

C.S.

PORT & MARINE

SHI/NAV/1 # 16

LIGHTS.

1927.

No.

552/27

C.F.L.

H. E. the Governor.

SUBJECT.

1927

5th. Octbr.

Previous Paper.

PROPOSED ESTABLISHMENT OF SMALL AUTOMATIC

LIGHT ON WEST FALKLANDS.

MINUTES.

1. Minute from H. E. the Governor of 5th October, 1927

Harbour Master,
For report please,
G.R.H. 13
5. 10. 27. for C.S.

8. 10. 27. Submitted
Re H.E.'s M of 5. 10. 27 I consider a light on the West Coast is
a real necessity for navigation.
Personally, I mistrust all automatic, unwatched lights as being
very unreliable, & this is worse than no light at all.
I suggest a proper light for the West.

W. Anderson.
H. Mackin.

To C.S. Secy.

G.B. Submitted.

2. Before this matter is referred to
the manager I.D.C. Your Excellency
may wish to consider the Harbour Master's
Report. Presumably the cost of erecting

Subsequent Paper.

and maintaining an attended
light on the West Falkland
would be prohibitive.

8.10.27 for C.S.

How C.S.
where would be the best place? would
West Point be suitable? If so
Fellows' manager would, I am sure, keep
an eye on the ^{automatic} light. The West Point cliff
is 1000 ft high it would be ^{very} easy to see ^{R.H.} for miles.
10/27

9.2. I have spoken with you in this

connection and have suggested that light

in the neighbourhood of Cape Resolute at

the southern extremity of the East Falkland

at Cape Carybuck at the north-^{eastern} ~~western~~

corner of the East Falkland might be of

considerable aid to shipping approaching

Wardly from Punta Arenas at Thorsvik.

2. The Harbour Master is going

it by direction further to enquire into

this matter.

3. APB's activity the installation

of wooden directional apparatus at
the Macky Fox Bay at Park proper
station might be a more efficient
reliable and economical service.

4. What is the light P. at P.
for a report?

W. H. H.

(3. 10. 27)

H. C. S.

If we take the automatic light from
Spencer Creek & put it on the other
side of the narrows as per discussion
to-day will this not leave us one
spare automatic light? Could this not be
moved to the west Fieldlands, thus
saving a great deal of expense?

As to where to put it up I
will wait till you receive the reply
in Par. 2. Re para 4. please.

13/27. D. H.
10

Sgt. P. at P.

Accordingly please.

W. H. H.

(3. 10. 27)

Hon. Col. Sec.

Direction finding gear has been fitted around the coasts of U.K. America and Canada and is in general use for navigation purposes. Also all air stations are fitted and aerial navigation relies almost entirely upon bearings given by wireless. The installation of D.F. apparatus at Fox Bay and Stanley would enable approaching ships to take cross-bearings accurately to one degree within a radius of one hundred or more miles from the Colony. It would also be useful to locate ships which do not wish to give their correct position. The cost is estimated at three hundred pounds for two stations installed, one at Stanley and one at Fox Bay. The cost of operation would be covered by ordinary station operation and maintenance, please.

For,
24/10/27

Hastor Mackay

To report the result of

your enquiries in this matter, please.

J. Mackay

26. 10. 27.

27. 10. 27. Submit, Masters of "Glenis", "Falkland" & "Britia" under the light on C. Meredith for a vessel making port.
Lt. Brice Mackay is the obvious one from the northern part.
I concur in this

Meredith. H. Mackay.

To the Col. Sec.

Inside Minute Paper.

Harlow Park

The master painters named
do not feel ready to be
suggested to install D. F. apparatus
instead of lights, please ?

2. Do you consider that
automatic lights could be placed
at work with reliability of the
two points mentioned ?

3. If not have you any
other alternative to propose for
the installation of proper lights i.e.
lighting ?

W. J. Miller

30. 10. 27

2. Cutting from the "Birmingham Daily Post."

y.2. Schmitt. Re consensus of
opinion appear to be against the
installation of unattended automatic light
at 1 per the permanent by the
would involve too great an expense.

2. I have discussed the matter
of D.R. regarding further with the
Arthur Martin who is of opinion that
a cut for stations at Stanley at
Doubt freight would be of great
assistance to shipping approaching the Colony
both from the North and from the West.

3. To Sybil P. at P. for further
consideration?

✓
5.11.27

How C.S.

1. Please see my minute of 13.10.27.
2. Am I correct in saying we have none
one automatic light to spare?
3. What would be the cost to remove and
erect this on the top of Cape Meredith?
4. The refills, or whatever they are, could they
be taken overland from Port Stephens.
5. How long do these automatic lights go
without attention?
6. I presume we could get someone from
Port Stephens, for a quid pro quo, to examine
it regularly?
7. We could warn shipping it was automatic.
8. No one here I can see has sufficient
practical knowledge or experience to advise
on wireless signal stations. Please, therefore,
prepare despatch for S of S asking him
to kindly get expert report from
the "Elder Brethren".
9. What would it cost to purchase another
automatic light for Mr. Brides' Head, is there a
farm nearby?

A.H.

6/27
11

Despatch to S. of S. no. 219 of 8/11/27. 3.

Y.P. Despatch ~~sent~~ ^{sent} ~~of~~ ^{of} ~~substant~~ ^{substant} + ~~explan.~~ ^{explan.}

2. On return I will obtain the information
desired in Y.P.'s minute.

How C.S.

Thank you.

7/27. A.H.

9. 11. 27

Harkins Marks.

Referred to you for report

accordingly please.

J. Walker

10. 11. 27

15. 11. 27.

Submitted as H.E.'s M.P. 6. 11. 27.

- 1. Seen.
- 2. If the light remains on the N shore of P. William, there is no space.
- 7. Yes, respectfully answer.

After speaking to you on telephone this morning, suggest the remaining paras would be easily answered by B. Eng?

M. Harkins
Harkins.

To B. Eng?

W. Eng.

For your consideration at

report please

J. Walker

16. 11. 27

The Hon. Col. Secy.,

I beg to submit the following reply to His Excellency's minute of 6/11/27; dealing with paragraphs 3 to 6 and paragraph 9.

2. Para. 3. The estimated cost to remove and re-erect one of the harbour lights would be £10 plus the cost of transport from Stanley to the site at Cape Meredith. The services of a small vessel would be required for from 7 to 10 days, according to the weather. The vessel would anchor in Kits Creek, about 3 miles from Cape Meredith, and the men would sleep ^{board} ~~on it~~ at night. Allowing £20 per diem for the vessel and for victualling the probable cost would be from £150 to £210 .

The material could be landed practically at any time at the above-mentioned creek and a fairly good cart track, passing round the west side of the high land, can be found leading from the landing place to Cape Meredith.

Stones for concrete, also sand, can no doubt be found near the site. The Port Stephens Farm would probably lend or hire a horse and cart for the transport of all material to the site.

Para. 4. Should the cylinders be landed at Kits Creek there should be little difficulty in getting them to the site. A sleigh, such as is used in the camp for the transport of fencing posts, etc., would be very suitable for this work. Whenever cylinders are replaced it will take 48 hours as, after they are in position, they require 24 hours to settle before the gas can be used. The cylinders are 5' 9" by 9" diameter and weigh 230 lb each. When charged they have to be handled with a certain amount of care. Port Stephens settlement is approximately 16 miles and Hoste Inlet (the nearest shepherd's house) 8 miles distant, overland, from Cape Meredith.

Para. 5.

Para. 5. The length of time is governed by the capacity of the burner, the period of the flash and the number of cylinders in the battery. A 25 litre burner, with a periodicity of 0.3" light and 2.7" dark (under sun-valve control) would run unattended with one cylinder of 5000 litres for from 75 to 90 days, according to the season of the year.

Para. 6. There should be no difficulty in this connexion.

Para. 9. The estimated cost of a light tower similar to that at Navy Point, with a sunvalve, is £230 at Stanley. The nearest farm to MacBride Head is Port Louis North, the distance being about 9 miles the greater part of which is swampy ground.

2. With regard to the suggested light at Cape Meredith. I would respectfully mention that the visibility of the Harbour Lights is seven miles. This is ample for the purpose for which they are required, but is not, I think, sufficient for isolated lights which are to be picked up by ocean-going navigators making land. The Point William Light, though not isolated, has a twelve mile range, and I would venture to suggest that any isolated light which may be erected should have a visibility of from 16 to 20 miles.

With a 75 litre burner a 16 mile light would require a 20 inch lens and a 17 mile light a 30 inch lens.

Accommodation would be required for a good number of cylinders and they could be kept in the lantern house. The lens must be protected from the weather and a lantern house of the same size as the one at Point William would be necessary. A tower as at Point William might not be required at Cape Meredith.

In M.P. 570/25 a specification of a 16 mile light, complete with spare cylinders etc. can be seen. The estimated cost, exclusive of transport from Stanley to the site, is £2000.

3. I would respectfully submit for consideration the question of placing a 20-mile light on either Steeple Jason or Grand Jason Island; showing 360°. This light would cover the whole group and especially the Jason West Cay, which is the first danger point for vessels coming from the westward towards the Falkland Islands. Although it would be an expensive matter, costing probably over £3000, to provide a light of the power suggested, the advantage to navigators generally would, in my opinion, justify such expenditure. Steeple Jason is over 25 miles from West Point and Jason West Cay is a further 9 miles to the N.W. of Steeple Jason.

I think I am correct in stating that the Jason Group are invariably sighted by navigators coming to the Falklands from the Straits whether they are coming to Stanley via the North or the South coasts. Once a navigator has picked^{up}/any determined landmark in the Falkland Islands Group he is able to work round the coast to Port Stanley. Should this suggestion be thought worthy of further consideration, I would suggest that the matter be referred to Trinity House and to the Board of Trade. To Trinity House for their views in connexion with the advisability of placing an unattended light on so dangerous a group of rocks and islets, and to the Board of Trade as to the opinions of shipowners having vessels sailing in these waters and passing these Islands. The opinions of captains of the P.S.N.Co. vary as to the best positions for lights: the Sea Lion Islands have been suggested.

R. Rossasely

Colonial Engineer.

29th November, 1927.

Despatch to S.F.S. No 94 of 12th March, 1928. - 11-6

~~Col. Singh~~ noted CMB. 7.3.28

Habib's Name. ~~HA~~ 15.3.28

Mr. Treas. MCH₂
To see.

Julius
—

5.3.28

4 5.8.28

12 17.3.28

7/ 8-9 S of S. Despatch No 11 of 7th January, 1928
Despatch to S.F.S. no 120 of 17th April 1928

4 5.8.28 7 5.10.28

12 30.4.28 12 13.8.28

10-12 S of S. Despatch No. 98. of 23 June 1928.

Off. S.T.

Page 3 of vol 14 please

let me see previous N.P.

Julius
6.9.28

Revised to 1 of 1 to 22

Offr. Sect. Harbour Master
Col. Eng.

To see, please, at 6

to look any remarks that may occur

reply to them.

Ynd
2

21. 9. 28.

Harbour Master }
Col. Eng. } for your remarks please.

A.
for CS. 22. 9. 28.

5. 10. 28. Submitted, no further remarks.

Wheeler
W. Wheeler

J. B. Lee

Hon. Col. Sec.

no further remarks to make

W. Roberts
C.F. 20-10-28.

From His Excellency the Governor

to the Honourable the Colonial Secretary.

I believe a small automatic light would be
much appreciated by slipping on the west
Islands. At least so I have been informed
by certain merchant Shippers. Harbour-Master
to submit report. Please to manager,
Fellows Is Co for his opinion.

5²⁷/₁₀ A.H.

CUTTING FROM THE "BIRMINGHAM DAILY POST"

Wireless and the Lighthouses.

In the current number of "Nature" technical details are given of the new scheme for a chain of wireless signal stations round the coasts which the Corporation of Trinity House are maturing. Trinity House administers the lighthouse service, and as its heads are styled "Elder Brethren" it is easy to fall into the mistake of supposing that they are a most conservative body. Far from that. Trinity House is a very live and up-to-date institution. There is never a new device for improving the efficiency of the coastal service that they do not immediately make the most of, and now, in these days of rapid scientific development, they are lending themselves most readily to the possibilities of safeguarding mariners by enterprising use of wireless facilities. This, of course, is sound policy. For all one knows wireless in time may render lighthouses largely obsolete. The first of the chain of radio beacons is to be placed on the Scillies. It will be a steel lattice tower of 60 feet, and from it continuous-wave signals will be discharged into space. The working will be almost entirely automatic, and it is said that the automatic principle has been so perfected that defects in the equipment can be relied upon to correct themselves. Eddystone and other famous light beacons no doubt will continue their romantic service for a long time to come, but there are certain weather conditions when their powers of proclaiming danger are strictly limited. The newer devices should have a great future of usefulness, at first in supplementing the lighthouses' services, and perhaps eventually in superseding them.

Harbour Master & etc.
Especially last paragraph
A.H.

6/27
11

OKLAND ISLANDS.

219.

GOVERNMENT HOUSE,

STANLEY,

8th November, 1927.

Sir,

I have the honour to inform you that I have had under consideration the question of improving the service of coastal lights in this Colony and that inter alia the suggestion has been made that wireless signal stations might be of value in devising a satisfactory solution of the problem.

2. I have to request therefore that if you think proper the Elder Brethren of the Trinity House may be asked to furnish for my information the latest information in regard to this development which may be at their disposal.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

ARNOLD HODSON.

RIGHT HONOURABLE

C. M. S. AMERY, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES.

GOVERNMENT HOUSE,

STANLEY,

1st March, 1928.

FALKLAND ISLANDS.

No. 94.

Sir,

I have the honour to inform you that I have had under my consideration further the matter to which reference is made in my despatch No. 219 of the 8th of November, 1927, of improving the service of coastal lights in the Colony.

2. As you are aware other than the Cape Pembroke Lighthouse and the harbour lights maintained in Port William and in Stanley Harbour there are no lights whatsoever around the coasts of the Colony and representations have been addressed to me from more than one source in regard to the danger experienced on this account by navigators especially of vessels approaching the Colony from the north e.g. Monte Video or from the west e.g. Punta Arenas. It has been suggested that a light of some sort should be constructed and maintained at various places such as Macbride Head on the north coast of the East Falkland, Cape Meredith at the south-east corner of the West Falkland, the Sea Lion Islands to the southward of Lafonia, and Steeple or Grand in the Jason Group of islands off the north-west of the West Falkland. Divergency of opinion exists, however,

as/

THE RIGHT HONOURABLE

L. C. M. S. AMERY, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES.

as to the best situation for a light or lights and as to the best type of light to be provided.

3. Three factors naturally arise in considering the matter, namely, necessity, accessibility, and expense. The volume of traffic visiting the Colony is you will recall not large although it is vital to its existence and the ships employed on the service for the most part remain the same for a considerable period; wrecks fortunately have been of rare occurrence in recent years but it is not infrequent that ships have made Stanley either at great risk or after undue delay by reason of their uncertainty or of need for caution. It is thus a matter of difficulty to decide the relative degree of necessity for the provision of new lights. On the score of accessibility the maintenance in local conditions of an isolated light on a remote cape or island will present a problem of serious magnitude and it is open to question whether justification can be found either for keeping a permanent staff or for leaving an unattended light in the majority of the locations which have been suggested. Furthermore the expense both capital and recurrent of a lighthouse proper would be a heavy burden on the sole resources of the Colony although recoverable in part directly and indirectly by the increased facilities in communications with the outside world which may be expected - not indeed to too great a degree - to result from the improved aid to navigation to be afforded in this manner.

4. I would ask that if you think proper the matter might before further consideration be referred to the Board of Trade and to the Elder Brethren of the Trinity House for favour of any views which they may have to put forward. In particular I would suggest that their advice may be sought on the following points :-

- (i) generally as to the need for further lights around the coasts of the Falkland Islands;
- (ii) in principle as to the expediency of installing unattended lights on isolated capes or islands; and
- (iii) as to the extent to which they would be prepared financially and otherwise to assist this Government in carrying out any particular proposal in this connection.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

ARNOLD HODSON.

DUPLICATE

7

Intld: A.H.



FALKLAND ISLANDS.

Downing Street,

No. 11

4 January, 1928.

Sir,

Res 3

I have the honour to acknowledge the receipt of your despatch No. 219 of the 8th November, informing me of the suggestion that wireless signal stations might be of value in devising a satisfactory solution of the problem of improving the service of coastal lights.

2. Before seeking the advice of the Elder Brethren of Trinity House upon so vaguely formulated a proposal, I shall be glad to learn, in definite terms, what the problem is, and how the use of wireless telegraphy may be expected to solve it.

I have the honour to be,

Sir,

Your most obedient,
humble Servant,

(for the Secretary of State)
(Signed) W. GRIMSBY CORE

IOR

ARNOLD HODSON, ESQ., C.M.G.,

&c.,

&c.,

&c.

GOVERNMENT HOUSE,

STANLEY.

17th April, 1928.

FALKLAND ISLANDS.

No. 120.

Sir,

I have the honour to acknowledge the receipt of your despatch No. 11 of the 7th of January, 1928, relative to the suggestion that wireless signal stations might be of value in devising a satisfactory solution of the problem of improving the service of coastal lights in the Falkland Islands and to invite your reference to my despatch No. 94 of the 1st of March, 1928, which sets out in full the nature of the problem which has arisen in this connection.

2. I would explain that the suggestion that wireless signal stations might be of value in its solution had origin in the enclosed copy of an article from the "Birmingham Daily Post" from which it would appear that their use is actually receiving the consideration of the Elder Brethren of the Trinity House.

3. I have to express regret that my despatch under reply, No. 219 of the 8th of November, 1927, should not have explained in terms sufficiently definite the matter in which advice is sought and I trust that the further particulars now furnished are adequate to elucidate it.

I have the honour to be,

THE RIGHT HONOURABLE

L. C. M. S. AMERY, F.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES.

Sir,

Your most obedient,

humble servant,

ARNOLD HODSON.

In duplicate.

ENCLOSURE TO FALKLAND ISLANDS DESPATCH No. 120
of the 17th of APRIL, 1928.

Copy of an extract from the "Birmingham Daily Post."

In the current number of "Nature" technical details are given of the new scheme for a chain of wireless signal stations round the coasts which the Corporation of Trinity House are maturing. Trinity House administers the lighthouse service, and as its heads are styled "Elder Brethren" it is easy to fall into the mistake of supposing that they are a most conservative body. Far from that. Trinity House is a very live and up-to-date institution. There is never a new device for improving the efficiency of the coastal service that they do not immediately make the most of, and now, in these days of rapid scientific development, they are lending themselves most readily to the possibilities of safeguarding mariners by enterprising use of wireless facilities. This, of course, is sound policy. For all one knows wireless in time may render lighthouses largely obsolete. The first of the chain of radio beacons is to be placed on the Scillies. It will be a steel lattice tower of 60 feet, and from it continuous-wave signals will be discharged into space. The working will be almost entirely automatic, and it is said that the automatic principle has been so perfected that defects in the equipment can be relied upon to correct themselves. Eddystone and other famous light beacons no doubt will continue their romantic service for a long time to come, but there are certain weather conditions when their powers of proclaiming danger are strictly limited. The newer devices should have a great future of usefulness, at first in supplementing the lighthouses' services, and perhaps eventually in superseding them.

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114

DUPLICATE

FALKLAND ISLANDS.

No. 98



Downing Street,

23 June, 1928.

Redd. 11-6.

Fr.B.of T. 7.6.28.

Sir, with reference to your letter of the 1st of March (1927/28), I have the honour to acknowledge the receipt of Mr. Hodson's despatch No.94 of the 1st of March relative to the improvement of the service of coastal lights in the Colony, and to transmit to you, for your information, a copy of a letter and enclosures from the Board of Trade on the subject.

2. Should you consider that the need for further lights is sufficiently pressing to justify the expenditure involved, you should submit, in due course, a detailed scheme which could be laid before the Board of Trade.

3. I have to invite attention to the correspondence terminating with Mr. Harcourt's despatch No. 94 of the 30th of September, 1914 and to enquire what became of the apparatus intended to be erected on the Sea Lion Rocks.

I have the honour to be,

Sir,

Your most obedient,

humble Servant,

(Signed) L. S. AMERY

THE OFFICER ADMINISTERING
THE GOVERNMENT OF THE
FALKLAND ISLANDS.

COPY.

M.7545/1928.

13

Mercantile Marine Department,
Board of Trade,
20, Great Smith Street,
Westminster, S.W.1.
7th June, 1928.

Sir,

With reference to your letter of the 19th April (56772/28), transmitting a copy of a despatch from the Governor of the Falkland Islands regarding the improvement of the service of coastal lights in the Colony, I am directed by the Board of Trade to transmit herewith, for the information of the Secretary of State for the Colonies, a copy of a letter, dated the 3rd May, which they addressed to the Corporation of Trinity House, together with a copy of the reply, dated the 30th May, received from the Elder Brethren.

The Board concur in the view expressed by the Elder Brethren in the first paragraph of their letter concerning the lack of adequate lights round the coasts of the Colony, and consider that some further lighting of the coasts should be undertaken if funds are available for the purpose.

As regards the enquiry contained in the Governor's despatch as to the extent to which the Board would be prepared to assist the Colonial Government financially in carrying out any such work, I am to refer to the Board's letter of the 16th June, 1920 (M.11365/20) to the Colonial Office, relating to the question of the establishment of a light on the East Coast of Ceylon in the vicinity of Kumari Point, and to state that, in view of the position

set

THE UNDER SECRETARY OF STATE,
COLONIAL OFFICE, S.W.1.

set out in that letter as regards the provision of new Colonial lights, for which the General Lighthouse Fund not available, and the difficulties in the way of fresh legislation under Section 670 of the Merchant Shipping Act 1894, the Board are not able to afford any financial assistance towards the cost of providing or maintaining any new lights off the coasts of the Falkland Islands.

They regret that they can do no more than co-operate with the Trinity House in the preparation of a scheme on receiving particulars of the sums which the Colonial Government are able to devote to the purpose from their own resources supplemented possibly by the levy of a special due on the ships calling at the Colony and making use of the local lights when established.

In regard to the second paragraph of the Board's letter to the Trinity House, I am to invite the attention of the Secretary of State to correspondence ending with the letter from the Colonial Office to this Department dated 26th March, 1912 (8356/1912) regarding the supply of apparatus for a light on the Sea Lion Islands, and to state that, as it appears that the light was not established on the Sea Lion Islands, the Board will be glad to be informed of any subsequent development in regard to the use made of the apparatus which was supplied to the Colony.

I have, &c.,

(Signed) G. E. BAKER.

COPY.

(12)

M. 7545/28.

Mercantile Marine Department,
Board of Trade,
20, Great Smith Street,
Westminster, S.W.1.
3rd May, 1928.

Sir,

I am directed by the Board of Trade to transmit herewith, to be laid before the Corporation of Trinity House, a copy of a letter, dated the 19th April, with relative enclosure, which they have received from the Colonial Office, regarding the improvement of the service of coastal lights in the Falkland Islands, and I am to request that the Elder Brethren will be so good as to furnish their observations in the matter.

As regards the reference to the Sea Lion Islands in the second paragraph of the Governor's despatch, I am to invite the attention of the Elder Brethren to correspondence, ending with their letter of the 16th December, 1911 (L.4101), relating to the provision of a beacon light for these islands and I am to state that, so far as the Admiralty and this Department are aware, the light was not established.

I am, &c.,

(Signed) C. H. GRIMSHAW.

THE SECRETARY,

TRINITY HOUSE?

TOWER HILL, E.C.3.

COPY.

Trinity House,
London, E.C.3.

Ex 1854/1928.

30th May, 1928.

Sir,

With reference to your letter of 3rd instant (M.7545/28) forwarding for the observations of the Elder Brethren a copy of a letter with relative enclosure received from the Colonial Office on the question of augmenting the Coastal Lights in the Falkland Islands, I am directed to acquaint you, for the information of the Board of Trade, that it is observed that the Governor of the Falkland Islands in his despatch refers to representations which have been made to him as to the danger experienced by navigators approaching the Colony from the North and from the West owing to the lack of any Lights whatever round the Coasts of the Colony, apart from Cape Pembroke Light House on the East and the Harbour Lights maintained in Port William and Stanley Harbour, and the Elder Brethren concur in the views expressed that lack of adequate Lights must hamper the trade of the Islands so far as navigation at night is concerned.

2. The question as to the number and type of Lights which should be established appears to depend directly on the nature and volume of the trade to and from the Islands, in regard to which no detailed information is available at Trinity House, but, speaking generally, no Unwatched Light should be employed to mark a position in which it is necessary

THE ASSISTANT SECRETARY,
MERCANTILE MARINE DEPARTMENT,
BOARD OF TRADE.

10

necessary that absolute dependence should be placed on the Light, although, apart from this consideration, an Unwatched Light is better than no Light at all.

3. If the Elder Brethren can be furnished with information as to the Funds which are available for a scheme of lighting, they will be prepared to advise as to their most suitable and economical disposal for the purpose of improving the lighting of the Falkland Islands.

I am, &c.,

(Signed) M. K. SMITH.

GOVERNMENT HOUSE,

STANLEY.

20th September, 1928.

FALKLAND ISLANDS.

No. 320.

Sir,

I have the honour to acknowledge the receipt of your despatch No. 98 of the 23rd of June, 1928, relative to the improvement of the service of coastal lights in the Colony, and to thank you for the action which you have been good enough to instigate in this matter.

2. Mr. Hodson will no doubt address you in due course in regard to the desirability of proceeding further with the proposals in question.

3. With reference to the enquiry made in paragraph 3 of your despatch under acknowledgement I have to inform you that the apparatus originally imported in 1912 for the Sea Lion Rocks was actually erected in 1922 on Point William opposite to the Cape Pembroke Lighthouse in accordance with the approval conveyed in paragraph 7 of the late Mr. Bonar Law's despatch No. 18 of the 7th of February, 1916, and as reported to your predecessor Mr. W. L. S. Churchill, in paragraph 3 of Sir John Middleton's despatch No. 109 of the 18th of September, 1922.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

THE RIGHT HONOURABLE

L. C. M. S. AMERY, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES.

J. M. ELLIS.