist your peat track construction by the provision, where possible, of bridging materials.

> I aille Sir, Your obedient servant,

> > (3gd) C. Compbell

COLONIAL SECRETARY.

The Town Clerk. Stanley Town Council, STAMLEY.

1483

Original filed in 1577 - applications for loans to purchase derries.

Copy to A.T.

ist September.

CONTIDENTIAL

To: Mambers of tability limines

Pron: The Colonial Secretary,

Committee.

Losis to archade orrive.

You will recall that, arising out of the report of the . eat Committee in 1952, coverment stated that it would consider meides lound to private individuals to enable them to surchase past hadage machinery. One of the objects of this policy was to encourage local Contractors to rid themselves of their antiquated and unreliable lorgies and to purchase her ones.

2. Covernment has now received on application from a post hacking portnership for a loss of 1650 to purchase two new lander.

at is proposed to treat this loss with interest of the rate cover ment obtains from the Joint colonial fund reproble over 1 years. The lerries would constitute becausity and they will have to be comprehensively insured.

loan is invited.

See 43

Stanley, 7th Feb 1956.

Sir,

It is with concern I bring to the notice of the Government the serious condition of the Peat Bog tracks,

Aggravated by bad weather, it is almost impossible for many People to get their Peat.

Jean Lic

I would like to mention that heaps of valuable material such as soil and clay could be deposited in more useful places than outside the Common Fence.

I also suggest a Committee be selected to go into this matter Scientifically, with a view to immediate and long term Policy.

I am, Sir,

Your Obedient Servant.

To Hon Colonial Secretary, Stanley.

Sfes On Thomasins pe.

Hes His question come in almost livery years.

The roads in Stanley her carted to these tracks of here looked into the matter and the best road to these tracks repair is the Eliza Cove Road.

All 10/2/56

some un discero 8/15 suggestin Hon C.S. Surplus material from main road excavation can only be made available at site - and can be loaded into lorries by my Chaseside hi-lift excavator, when not engaged at the quarry for loading broken stone. I have no available transport to take the material outside the town boundaries - other than en route to the quarry at the Stone Run. The P.W.D are at present using my new lorries on peat transport. The old "Thames" lorites which they have loaned me in lieu cannot stand up to earth and stone haulage and, when not under repair, are mainly used to transport workmen, drums of diesel, cement & shuttering, peat for the Labour gang etc. Passed to Supt P.W.D. with whom I have discussed. 14.2.56 Her I have received this from the CE.

(1) Deshops some contractors could east this heat noted for roads.

(3) P.W. P are using the new lorries, they were ordered on the C.S. instructions with auscidery great descess for Gao Peat Cart, and what the C.E. calls ald Corries, are lorries which have only had I Stason heat cart

14/2/56.

aq. C. L. 83-84 leat roads may become a problem owing to the continued were period. Should these meanine repairing - women the coso he a fair charge to XVIII S/L. 3? armongh me money was never voted for peak roads it seems fair magh She is be decided to transport the meterice ontice the town brundaries through the medium of a private entractor wice the Rosas vote stare is?

In framing my estimates of constructional costs, which is the basis on which funds will presumably be provided, no allowance was made for the employment of hired lorries or private contractors to remove the surplus spoil. If it is desired to employ this method presumably a fair transport cost would be one shilling per ton-mile plus 50% for overheads (depreciation) and contractor's profit and it would be necessary to increase the Road Vote to meet this charge.

- 2. It is intended to use surplus material (a) on the access road to the Filtrtation Plant & Pumphouse and (b) if practicable on widening Ross Road West to provide a side-walk in front of Sulivan House...both of which operations being done as a return pay-load on the transport of road metal from the quarry and (c) for the necessary filling for Crozier Place. The F.I.C will arrange the necessary transport at their cost.
- 3. It could well be that when John Street for example is widened to provide a proper pavement (sidewalk) surplus material from the existing South Side verge will be available for disposal and I suggest that consideration of its destination be deferred until it is known what amount, not required for filling in widening the Town Roads, is likely to have to be moved outside Town Meanwhile as stated previously the odd lowryful can be made available at site

8/8 5/25

he legs on tous was since her gone into with HE before with HE before with HE G. D.

2. It appears that several bogs may be inaccessible owing to the continued well period whe presidently of a peak crisis cannot be mulal out.

3. I showed therefore be grataful if you would

(a) investigate the extent of the alleged serious consistion of the tracks

(6) make recommendations for the allevialism

of the situation - and ix you

consider that repairs etc. are heccellary

to ensure the hamage of an adequate

supply of feat for the wints -

(c) sumil a estimate of the cose of the work involved.

3

Parsed to you - I shall be glad to accompany
You or your inspection, a assist you in your recommendations

2. I have no transport capable of taking loads of
mobble etc on to peat bog tracks - For thes

purpose a crawler tractor with slipe is most
outlible; possibly tornes with auxiliary gear
hould do if the bog tracks are not too saturated.

aue Frence CE. 14/3/56 Parki Matin 19.3.56 - presided over by

Who, JS. Barnel. aone 60 attack including

Meurs. Harry Varence (Leg. Be.) - by invitation

Peak Bontrulus (perment) say they can

appeared time customes - but three

fact time Contractors (le. Harkin, Corodorin

of Summers) say they some of their customes

bogs are inaccessible.

Messes Herey of rees called on me this morning or informed ine as above of Said the in this offerior are the 15 required as the moment is minimor refairs of perhaps a bridge or two. They suggest that surplus habities from the was should be used togethe with some desired mesh material which is bying as the breek of the town some suggested that I see the three contractors concerned and the I see the three Contractors concerned and assess the extens of the work of the three contractors concerned and whis I propose to do with loft. Townsons morning.

the contractors to do something to help themselves - in this spinion I agree to a point. But the maintaine of tracks is surely a frequence no spondicing I think love shall have to do more than just love the Contractors lovies or leve the nese to them - which I think is by the idea.

In 1952 Crove. spent over £ 1,000 on fear tracks a declared a policy of responsibility for maintenance but aid with say to what extent.

It is now for consideration what fact Gover is to take in these temporary repairs to enable sufficient peak to be hauled to trade over the winter:

26/3/56

Massis. Hardy Horeace informed me the they intended to passive their accessor policy (on the radio) to the affect that fermance tracks to the bogs showed be built as a later date.

&

RECOFD OF MENTING WITH PEAT HAULERS ON 21st MARCH, 1956.

His Honour with the Acting Colonial Secretary and Civil Engineer (The Superintendent of Works being absent in Camp) saw Messrs. Goodwin, Summers and Hawkins on Wednesday 21st March and discussed the peat track situation as suggested by Messrs. Hardy and Creece.

- 2. It transpired that Hawkins was the only public contractor of the three. Summers owned a lowry but had no customers. Goodwin likewise had no customers and was only worried about the transport of his own peat.
- 3. All lorrymen agreed that all that was necessary for this season was a few bridges and a few loads of road rubble in the worst places.
- 4. His Honour informed them that surplus metal etc. from the roads could be made available and would be loaded on private lorries free of charge old timber ex Public Jetty was also available free of charge for bridging.
- 5. The haulers appeared to be luke warm to the suggestion that they might do something to help themselves if materials were provided by Government. They however intimated that they did not feel justified in undertaking the transport of materials which in the end would benefit contractors who were not prepared to assist.
- 6. His Honour said he would have the Superintendent of works survey the tracks on his return from Camp but was not prepared to promise Covernment assistance beyond that indicated in paragraph 4 above for the present.

RECOPD OF MEETING - HIS HONOUR, ACTING COLONIAL SECRETARY AND SUPERINGRADERT OF MORES ON 22nd MARCH, 1956.

After discussion it was agreed that Government should bridge or culvert the few necessary ditches and dump road rubble in the worst spots.



PUBLIC MOTICE

Peat Transport.

It has come to notice of Government that as a result of the continued wet weather certain members of the public are unable to have sufficient peat transported from their bogs to tide them over the winter.

In the circumstances it has been decided that consideration will be given this sesson to the use of Public Torks Department lorries on a repayment basis in cases where evidence is produced that private contractors are unable to transport a sufficient supply.

Further details may be had on application to the Superintendent of Works, Public Works Department.

Colonial Secretary's Office, Stanley, Falkland Islands. 12th April, 1956.

JB/HF

VEAT : TRANSPORT Sin the issue of the Public Volice / Office / Office assessme 16 households who are unable to have their fear brought have before the worder -35 perple has askal -1) from were done with who to 4 some 10 v 2 confes 167) Coping wich up to 4 ferfle sie. Lorries. 2 ton - 10 Aleel -cill auxilian gan Gox.

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

1482.

8. Roads to Peat Bogs.

It was agreed that a committee should be formed with the following terms of reference "To advise Government as to what responsibility Government should undertake in respect of Peat Tracks". The Committee to be composed of the Hon. Mr. A. G. Barton (Chairman), the Hon. Mr. M. G. Creece and Mr. J. Bound.

See 92-94

DP. Marrison

Acting Clerk of Councils

56.

27th April,

Sir,

Rosas to , cat logs.

I am directed to recer to the Joint Meeting of the Executive and Legislative Councils held on Eint April, 1956, at which it was agreed that a Committee should be formed to advice Government se to what responsibility Government should uncertake in respect of post tracks. I am now to consider that his Excellency has been pleased to appoint you to be Chairman of the Committee with Messra. N.G. Creece and J. Bound as Members.

I ad, Mar. Your obedient servant,

(Sgd) J. Bound
ACTING COLONIAL SECRETARY.

The Hon. Mr. A.G. Barton, C.B.E., J.P., STALEY.

See 91,96

27th April,

56.

Sir,

I am directed to refer to the Joint seting of the Executive and Legislative Councils held on 21st April, 1956, at which it was agreed that a Committee unser the Chairmanship of the Honourable Fr. 4.6. Barton, C.B.P., J.P., should be formed to advise Government as to what responsibility dovernment should undertake in respect of peat tracks. I am now to confirm that his Excellency has been pleased to appoint you to be a Member of the Committee, the other member being Mr. J. Bound.

I om, Sir, Your obsdient servant,

(Sgd) J. Bound

ACTING COLONIAL SECRETARY.

The Honourable
Mr. M.C. Creece, J.P.,
STALLAY.

Sec 91

27th April,

56.

Sir,

I am directed to refer to the Solat Teeting of the Executive and Legislative Councils held on 21st April, 1956, at which it was agreed that a Committee under the Chairmanship of the Hemograble Mr. A.O. Earton, C. B. E. J. P., should be formed to sovice Covernment as to what responsibility Government should undertake in respect of pest tracks. I am now to confirm that his Excellency has been pleased to appoint you to be a Member of the Committee, the other Member being the Honourable Mr. H.G. Greece, J.F.

Your obedient servent,

(Sgd) J. Horrison.

(Sgd) J. Bound

ACTING COLONIAL SECRETARY.

J. Boung, Eng., E.D., J.P., STARLEY. Sac 91. Bu. 2/5

M: Bound will be unable to sit as a member of this Committee. I have talked the matter over with him and we both feel that M' Gleadell (the Ruditor) would be a switchle remines to take his place. He is accepted with hung talked quite a lot of Common sense at the meeting held in town to descens this matter.

Would g.E. gymen his appointment in place of Mr. Pound?

R. G. 17-1 4.5.54.

All Druk 5

A.C.S.

1). Lette to M. Gleadell informing him

Ret 11 E. has appointed him a number of the Committee
in place of M. Bornes.

1. E. has appointed M. Gleadell in place of M. Bound.

29/1

56.

Sir,

42

I am directed to refer to my letter No. 1482 of 27th April, 1956, and to inform you that His Excellency has been pleased to appoint Mr. L. Gleadell as a Member of the Peat Tracks Committee vice Mr. J. Bound.

I am,

Sir, Your obedient servant,

(8ga) All Deston-Thompson

COLONIAL SECRETARY.

The Honourable

Mr. A.G. Barton, C.B.E., J.P.,

STANLEY.

9th May.

56.

Sir,

I am directed to inform you that His Excellency has been pleased to appoint you, vice Mr. J. Bound, to be a Member of a Committee under the Chairmanship of the Honourable Mr. A.G. Barton, C.B.E., J.P., which has been formed to advise Government as to what responsibility Government should undertake in respect of peat tracks. The other Member of the Committee is the Honourable Mr. M.G. Creece.

I am,

Sir, Your obedient servant,

8ga) - Francisco

COLONIAL SECRETARY

12/7/56

Mr. L.C. Gleadell, STANLEY.

DRM/VM

Report Bullets Bullets
But Hots
But Hots
But Hots



Stanley. Falkland Islands. 10th July, 1956.

Sir.

In accordance with Minute No. 8 of the Combined Executive and Legislative Council Meeting held in Stanley on the 21st April, 1956 the following persons were appointed to form a Committee "to advise Government as to what responsibility Government should take in respect of Peat Tracks".

Mr. A. G. Barton, Chairman.

Mr. M. G. Creece.

Mr. J. Bound.

Shortly afterwards Mr. Bound left the Colony as a member of the Bisley team and Mr.L.Gleadell was co-opted in his place.

The Committee, accompanied by Peat Officers, past and present, and the principal Peat Haulage contractors, surveyed on 23rd May the area bounded by Sappers Hill Road -Mile Pond - and the offshoot of Dairy Paddock Road leading to "Dixie" Banks. Also, on 25th May, the peat deposits lying between Surf Bay Road and Eliza Cove Road.

On the 3rd July the Committee surveyed the area lying beyond the end of "Kiel Canal", an offshoot of Surf Bay Road passing close by Government Wireless Station.

The Committee's resommendations are attached herewith. Owing to the communal nature of the Peat B anks it must be Government's responsibility to improve the tracks at the expense of public funds. Stanley rate payers could not justifiably complain if an increase in Rates reduced the worries of ensuring their fuel supplies, but the major cost of making tracks must fall on the general taxpayer.

The regular Peat Haulers should be asked to tender. on a non-profit basis, for extending tracks which will benefit them more than anyone else.

Ash contractors (who may also be Peat Haulers) must dump ashes on the newly laid tracks and it should be made an offence to put tins and bottles in an ash-can.

Excavated soil and clay from Stanley building or road-making operations must be made available to contractors.

A start should be made at once.

100-101

The Honourable

The Colonial Secretary, Stanley.

We are,

your obedient servents,

- 1. Existing 'tracks' are in the right direction, and the further they are extended, the more banks will be served. The present system of laying a mattress of large stone and filling the interstives with clay and ashes is adequate. Consolidation, before and after filling, by Government Road Roller would be helpful.
- 2. SURF BAY. The extension which would serve most Banks is to continue the one leading off the South side of Surf Bay Road at the foot of the slight hill beyond the "leading marks". To serve any useful purpose at all this must be continued right across the wet flat into the vicinity of a clump of gorse known as "Furze Bush", 500/550 yards distant. Here the ground is hard and lorries can reach the road-end from various directions. A minor track might be laid to the South East of this point.
- 3. <u>ELIZA COVE</u>. The short 'track' to the East of the road about two miles distant from Stanley is scarcely used at present for the following reason -

When the area which it is supposed to serve is accessible to lorries, the level ground beyond and on each side of the 'track' is also accessible, therefore the 'track' should start afresh, much nearer the peat banks, at a point some 250/300 yards from where it ends at present, and continue for 600 yards circling to the North of peat areas, then bearing to an Easterly direction.

- 4. WEST OF STANLEY. The Dairy Paddock Branch Road should be extended from where it now ends at "Dixie Banks" mainly in a South and South-westerly direction curving North towards the Water Tank.
- 5. <u>KIEL CANAL</u>. In a normal season the nature of the turf beyond the end of the 'track' should permit lorries to work this area freely. An extension of 200 yards to the top of the ridge overlooking South Shore would be helpful.

EXCAVATING. The Committee took note that the depth of peat in seemingly impassable areas for lorries was often no greater than 20 inches at which level rock was encountered.

A valuable experiment might be made by the Cuthbertson Drainage Machine, now in Stanley, towing its plough set at 16/18 inches deep, and turning out a furrow which could then be cut laterally by hand into workable strips and removed bodily by the Rohr Peat Loader which would itself be working on a solid rock base.

Careful sounding and pegging out of the 'track' to be excavated is a first essential, but if successful

the cost would only be a fraction of the expense involved in transporting rocks with which to make a track over shallow peat.

The result would be a shallow ravine and surface water must be drained from it wherever there was enough natural 'fall' in the ground. Water is no deterrent to lorries travelling slowly provided the bottom is hard. The sides of the ravine would naturally dry up and shrink C. G. Dowlows
L. Committee. in course of time.

whom is conserted out? To realise the set of the life of the out of a consert of the set C.S. Les shall how to declar conly with and wit. spit-17.7.56. Committee.

Sir,

I am directed to inform you that Government has under consideration the possibility of extending and improving the tracks leading to the peat banks in the vicinity of Stanley. Gertain recommendations have been made by the Committee appointed by His Excellency the Covernor, and it would be appreciated if you would attend a meeting to be held in this office at 4 p.m. on Wednesday, 25th July, for the purpose of discussing the report of the Committee.

If you are unable to attend at this time, I should be grateful if you would inform me by telephone.

I am, Sir, Your obedient servant,

ACTING COLONIAL SECRETARY.

Goodnin, Esq.

56.

Sir,

I am directed to inform you that Government has under consideration the possibility of extending and improving the tracks leading to the peat banks in the vicinity of Stanley. Certain recommendations have been made by the Committee appointed by His Excellency the Covernor, and it would be appreciated if you would attend a meeting to be held in this office at 4 p.m. on Wednesday, 25th July, for the purpose of discussing the report of the Committee.

If you are unable to attend at this time, I should be grateful if you would inform me by telephone.

I am, Sir, Your obedient servant,

ACTING COLONIAL SECRETARY.

W. Flowers, Esq., STANLEY.

Sir,

I am directed to inform you that Government has, under consideration, the possibility of extending and improving the tracks leading to the peat banks in the vicinity of Stanley. Certain recommendations have been made by the Committee appointed by His Excellency the Governor, and it would be appreciated if you would attend a meeting to be held in this office at 4 p.m. on Wednesday, 25th July, for the purpose of discussing the report of the Committee.

If you are unable to attend at this time, I should be grateful if you would inform me by telephone.

I am, Sir, Your obedient servant,

ACTING COLONIAL SECRETARY.

H. Clifton, Esq. STAULEY.

23rd July.

56

Sir.

I am directed to inform you that Coverment has under consideration the possibility of extending and improving the tracks leading to the peat banks in the vicinity of Stanley. Certain recommendations have been made by the Committee appointed by His Excellency the Governor, and it would be appreciated if you would attend a meeting to be held in this office at 4 p.m. on Wednesday, 25th July, for the purpose of discussing the report of the Committee.

If you are unable to attend at this time, I should be grateful if you would inform me by telephone.

I am , sir Your obedient servant,

ACTING COLONIAL SECRETARY

J.E. Clifton, Esq. STANLEY.



Sir,

I am directed to inform you that Government has under consideration the possibility of extending and improving the tracks leading to the peat banks in the vicinity of Stanley. Certain recommendations have been made by the Committee appointed by His Excellency the Governor, and it would be appreciated if you would attend a meeting to be held in this office at 4 p.m. on Wednesday, 25th July, for the purpose of discussing the report of the Committee.

If you are unable to attend at this time, I should be grateful if you would inform me by telephone.

I am , sir Your obedient servant,

ACTING COLONIAL SECRETARY

J.E. Clifton, Esq. STANLEY.

Sir,

I am directed to inform you that resulting from a public meeting held in the Form Hall some months ago when residents of Stanley discussed ways and means of improving the tracks leading to the peat banks, his Excellency the Covernor appointed a consider to consider the matter.

The Committee, consisting of the Honourable Mr. A. C. Barton, C.B.M., J.P., the Honourable Mr. M. C. Creece, J.P., and Mr. I. Cleedell, has now reported, and copy of their recommendations are enclosed.

A meeting of the Committee together with three of the full-time peat haulers and representatives of Government was held on the 25th July to discuss the recommendations. The peat haulers were asked whether they would tender on a non-profit basis for extending the present tracks but the declined to do so on the grounds that one can would probably work harder than another and yet still be paid at the same rate. The haulers were of the opinion that it would be advisable to undertake the work on a straight contract basis.

As regards the entension of the present mode it was agreed that priority should be given to that road leading to the peat banks at Surf May, a distance of between 700 - 800 yards. The peat haulers emphasized that in order to obtain my benefit during the forthcoming peat season repairs should be undertaken with a minimum of delay.

Covernment is proposed to meet a portion of the cost of extending the roads to summay this year provided from Council will make a contribution towards the cost which it is estimated will be in the region of \$22,000 or more.

I am to enquire, therefore, whether the Town Council would be prepared to increase the present rates in Stanley by 1/-d., the revenue derived therefrom being paid to Government as the Town Council's contribution this year. In making this request it must be pointed out that the benefits derived from extended poat tracks will fall to the rate payers in Stanley and no one clse.

/If the Town Council.

Town Clerk,

Teply at 108

If the Yown Council agrees to this proposal it is intended that the tracks leading to the Divie banks area will be repaired next year with those leading to the Kiel bank area being repaired the following year. Government would, of course, expect a contribution amounting to 1/-d. rate towards the cost of the repairs undertaken in 1957 and 1958.

For your information, it is proposed to lay a stone muttress one foot in thickness, with send or peat mould filling, nine feet wide. Once the extension has been laid the maintenance of the track would be the responsibility of the Town Council.

I have the honour to be, Sir, Your obedient se vent

ACTING COLONIAL NECR T M.

BN 48

108

1 JUL 1956

KLAND ISLAND

FALKLAND ISLANDS.

30th July, 19 56.

The Honourable,
The Colonial Secretary,
Stanley.

Sir.

I am directed to refer to your letter No. 1482 dated 28th July, 1956 enclosing the report and recommendations of the Committee appointed to consider the responsibility of Government in the matter of tracks to the peat banks.

Council do not feel inclined to support the construction of extensions to the tracks to the peat banks at the present time for the following reasons:

- 1. The decision that extension of tracks should be undertaken is the result of 'panic' following a very bad season as regards weather.
- 2. The majority of lorries are very out-of-date and incapable of carrying out, in anything but the most favourable conditions, the contracts they have undertaken.
- 3. Individual haulers found it more to their advantage to undertake private haulage work at greater financial gain thus failing in their obligations to their normal clients and putting a greater burden on the more responsible haulage contractors.

Regarding the second point the success of Government in hauling peat last season with modern vehicles in the hands of experienced drivers is brought to your attention. The succes being achieved under the most adverse conditions.

In consequence of the above Council do not feel that any increase in the Rates can be justified.

I am,
Sir,
Your obedient servant,

Town Clerk.

Reply at 131.

letter from 15



STANLEY, 31st July, 1956.

Sir,

PEAT TRACKS.

I enclose a letter dated today which has been received from Mr. James Clifton regarding the proposed tracks to peat bogs.

I have advised him that you are dealing with the matter.

I am,

Sir,

your obedient servant,

See 110 for the PEAT TRACKS COMMITTEE.

The Colonial Secretary, Stanley.

7. Brisbane Road. Stanley. July 31st 1956

Dear bir Is the peat track committee. Iam willings to take the tracks at 30 shillings a yeard, providing I can keep one long on the job from start to finish. I can still take the peat home with the other two loves. No contractor should neglect the public peat, which has happened in the peat through ather contracts.

Yours sincerely fames blifton.

See 109

11/a 1.0. say at 108 about the lovies de nor Kan Kay can positry the just case to Exto). 8. N8

TRACKS TO PULT BOGS.

Meeting held with Peat Haulers on Wednesday, 25th July 1956

Present: His Honour the Officer Administering the Government : Chairman The Hon. Acting Colonial Secretary.
The Hon. Mr. A. G. Barton, C.B.E, J.P.
The Hon. Mr. M. Creece, J.P.
Mr. L. Gleadell.
Mr. J. Clifton : Peat Hauler
Mr. H. Clifton : " "
Mr. W. Flowers : " "

after explaining the recommendations of the Cormittee appointed by His Excellency the Governor to consider the question of improving the tracks to the peat bogs, the Chairman pointed out to the peat haulers that the proposed improvements to the tracks acrows the peat bogs would be a great advantage to themselves and they were asked if they would be willing to do the work on a non-profit basis. The haulage men felt that this was not the chargest and quickest way of dealing with the situation, apart from the fact that one can wouldprobably work harder than another and yet still get paid for the same job. They were of the opinion that the work would best be done on a contract basis, and all agreed that, should it be decided to put the work out on contract, they would tender reasonable prices. \$2. per running yard was the amount charged for a similar job of work done two or three years ago. All agreed that it was essential to improve the tracks and the work should be done over a period of two or three years.

The most important area which should have priority, it was suggested, was Surf Bay, as not only was this the worst track, but it served a very large number of houses in Stanley. Dairy Paddock area (Dirie) was also mentioned to be in great need of a road. It was then asked if it would be best to do half of the Surf Bay track and half of the Dairy Paddock track, but this was not thought to be a good idea as for one thing the road ought to be left off in a hard place, and also it would be better to get one road completed rather than have two unfinished projects on hand.

It was therefore decided that, should the work be put out on contract, that the 500 - 600 yard stretch across the flat in the Surf Bay area would have first priority, and that the Dairy Paddock area should be the next on the list for the following year. It was agreed also that the branch track south east of Surf Bay, a distance of approximately 200 yards, should be completed this year if possible.

The general feeling of the meeting was that the roads should have a stone mattress, filling up with sand and perhaps peat mould. Ashes were rejected as although they were a good top dressing, it could not be relied upon that the ash frums contained only ashes; most drums contained bottles and cans as well as ash.

The road should be a foot deep and nine feet wide. The length of the Surf Bay roads would be approximately 700/800 yards, including the extension, and would take approximately 40 - 45 days to complete. There should be at least or passing point in the middle.

It was thought to be nother late in the season for road making and that if it was to be done this year, an early start was essential.

The Meeting adjourned

At an informal discussion between His Honour the Officer Administering the Government, the Honourable Acting Colonial Secretary, the Hon. Mr. A. G. Barton and the Hon. Mr. M. Creece, it was agreed that a start would be made this year on the Surf Bay tracks, subject to the provision of funds by Standing Finance Committee. A meeting of Standing Finance Committee was called later in the evening.

111

SPANDING PINANCE COM ITTEE

MINTER OF A DESTRUCTION OF THE OFFICE OF THE COLUMNAL DECESTARY

mesent:-

The Honourable Mr. H.G. Creece, J. ... The Honourable Mr. H.G. Creece, J. ... The Honourable Mr. H.G. Harding, J. F.

The Fonourable in . . . Gilzuth, J. .

The Chairman informed combern that the leading had been called to discuse the position with regard to the extension and construction of resds to the peat banks.

The roads affected were

1. Surf Boy Fent Rond

2. Direy Bank Road

5. Eliza Cove Road

4. Kiel On 1 Dod.

Over a 3 year period it was entirated that the cost of such work would assume to 25,000.

The Committee was of the clinion of the rotes callected by the form Council chould be increased by 1/- from 3/91 to 1/91 as a contribution towards the cost of the rotes. It was estimated that the increase would yield some 31,900 over the 3 years period leaving Government to meet the 4 1 meets.

The Committee were also of the opinion that the form Commuil choold be held responsible for the maintenance of the reads after completion.

Chairman

coretary

1482

4th August

56.

Sir.

I am directed to refer to the recommendations with cartain of the regular part haulars when the recommendations of your families, as given in your letter of the 10th July, were discussed.

As a result of this meeting, a meeting of the standing limance Committee was held and it was agreed that the peat tracks should be emended by contract at the expense of Government provided the Town Council made an armail contribution equal to a shilling rate until such time as the tracks were condicted. It was estimated that a shilling rate would realise about £750 each year.

The Town Council was asked whether it would be are and to increase Starley rates accordingly, the revenue derived therefrom being paid to Coverment as the Council's contribution town is extending the tracks which would be or benefit to the rate eyers generally.

A copy of the roply from the form Council is enclosed for your information.

It is proposed to discuss the question of post tracks at the next secting of Executive to neal but before doing so it is thought that your committee might have some additional views to express.

I should be grateful, therefore, if you would attend a further meeting to be held in this office at 2.15 pers on consider. Sth August, 1956.

I am, Sir, Your obedient servent,

ACTING COLORIAL SECRETARY.

The Honourable

Mr. A.G. Barton, C.B.E., J.P.,

STANLEY.

The Honourable Mr. M.G. Creece. Copies to Mr. L. Gleadell.

hote for fer. wit. 112, a further meeting was held. Ir was agreed that subject to the provision of funds by S.F.C. a star through by made as soon as possible on the Suf Bay track. bornands share of the lung Bay track would have been about \$1,000. It was feet that work shows proceed up to the value of £ 1000 and that the while greatern of responsibility for pear tracks Should be discussed at the next intiting of Calo. or were engester tot a levy be impres on all bog allocated to standing householders. his world require legislation. as a remed of the meeting, theres belout o g. Clement were telephones and the position espained to Tun. Ith agreed that browner Chines fromde \$1000 fortheith so that a star would be made without delay. a meeting of S.F.C. was held on the q " anywar the precise length of truck is to be assertained the tenders are to be called. S.Ow well report length. fl. 9/8

HARBOUR. FALKLA NO TSLANDS. 8th Jaugust . 1956.

The Acting Colonial Secretary, Colonial Secretary's Office. Secretariat. Stanley.

STANDING FINANCE COMMITTEE.

ROADS TO PEAT BOGS IN STANLEY.

Sir,

With reference to our telephone conversation earlier

to-day.

2. I cannot agree with the views put forward by the Stanley Town Council which are not constructive. They probably feel that Government should undertake the whole of the work.

For my part, I feel very strongly that the Town Council 3. should meet part of the expense and if they do not agree to increasing the Rates - then the money will have to be raised by some other means.

4. I understand that the whole matter will be discussed at the next meeting of Executive Council and until this meeting takes place we cannot press the Town Council much further.

5. Meantime, I agree that a start should be made with this project and in order to make a start, Government could

allocate some money.

I therefore agree that £1.000 be spent by Government and after this money will have to be found from elsewhere to complete the programme for the first year.

I am,

Sir,

Your obedient servant.

L. G. Gilm

alone our state of the ute. of a meeting of S. F. C. of the least Committee held on the 15th light I was agreed that the lender for larging 536 yards of roal in accordance with the required specifications) should be awarded to m Jo Clipton at 30/ pro hummy yards hurs were as pllows: J. Clyton 30/ - yes Judsen 26/-Ir was thought that of Clipton was in a position to do a bette pot i our of his past openier in making was, then Jacobsen, a Pard Cabour with our long. A.118 Holid. Fenten to Entract has been signed and work higun.

James bliften

7. Brustane Ross,

Smill SECRETARY'S Stanley.

Stanley.

September 1.

Sir, bould I cut the fence in Hookers Point Paddock to get stone for the peat track, which would nove I a mile of healog over soft land. I spoke to Mbr O' Sullivaing but he said he sould not give me permission, but probably you would give me permission.

your sincerely, fames blifton.

Somession granted by SIST the 0.5 G. 7 Achill Reply at 121 yst. Draftuply ste pl. San 4/9/56 les amended pl. 6999 and the O will be to be to purity and sometimes are made to replace

> The world here was 20 4. 6. 6. 5 mg 100 mg

the Chapter sugar

24th August 1956

Memorandum No: 21 for Executive Council.

PEAT BOG TRACKS.

On the 21st April 1956 the Joint Committee of Executive and Legislative Councils agreed that a committee should be formed to advise Government as to what responsibility Government should undertake in respect of peat tracks.

- 2. The Committee, which consisted of the Honourable Mr. A. G. Barton, the Honourable Mr. M. G. Creece and Mr. L. Gleadell, reported on the 10th July 1956 and its report is attached as an annexure to this memorandum.
- Job Following receipt of this report Government convened a meeting with the members of the Peat Committee and the leading peat contractors attending. It was at this meeting recommended that the work proposed by the Peat Committee should be undertaken in stages and that as a first move the track to the Surf Bay bogs should be made up. It was further recommended that the work should be undertaken on contract when it became quite clear that the peat contractors were not prepared to tender on non-profit basis.
- 4. The problem was considered by Standing Finance Committee at a meeting held on the 25th July. At this meeting Standing Finance Committee recommended that of the total estimated cost of £6,000 Government should over a three year period meet approximately £1,500, leaving the Town Council to raise approximately £1,500 as Stanley's contribution towards the cost of these tracks. The Committee thought that Stanley rates should be increased by 1/-d. from 3/9d. to 4/9d. for the purpose.
- 5. The Town Council declined to increase their rates and advised Government that:-
 - Council do not feel inclined to support the construction of extensions to the tracks to the peat banks at the present time for the following reasons:-
 - 1. The decision that extension of tracks should be undertaken is the result of 'panic' following a very bad season as regards weather.
 - 2. The majority of lorries are very out-of-date and incapable of carrying out, in anything but the most favourable conditions, the contracts they have undertaken.
 - Jo. Individual haulers found it more to their advantage to undertake private haulage work at greater financial gain thus failing in their obligations to their normal clients and putting a greater burden on the more responsible haulage contractors.

Regarding the second point the success of Government in hauling peat last season with modern vehicles in the hands of experienced drivers is brought to your attention. The success being achieved under the most adverse conditions.

In consequence of the above Council do not feel that any increase in the Rates can be justified.

No 123

/6....

- 119
- 6. Following further discussions with Members of the Peat Committee and Standing Finance Committee it was eventually agreed that Government should finance the Surf Bay track up to an overall limit of £1,000 on the understanding that the whole matter was discussed in Executive Council. A recommendation was made that consideration should be given to the imposition of a rent or some other form of levy on the users of Stanley peat bogs so that some contribution might be made towards the cost of the peat bog tracks scheme by the beneficiaries.
- 7. Consequently tenders were called for and on the basis of a recommendation made at a combined meeting of Standing Finance Committee and the Peat Committee held on the 15th September the tender submitted by Mr. J. Clifton of 30/-d. per yard for approximately 536 yards of track (9-ft. wide and 12" deep stone mattress combined with ashes or sand) was accepted. Work began on the 18th August.
- 8. Honourable Members are now, in particular, asked to advise: -
 - 1. Whether Government should undertake any further financial responsibility for the construction of the tracks referred to in the Peat Committee's report.
 - 2. Whether or not some form of levy or rent should be imposed on persons having peat bogs.

Provided bogs were leased under the provisions of the Land Ordinance and annual rent could be charged. Details of bogs now in use are as follows:

375 allocated to houses.
15 " " contractors.
39 " " Government.

Total 429

ACTING COLONIAL SECRETARY

AGDT/F!

- 6



OBSERVATIONS & RECOMMENDATIONS OF PEAT COMMUTEE - JULY 1956

- Existing 'tracks' are in the right direction, and the further they are extended, the more banks will be served. present system of laying a mattress of large stone and filling the interstices with clay and ashes is adequate. Consolidation, before and after filling, by Government Road Roller would be helpful.
- SURF BAY. The extension which would serve most Banks is to continue the one leading off the south side of Surf Bay Road at the foot of the slight hill beyond the "leading marks". To serve any useful purpose at all this must be continued right across the wet flat into the vicinity of a clump of gorse known as "Furze Bush", 500/550 yards distant. Here the ground is hard and lorries can reach the road-end from various directions. A minor track might be laid to the south east of this point.
- ELIZA COVE. The short 'track' to the east of the road about two miles distant from Stanley is scarcely used at present for the following reason:-

When the area which it is supposed to serve is accessible to lorries, the level ground beyond and on each side of the 'track! is also accessible, therefore the 'track' should start afresh, much nearer thepeat banks, at a point some 250/300 yards from where it ends at present, and continue for 600 yards circling to the north of peat areas, then bearing to an easterly direction.

- 4. WEST OF STANLEY. The Dairy Paddock branch road should be extended from where it now ends at "Dixie Banks" mainly in a south and south-westerly direction curving north towards the water tank.
- KIEL CANAL. In a normal season the nature of the turf beyond the end of the 'track' should permit lorries to work this area freely. An extension of 200 yards to the top of the ridge overlooking South Shore would be helpful.
- EXCAVATING. The Committee took note that the depth of peat in seemingly impassable areas for lorries was often no greater than 20 inches at which level rock was encountered.

A valuable experiment might be made by the Cuthbertson Drainage machine, now in Stanley, towing its plough set at 16 - 18 inches deep, and turning out a furrow which could then be cut laterally by hand into workable strips and removed bodily by the Rohr Peat Loader which would itself be working on a solid rock base.

Careful sounding andpegging out of the !track! to be excavated is a first essential, but if successful the cost would only be a fraction of the expense involved in transporting rocks with which to make a track over shallow peat.

The result would be a shallow ravine and surface water must be drained from it wherever there was enough natural 'fall' in the ground. Water is no deterrent to lorries travelling slowly provided the bottom is hard. The sides of the ravine would naturally ary up and shrink in course of time.

> (Signed) A. G. Barton. M. G. Vreece. I. Gleadell.

13th September,

56.

Sir,

sired or replaced.

Officer Administering the evencent. This confusion is however given on the understanding that a temporary gave will be installed and that in no company will it be left once. Then the work is completed the foncer will be re-

I am, Sir, Your obelient servant,

(Sgd.) J. Bound.

ACTION COMO TAL SECRETARY.

Mr. J. Clifton, STANLEY.

ADT/MC

Copy to: Agricultural Officer.

1 (8x. 20)

But 26/9

But \$2.199

TAOMA

12 18 /

Extract from Minutes of Executive Council Meeting held on the 9th and 10th October 1956

16. PEAT BOG TRACKS.

It was agreed that the matter should be further discussed with the Town Council by the Honourable Colonial Secretary and the Honourable Mr. Barton.

His Excellency directed that a letter of thanks be written to the Committee.

CLERK OF THE EXECUTIVE COUNCIL

See 128

3, Brandon Rd., Stanley. 16th October 1956.

Sir.

Early this year I was absent in the Dependencies on Covernment service and so lost the opportunity to urge the carting of peat for my bungalow. The weather finally stopped attempts to reach my bank.

On my return, Mr Livermore kindly arranged for me to receive 4 loads under the Government emergency peat carting scheme and this supply is now almost exhausted.

Private carters are still unable to bring in my peat and at this moment there is a lorry bogged on my bank. I am thus unable to clear and use the cut peat, unable to have more cut and effectively, am out of step with local peat operations.

May I therefore please make application to hire one of the Government 10 wheel lorries for a day. These lorries reached my bank under the infinitely worse conditions in April but, it appears, are still the only vehicles capable of reaching it now.

I have spoken to Mr Livermore and it is on his request that I address this application to you.

> Yours faithfully. V. Hamison

A. G. Denton-Thompson Esq. ; Secretariat. Stanley.

acked the has seen ple pl.

H.C.S.

l. This is not so easy. When I first spoke to S. W. he had only I of the large lorries in commission and he had it only transporting Canso fuel. Mr. Livermore has since been ill. I have spoken with him again and he says that his Peat Foreman says why this peat cannot be removed is because it is on a second cut and even the FWD lorries would not be able to get in and move, it. It appears it is a question of Mr. Harrison having someone throw or wheel it out to firm ground for any lorry to pick up.

DQm 25/15/57

Acs

Explain position to M. Hanison and do the heat you can to assist. he must help if and when we can in

This can .

15/0/50

ber mu Harridand Protection 20/11/16

Spoke mrs. Harrison - pear coming in OK.

W/20/1/56

23rd October

56

Sir

100-101

I am directed by His Bacelloney the Covernor to refer to the report of the Committee expointed to advise Covernment as to what responsibility Government should take in respect of peat tracks.

2. His Excellency has requested that an expression of Government's appreciation should be conveyed to you as a Marber of the Countities for your service and for the very detailed and helpful report submitted to Government by the Countities.

I em, Sir, Your obedient servent.

A. G. Denton-Thompson.

COLONEAL

The Hon. Mr. A. G. Berton, C.B.E., J.P., STANLEY.

AGDT/PT

Sir,

123-101

I am directed by His Dr cliency the Governor to refer to the report of the Committee appointed to advise Government as to what responsibility Government should take in respect of peat tracks.

A. His Macellency has requested that an expression of Government's approchation should be conveyed to you as a Member of the Committee for your service and for the very detailed and helpful report submitted to Government by the Committee.

I am, Sir,
Your obedient servant.

A. G. Denton-Thompson.

COLONIAL SEUREDARY.

The Hon. Mr. M. G. Creece, J.P.,

Sir,

I em directed by His Amelloney the Governor to refer to the amort of the Condition appointed to advise Government as to what responsibility Government should take in respect of peat tameles.

> Overment's appreciation should be conveyed to you as a Member of the Counttee for your service and for the very detailed and helpful report submitted to Government by the Countties.

> > I om, Sir, Your obedient servent.

> > > A. G. Denton-Thompson.

COLORDAL OUR TARK.

Mr. L. C. Glondall, SPANIEN.

bu.

This file to come hack to me for f. a.

an 29.10.56.

24/10/62

Bic. 29/10/56

30th October, 1956.

See 123

It was agreed at the last meeting of Executive Council that you and I should meet the Town Council on the subject of Peat Tracks. There is a Town Council Election coming off in December and it seems to me to be advisable to wait until we can meet the new Council. My present information is that the existing Council will not move in the way of increasing rates and they are hardly likely to in any circumstances just before the election.

I should be glad to know whether you agree with this view or not.

Id (bline)

The Honourable

Mr. A.G. Barton, C.B. E., J.P., STANLEY.

BU 6/1/56

Y. St. you received a reply pl. 120/11/1

Y.E.

As instructed I have spoken to S.W. regarding his request for the German road gang to continue peat cutting, please. He has discussed the matter with Mr. Trees, who was going to speak to C.E.

The normal annual target is 20,000 yards - broken down to 17,000 for the year's use, with 3,000 to carry over for following Spring.

Present stocks - sufficient for Government House up to March, 1957.

for C.S. 15.11.56

Thankyon. I've told IV he can have the

Dile pl.

Mr. Barton has replied verbally to folio 128 saying that he agrees that the question of a Town Council contribution towards the cost of peat bog tracks should be discussed after the forthcoming election. The file should be brought up early after H.R.H's. visit is over.

> 6. s. 24. 11. 56.

Bu 15/1/574

19th January,

57.

Sir,

108

123

I am directed to refer to your letter of 30th July, 1956, and to previous correspondence on the subject of peat bog tracks.

- 2. Government policy with regard to the financing of the construction of peat bog tracks was discussed at a meeting of Executive Council held in October, 1956. At this meeting the view was expressed that if the construction of such tracks were to continue then the Town Council should at least assume responsibility for a proportion of the expenditure involved.
- 3. It was, however, decided that the matter might with advantage be discussed further with the Town Council and the Governor-in-Council requested two Members of Council (the Colonial Secretary and the Hon. Mr. A.G. Barton,) to take the matter up with the Town Council.
 - 4. If, therefore, your Council sees no objection it would be appreciated if you would suggest a convenient date when the two members of Executive Council might have the opportunity of discussing the whole matter personally with the Town Council.

I am, Sir, Your obedient servant,

(Sgd) A.G. Denton-Thompson

COLONIAL SECRETARY.

The Town Clerk,
Stanley Town Council,
STANLEY.

Bu 28/1/57 N

Reply at 132. See 133



Town Council Office,

Stanley.

25th January, 1957.

Sir,

I acknowledge with thanks your letter No.1482 dated 19th January, 1957 on the subject or peat bog tracks.

2. The contents of your letter will be brought to the attention of the Town Council at the next General Meeting which is due to be held early in February, 1957 and their decision will then be communicated to you.

I have the honour to be, Sir,

Your obedient servant.

Your Clerk.

The Honourable, The Colonial Secretary, Stanley.

hepi (zu. 1/2

See 133

Town Council Office.

Stanley.

TC/39

5th February, 1957.

Sir.

131

I refer to your letter 1482/ dated 19th January, 132 1957 and my reply TC/39 dated 25th January, 1957 on the subject of peat bog tracks.

2. At the Town Council Meeting held yesterday, 4th February, 1957 it was decided to appoint a delegation to meet the two Members of Council referred to in para 3 of your letter 1482 dated 19th January, 1957 and the following Councillors were so appointed :-

The Chairman - Councillor W.A. Etheridge

J.D. Williams

It is suggested that 10 ofclock a,m, on Thursday 7th February 1957 would be a convenient time for the Delegation to meet the two Members to discuss the matter of the peat bog tracks.

Would you please confirm that this is a convenient arrangement: if not, perhaps you would suggest another time and date.

I am, Sir,

Your obedient servant,

Blacent.

Town Clerk.

4.C. informed time convenient.

LA 6/2.

Bu 12/2/5-7

The Honourable, The Colonial Secretary. Stanley.

131. M' Baton , 3 met commileon Etterige « Williams Today.

2. after a recop of events leading up 16 the meeting, the T.C. representations were entered whether, in the went of bornament providing cutain funds to entire the pear track extensions as recommended at 100 the T.C. would be worded by increasing the rate.

3. As channer, T.C. and that the matter have been discussed at a recent westig but that the spinion of the T.C. send to the riphy at 108.

to existing tracks was necessary, the agreement on extensions otation categorically star it was not.

bound had spend almost \$1000 on extending and repairing to track in the Sup bay area, the 1.C. would assume responsibility for its maintenance on the formed that if we had another works summer as last year, there would be one track available.

b. Committee Ethering explainer that the the had no money and were shot of labour. It was pointed on to the him that the the the did have one full time employee, plus a long. It was without that Etherings die not write to start him that I would rain the matter officially in a letter. I the change is plicely gette fice, between 1954 and the fresent time was brought to the

Memorandum No:5 for Executive Council. PEAT BOG TRACKS.

As Honourable Members are aware, it was agreed at a meeting of Executive Council held on the 9th and 10th October, 1956, that the question of peat bog tracks in Stanley and the possibility of persuading the Town Council to make some contribution towards the costs of construction, should be discussed with the Town Council by Mr. Barton and the Colonial Secretary.

- 2. No action was taken on this until after the Town Council elections, which were held in December, and the appointment of a new Chairman. On the 7th February, 1957, Mr. Barton and Mr. Trees met the Chairman of the Town Council (Mr. Etheridge) and Councillor Williams. The whole question was discussed in some detail and the view that the Town Council itself should bear a proportion of the cost on the grounds that the tracks were primarily the concern of Starley householders was put forward.
- The outcome of the discussions, however, was that the Town Council representatives reiterated the view that peat bog tracks were entirely unnecessary and that they were not prepared to make any financial contribution to the costs of construction. The Town Council representatives said they were prepared to consider a proposal that they should contribute to the maintenance costs of the Surf Bay track but it seems very unlikely that in fact they will agree to do so.
- 4. In these circumstances it is felt by the two Members of Council appointed to discuss the matter with the Town Council that Government should not finance the construction of any further tracks.
- 5. It is proposed that Mr. Barton and Mr. Trees should report verbally to Council and that the whole matter should be considered at the next meeting.

OFFICER ADMINISTERING THE GOVERNMENT.

AGDT/FT

8- MAR 1957

The Honourable. The Colonial Secretary Stanley.

Town Council Office, Stanley,

6th March, 1957.

Sir.

At a meeting held on Monday 4th March. 1957 the Town Council discussed the question of the maintenance and improvement of the recently constructed peat bog track.

While agreeing with the principle that work of this nature should be financed from Rates Council felt that they could not be committed to undertake work in the future which as far as can be seen at present they would be incapable of carrying out.

It was agreed that the matter should again be discussed in July when the Ash Contract is due for renewal with a view to having ash dumped and levelled along the existing track.

> I am, Your obedient servant.

> > Chairman.

reply at 139

• • • • • • •		• • • • • •							• • • • • • •
HELD ON	13TH	MARCH,	195	7.					
EXTRACT	FROM	MINUTES	OF	MEETING	OF	MEMBERS	OF	EXECUTIVE	COUNCIL

3. PEAT BOG TRACKS

Council advised that the Town Council should be informed that as they held the view that peat tracks were not necessary, Government proposed to take no further action in the matter.

Clerk of Executive Council.

pel 139

14.28

3rd April,

57

Sir,

I have to refer to your letter of the 6th forch and to previous discussions and correspondence on the subject of the construction of peat bog tracks.

This matter was discussed at a meeting of Executive Council held on the 13th Harch, 1957. It was noted that peat bog tracks are, in the opinion of your Council, unnecessary, and that Council was not prepared to make any financial contribution towards the costs of construction.

In the circumstances it has been decided by Covernment that no further trucks should be built at Government expense. It would be appreciated if you would inform Covernment in due course of the outcome of the further discussions in July when the ash Contract is due for renewal.

I am, Six, Your obedient servent.

OWPLOTE AND DESERVED THE GOVERNMENT.

W. Etheridge, Esc., Chairman, Town Council, Stanley.

AGDT/ PT

Reply of 140

Town Council Office. 140 Stanley.

8th April, 1957. Officer Administering the Government. Stanley.

With reference to your letter 1482 of 3rd April I am a little concerned at the unqualified statement that "It was noted that peat bog tracks are, in the opinion of your Council, unnecessary,". Council do not suggest that peat bog tracks would not be a desirtable amenity but, in the present circumstances, consider that the high cost of construction is not justified in view of the limited use of such tracks.

This attitude is widely supported by both peat

hauliers and consumers alike.

I am. Sir.

Your ofedient servant,

Ill: Trees Port Jay

I chan had been had

The country land of the

file pe. 15 m.

of 134. KIN BUC 139. P. 143 Que 139

court Council Control . va Enera the street and the state of the street and the state of t .velonsa to Sunt rettel was to community of apampent to berrious at all bun t livin ion chart that to don eas out that the ball Atmir . Line was a property of the contract of now on a desirent of the term of the term of the term circumstancent, consider test toe high cost of perhati one to well my as though you at nother tenos time of many tracks. . outle prompante tree stallman , with , ma I . Jragres Thailbong Too' Contract English

STANLEY HAULAGE CONTRACTORS RATES AS FROM 1ST OCTOBER, 1961.

Area	Pri.co	e per	Load
South of J. Clifton's Road at back of Dixie	1.	2.	
Dixie Block		17.	6.
Sappers Hill, West side	1.	5.	
Sappers Hill, East side		16.	
Tumble-down		12.	
Dettleffs Paddock		15.	
South of Dettleffs Paddock to Roller Shed		15.	
Roller Shed	1.	2.	
Horse Point	1.	6.	
J. Clifton's Road (Surf Bay)	1.		
Mon-Star	1.	2.	
Land-Mark		18.	
Sand	1.	5.	
Shingle	1.	5.	
Manure	1.		
Furniture		15.	
Peat from Shed to Shed	1.	6.	
Mon-Star run	1.	5.	

Peat Cutting (throwing) 2/- per cubic yard.
Peat Cutting (wheeling) 2/3 per cubic yard.
Peat Rickling 7d per cubic yard.

Public Works Department, Stanley, Falkland Islands.

Hes This is another case of the first being held at the head of the general hablie. Stanky I know of only one my head of the general hablie.

If the Peat carters - Stanky I know of only one man we carte for a live - Stanky I know of only one man we Before long I can see that gave will have to have go now Lorses and assist people in Stanky to get the home. Cloudy this season & Carters Lave god of the mand

16/0/61

17/10/61 DJ. Morring re william for Dove. preme. My broduce anombed list , with is better how is find. It is 25 mile the last four all They my him brown is had all he writer him comos lies idle which is uneconomical Storm to SPW or (will discuss from wh here 5 1/10/61

Ongine wie 145

STANLEY HAULAGE CONTRACTORS RATES AS FROM 1ST OCTOBER, 1961.

Area.	Price	per L	eaa.
	.E.	ន.	d.
South of J. Clifton's Road at back of Dixie	1.	2.	
Dixie Black	•••••	17.	6.
Sappors Hill, West side	1.	5.	-
Support Hill, East side	********	16.	
Tumble-down		12.	
Dettleffs Paddock		15.	
South of Dettleffs Paddock to Reller Blied		15.	
Roller Shed	1.	2.	
Horse Point	1.	6.	
J. Clifton's Read (Surf Bay)	1.		
Mon-Star	1.	2.	
Land-Mark	•••••••	18.	
Band	1.	5.	
Shingle	1.	5.	
Manure			
Furniture		15.	u.a.
Peat from Shed to Shed		6.	
Mon-Ster run			
		5.	
- sac take (take name)			
, (minor entry)	The state of the s	7-3	
Peat Rickling 7d per cub			

annu 46 MARKA. L. S. South of of bliftons road at back of Dixie 1 2 0 Dioce Block. 6 Sapper Will, West side 2 0 16 0 dumble - down 12 0 Dettleff's Paddock tor roller shed 15 Roller Shed 0 Horse Print 2 0 J. Slifton's Road (Suf Bay) 0 Mon- Star 0 hand - Mark. 16 0 Sand. Shingle 0 Manure Manure tipping 15 Furniture 0 Pacit from School to Sheet. 0 2/- per cubic yard. Mon- Star ven Peat Setting (throwing) Peat Setting (wheeling) Peat Rickling Id per rubic yard Bu 20 10.61

The as thing how terrains is the last dentenge 2144.

> We wife 25 bit and her both hu it is repretter he so fact can we granules work for Mei lamins in P of season but to with will to bor in mind of we am Bo in hards 8 23/co/ce HCS. Shaft & fe man 23.061

25 October,

61.

Sir,

I am directed to refer to our discussion regarding peat haulage and transport and to inform you that it is regretted that Government cannot guarantee work for your lorries in the off season but the matter will be borne in mind.

I am, Sir, Your obedient servent,

(Egd.) B.M.D. Menders

COMMINIAL STORMINRY.

Mr. W.J. Poole, STANKEY.

BU 15 4 62

149 Svanley, 3.4.62

To , the assistant Colonial Secretary.

Dear Sir

On my wreating around Stanley I find come about the future of head haulage in the mends of many. Two more vegular haulers are guring up at the end of the present season. I greatly approcuate the help of the Government lones & those in difficulties about getting their pear home this year... and find myself wondering if there is any solution before next summer is whom us, Is the freals

Landage problem. The chee is not a displace any present long in which the people and especially the old people can be reasonably sur of getting they peat home. Pear cutting freshits a separate problem - prhaps frommet could heaf a list of men rulling to cut peak privately and any willing to richle I trust that I am not out of orker in writing in this way that I do feel there is answety wer the situation your sinearly. Towest million Ackd # 3/4/62

Ames.

Dr. Mc whom's letter voices he opinion of many hungrassichen of seal haneage is becoming through the weather contributed to the question in no small measure. I think we must accept the fact that the root of the frontle lies in the lack of substitutes. To funchase a new heavy duly vehicle Sniked to the extreme conditions of handen heavy loads of over soft comp calls for captaclex behalive bufored the limits of most bockets. The result own the fears, is that all probability owned to river are in Snch a band state of uponin that they can no longer cope with the Sikahon.

again here are ferrer feofle willing to take on the work on her one considered (a) the coffital cost (b) the cost of maintaining the vehicle, and (b) the meertainty of employment drowing the winter period, it is but Surprising.

of getting my winters fuel in the sled with the assistante of the two Purd Torries, awould wilcome a more forman ent arrangement.

1.4.62

1521

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I show to SAW writes.

I have me questions and answers are as

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Draft at 6/2
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I made a note at 152 of 153 which was to have been a minute but his matter was mentioned since by members of lown in it of Moreth, I his he by arraways trund. It does looke as of we should have to do move tout having went year and SP.W has found him to other housing went year and SP.W has found him to other him and for their arm peak are with no hear their too old or infinite to cat their arm head and with no hear relatives who can bely here and not enough many to has grashing curtication we should consider afflications to buy hear forement.

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8 18/4/62.

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ACS

S Dink we shall have to help again next year,
very probably to a greater extent Dan This year.

We want to plan accordingly.

She to Sthe Com of little for Dr. M. W. The 19.462

154-

Sir,

149

With reference to your letter of 3rd April to the Assistant Colonial Secretary I am directed to state that the question of the difficulties experienced by those who cannot arrange to have their peat carted is one that is causing concern to Government. Government is certainly opposed to the idea that it should take over the entire task of carting peat and considers that as much as possible should be done through private contractors. If it is impossible for all the work to be done by contractors Government will try, as it has done this year, to help as much as possible considering its own commitments.

2. It is unlikely that Government will be able to supply the names of those willing to cut peat privately as Government usually employs itself all peat cutters who apply but the matter will be borne in mind.

I cm, Sir, Your obedient servent,

(Sgd) R.H.D. Manders.

COLONIA SECRETARY

Reverend Dr. W. F. Mowhan, M.B.E., D.D., STANLEY

RHDM/FH

Copy to S/W. 5.

Reply at 159

Som April,

62.

To:

Superintendent of Works,

From: The Colonial Secretary,

STANLEY.

Peat Haulage

I am directed to enclose herewith a copy of a letter addressed to Dr. McWhan in reply to an enquiry from him regarding the peat problem in general.

2. It is expected that we shall have to assist again next year and very probably to a greater extent and it is desirable that you should plan accordingly.

520

(Sgd) R.H.D. Manders.

COLONIAL SECRETARY.

KIV- By BY 14. 7.62

159. Stanley, 2: 5. 62 Des me mandro. I work to thank you for 15 your kind answer to my letter to the assistant Colonial Secretary. I do feel that the Pear Porblem in Svanley is of first importance and I appreciate the sympathy and co. operation of Government in the matter. Jan. yours sucurely. Formed Millean. BU 15. 9.62 16 disass shown to SPW-See P Chelent is ut b/L Bu ++ . 7. 621. BUTWEST 25.9.62

PUBLIC NOTICE

Peat Hauling by Covernment

At the end of last peat season Government came to the rescue of certain private individuals whose contractors had failed them and did some transport of peat itself.

There seems to be a mistaken impression in some quarters that Government is prepared to undertake transport of peat regularly. This is not the case. Government cannot do any transporting of peat at present and, if it undertakes any in future it will only be to help those who, in spite of all efforts, have been unable to arrange transport privately.

Colonial Secretary's Office, Stanley, Falkland Islands.

2nd October, 1962.

Ref: 1482.

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RHDM/FH

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