

C.S.

PUBLIC WORKS.

(Miscellaneous)

1930.

No. 114/30.

Hon. Col. Secretary.

SUBJECT.

1930.

26th February,

SUGGESTED CONSTRUCTION OF A TRACK FROM  
FITZROY TO STANLEY.

Previous Paper.

## MINUTES.

Hon. Colonial Secretary.

I beg to report that I have discussed the question of a track from Stanley to Fitzroy with Mr. T.G.Slaughter and the Hon. L.W.H.Young.

2. They informed me that Messrs The Falkland Islands Co, has a track partly formed from Darwin to Mount Pleasant, a distance of approximately 20 miles, and that, as time and money permit, the Company propose to extend it to Fitzroy, approximately another 9 miles.

3. They stated that to form a track between Fitzroy and Darwin is fairly easy work as compared with the work necessary between Stanley and Fitzroy.

4. I suggested the offer of a Government subsidy for Messrs The Falkland Islands Co. to carry on the track to Stanley, but it was stated that the amount offered, £300 - £400, was not sufficient for the work owing to the very rough nature of the country

Subsequent Paper.

and

and on account of the distance from the base or settlements, also that they could not undertake the work this side of Fitzroy. It was pointed out that the track would have to pass through land owned by other farmers, viz, Mr.T.Robson, Mr. A.Morrison, Mr.Browning (on lease) and surburban lands.

5. Whilst it was said that the farmers would cut a track over good camp for approximately £14 per mile, it was estimated that the cost of a track even for a light vehicle between Stanley and Fitzroy would be nearer £100 per mile plus the cost of bridging streams, clearing stone runs etc, and that whilst Messrs The Falkland Islands Co. would like to see a track between Fitzroy and Stanley the Company was not so interested in this section as the one from Darwin to Fitzroy via North Arm, where most of their work exists.

6. The question of tracks generally on the East Falkland was discussed, and it was stated that the most difficult camps in the East Falkland were the sections between Fitzroy and Stanley and Estanchia and Stanley.

7. It was generally agreed that the first step to take was to make a rough survey as to the possibility of the scheme by travelling over the country if possible with a vehicle similar to the Morris 6 wheeler; with this I agree and I would submit for favourable consideration that approval be given for the Morris 6 wheeled lorry to go over the Camp towards Darwin - the attempt to be made at the first favourable opportunity. If approved I will call for 4 volunteers to go, and have the lorry equipped with the necessary gear ready for a start to be made as soon as considered fit. It is estimated that the trip can be made for approximately £2 per day, which, I suggest, be charged to XVII. P.W. (5) "Miscellaneous Expenses".

*E. Roberts,*  
Colonial Engineer.  
26/3/30.

J.P.

Submitted for approval.

Jus

26.3.30

Mr C.S

Approval. I shall await  
Mr G. Roberts' report  
with great interest.

AK

2600  
5

Mr. W. G.

Please note.

Jus

27.3.30

Hon Col Sec.

Submitted report and photographs  
under separate covers

C. Roberts.  
12/4/30.

J.G. I submit this interesting report  
which has just been received.

W.H. 18  
for C.S.  
12. 11. 30

Hon C.S.

This report is exceedingly valuable  
and interesting. I should like it  
printed, but expenses to Mr.  
Allen that there is no hurry  
and that he can do it  
gradually as time permits.  
Hon G. Roberts will supply  
a map which is necessary  
for people who do not  
know this country. Put  
up again please when  
printed.

J.H.

12. 30  
14

- |   |          |    |
|---|----------|----|
| Minute to Hon. Col. Engineer.                                     | 26/2/30. | 1. |
| Letter to Hon. G. Roberts,  | 5/4/30   | 2. |
| Letters to J. Paice, E. J. Gleadell, R. H. Ballard &<br>P. Smith, | 5/4/30   | 3. |
| Report from Colonial Engineer.                                    |          | 4. |
| Letter from J. G. Slaughter, Esq.                                 | 31/3/30  | 5. |
| Letter to J. G. Slaughter Esq.                                    | 30/4/30  | 6. |

Inside Minute Paper.

- 7-13. Confidential despatch to S. of S. 2nd June, 1930
- 14. Minute from Hon Col Measwell 10/6/30
- 15. " " " " " "

The Terms.

Payment is

approved.

2. Please pass to

Mr. Col. Ey. to note thanks

for the trouble that he

has taken in the compilation

of production of the Report

and also to see ref 13-7-

*[Signature]*

11.6.30.

Hon. Col. Inquirer.

Noted, and passed to  
you accordingly.

Mr. Crain Hallett

From  
12.6.30

Hon. Col. Sec.

Noted

Li Robert.

16/6/30.

Mr. P. D. O.

You may care to

JDM  
18.6.30

see

my A.P.

Confidentially.

PA 19/11/30

20-

Wulley  
Co.

18.6.30.

Minute from Hon. Col. Secy 10/10/30 16-17

Y<sup>r</sup>. Sheth

18

21.10.30.

Hon. C.S.

very interesting

Thank you

J.M.

(21/10)

C.S.O. No. 114/30

Inside Minute Paper.

Sheet No. 3

Hon. Col. Eynon

Thank you.

J. J. J.

21.10.30

Hon. Col. Lee

Noted

C. Roberts.

22.10.30.

PA  
23/10/30

Confidential (2) despatch from  
S. of S. of 19<sup>th</sup> September, 1930

G. P.

Schulthel with a draft

Letter to Messrs. Filton,  
Bristol,  
and Robson.

J. J. J.

1. 11. 30.

(S.A.  
11/11/30)

Letter to J. Robson, Esq., 6th November, 1930. 19-20  
 Letter to R. Greenshield, Esq. " 21-22.  
 Letter to Hon. G. J. Feltou. " 23-24.

For Treasurer MCH 7. XI. 30  
 For P.O. J.M. 9. XI. 30  
~~For Lt. By. J.P. 12. 11. 30~~

Please see

Judith

6. 11. 30.

H. 9/XI/30.  
 15/XI/30  
 H. 7/1/31.  
 9/XI/30

Letter from Mr. J. R. Robson. 17/12/30 (55)

4.2. Subd.

2. The G.J. Feltou has expressed his willingness to cooperate in the scheme so far as concerns Text Book Station at Mr. A.W.N. Vincent has confirmed

MoP 114/30

Sheet (4)

Reb. the F.I. Coy will be ready  
similarly to come in on the  
Murch- Estancia section of the  
North Camp track.

3. The Col. Coy. to be  
informed accordingly so that preparations  
may be made to start on the  
necessary preliminaries as early as  
possible in the New Year.

J.M.S.

Spoke H.S.

27.12.30.

28.12.30

The Col. Coy.

Please see.

J.M.S.

29.12.30.

Hon. Col. Sec.

The posts for marking out the tracks have been prepared, and a favourable opportunity will be taken to commence running them to the site. It is hoped that it will be possible to mark out the track to Bluff Cove before the end of this month.

C. Roberts

16.2.31.

Y/E.  
Submitted.

A.D.J.  
17/2/31.

Off. Sec.

See: 1 Lane Station

today with Hon. Sec. & Mr. [unclear] in this matter.

J. [unclear]  
17.2.31.

Hon. D.P. W.

to see.

A.D.J.  
recd.  
18/2/31

Don Col. Sec.

The track has been marked out and posts put in, four to the mile as far as Bluff Cove Creek.

I propose to take the first opportunity to mark out the Estancia track.

C. Roberts.

25-2-31.

y/e

Submitted.

C.R.A.  
26/2/31.

Off. Sec.

I congratulate heartily  
and his staff

Mr. J. Roberts for the excellent

work done by them in the

above connection under difficult

and trying conditions of track  
at of water.

2. I should like it  
done come to receive a report  
when the work on the entrance  
track is completed.

J.R.

26 2/31.

Hon. S.P.W.

To note, and will you please  
inform your staff accordingly.

A.S.J.  
sic/so.  
26/2/31

Hon Col Sec.

Noted, thank you

C. Roberts

27-2-31.

P.A.  
28/2/31

Inside Minute Paper.

367 Minute from Hon D of W. 9/3/31

Y/E.

Submitted.

G.D.J.  
10/3/31

Off. Sec.

See : This is

entirely satisfactory. Please convey

to Mr. D.P.W. the renewed

expression of my warm appreciation

of the expeditious and thorough

manner in which this

difficult work has been

completed.

2. A sum the "bit-dan"

might be worked up for the

"Paying" - Please ask the

Editor to let me see

< draft before publication.

JMS

10. 3. 31.

Hon. S. P. W.

to see.

A.S.J.  
viceso  
11/3/31.

Hon. Colonial Secretary.

Noted. Three photographs of the  
trip to the Estancia track are enclosed  
for record.

20

lets  
for 19/3/31  
11/3/31.

Editor "Penguin"

Will you please proceed  
as in para. 2 of his  
excellency's minute of 10<sup>th</sup>  
March, 1931 above.

A.S.J.  
viceso  
12/3/31.

Copy of an Account "Tracks to Camps".  
Published in Penguin of 20/3/31

29-30

bf. 31/7/31.  
A.S.J. 19/3/31

31. Letter from manager, J. Lloy. 29/5/31  
J.L.

Submitted.

C.S.O.  
1/6/31

J.L. Sub.

I consider that  
his work, or other work  
such as moving the position  
of the gateways at the  
ferry pier, shall be undertaken  
as climatic conditions permit.

2. To the D.P.O. for  
report, please.

J.L.

Hon. D.P. W.

For report please.

C. J. J.  
vic/col.  
2/6/31

Hon. Colonial Secretary.

This will be attended to, as  
a charge against XXI PWG. (3)  
Improvement of tracks to camps,

2 Mr Challen suggests a  
rock foundation for gateways covered  
with small stones, and he will  
send 2 men with knapping  
hammers as soon as possible.

L. White  
10/6/31

y/k.

Submitted.

C. J. J.  
11/6/31

Off the table

please refer to ref 31

as drafted.

2. I shall be paid if Mr

Challen will undertake the steps which

he proposes at an early convenient

date.

W. J.

11.6.31.

32. Letter to the Manager, Falkland Islands Co., 12th June, 1931

Hond. P.L.

to note for necessary  
action please.

a. S. J.  
checked.

12/6/31.

Hon. Col. Secretary

submitted. Enquiries were made from Messrs W. Morrison and G. Langdon during their stay in Stanley as to what work was required in connection with these gateways. They were both in agreement that paving was useless as the existing gateways were bog holes, and the best thing to do was to shift the gateway. This has been done and Mr Langdon has now reported that the new gates are very satisfactory.

2. The gate at the base of Mount William was removed & fixed 200 yds north of old site and the gate at Poul's Pass 50 yards south of old site. The ground through new gateways was excavated and paved with flat stones 6 yards each side of gateway & for full width of gate.

3. Repairs are now being carried out to another small gateway at ~~the~~ Lapper's Hill.

L. White  
for 12/6/31  
3/7/31

Mr. D.P.O.

Thank you & this appears  
to be entirely satisfactory.

W. H. G.

3. 7. 31

Hon. Sec. Secretary  
noted

W. H. G.  
4/7/31

Minute from Hon. Sec. of PW. 18/1/32

P.A.  
6/7/31

99.

y. 2. S. H. H. Work may be  
started, but pending S. of S.  
approval of the Executive 1932 on  
a limited scale only.

Hon. C. P.

I agree:

W. H. G.  
29-1-32

W. H. G.

29. 1. 32.

~~The J.P.O. C.R. 1.2.32.~~

The Treasurer MCH  
1.2.32

Please note.

Justus

30.1.32.

P.A. Just  
2.2.32.

34-35. Minute from Hon. D. K. of 2/9/32.

J.P. Schtuka.

Just

2.9.32.

Hon C.S.

It seems that  
nothing can done  
in view of the Greenhill  
statement

P.A. Just  
3.7.32

J.P.G.  
2.9.32

~~Photographs of Camp Trades. 5/4/32. 36-39.~~

~~Minute from the Director of Public Works. 5/4/32. 32-39~~

Minute from Hon. Secy. P.W. 3/5/33

(36-45)

y. e.

I thought. I think that

The D. P. O. might reply in regard to (1)

the fitting new bridge that it is

expected that the matter cannot be

considered at the present time owing

to the high cost of the materials

involved at a report to (2) the

trade improvements as he suggests.

Hon. C. S.

I agree:

Y. E.  
8.5.33



6.5.33.

Mr. D. P. Works.

Accordingly, please

*[Signature]*

Hon. Colonial Secretary.

8. 5. 33.

Submitted please.

Reas. 46-47.

Copy of letter to Messrs. Falkland Islands Co. of 9<sup>th</sup> May 1933 and their reply of 12<sup>th</sup> May 1933.

G. Roberts.

15-5-33.

Hon. Director Public Works.

You may discuss this matter further with the Mr. Coy, Ltd, and arrange to visit the site <sup>at</sup> some date convenient.

2. Track work may be proceeded with.

*[Signature]*

Ag. S.

15. 5. 33

Hon. Col. Sec.

I have discussed this matter with Mr Young, and he proposes to arrange a visit to Fitzroy, for the purpose of taking soundings and other measurements in connection with the proposed bridge.

I will notify you when the arrangements have been made.

C. Roberts.

17-5-83.

J.E. Submitted for information.

Mr. Conji Hallett  
Aq. C.S.  
19. 5. 83

Hon Atty C.S.

Noted.  
J.G.  
20-5-83

P. A. H.  
MCH  
20. 4. 83

Letter from Manager. F.D. Co. 25/5/83

(4951)

C.S.O. No. 114/30

Inside Minute Paper.

Sheet No. 11

Hon. D. F. W.

For your observations please.

C. J. F.  
for C.S.  
26/8/33.

Hon. Col. Sec.

I beg to report that I visited Fitzroy River on Sunday 20<sup>th</sup> August, when a survey of the River was made; I have since drawn up primary plans and details for the bridge which I have passed to the Falkland Islands Co.

I agree with the last para of Red 10 that the bridge will eventually form a link with the main track, also the possibility of a service to the Falkland Sound.

It will be seen that reference to the diversion of the track from the North to the South side of the Fitzroy River was made in my report, dated 4<sup>th</sup> April 1930, Page 6, para 3. In which I said Hill side Settlement should be avoided, the best route being to cross the head of Fitzroy River to the (South), turn West and keep to the ridge of hills, travelling in a westerly direction until Mount Pleasant Pond is reached

This is a shorter route than the one mentioned in the report, and is certainly much harder ground.

Generally I am in agreement with the scheme as I feel it will eventually prove to be beneficial to both the East and West Falklands.

I would therefore recommend that £150 be included in the 1934 Estimates as a token vote to cover any likely expenditure on labour that the Falkland Islands Co. may incur.

G. Roberts.  
29/8/33.

Note I consider the total cost of £800 to be very reasonable.

CW 29/8/33.

Y/B.

Submitted.

C. J. J. C. S.  
29/8/33

Hon. Col. Sec.

In view of Mr. Ellis's minute of 6<sup>th</sup> May 1933, I consider it advisable that this matter should be considered in Exec. Council.

MCH  
4.9.33

Hon. F. W. D.

J.M. 5/9/33.

~~Hon. S. Roberts,~~

CMC 5-9-33

Circulated for consideration at next meeting of Executive Council.

A.J.G.  
J.G.S.  
2/9/33.

Hon. Col. Sec.

Noted.  
S. Roberts  
5-9-33.

Extract from Minutes of the Executive Council Meeting held on September 11th, 1933.

"The Council, while fully appreciating the benefits to be derived from the erection of a bridge over Fitzroy River agreed that the present time was inopportune to grant financial assistance towards such an undertaking as that outlined by the Manager of the Falkland Islands Company Limited, in his letter of the 25th of August, 1933, but that the matter should be brought forward for further consideration at a later date.

It was recommended, however, that a token vote of £150 should be inserted in the Estimates for 1934 under Public Works Extraordinary, "Improvement of tracks to the camp" which could be expended if it was decided to grant assistance in 1934 towards the erection of the bridge."

A. J. Stewart  
Clerk,  
Executive Council

Y.E.,

Submitted with draft letter to Manager,

F.I.Co.,

C.J.D.  
for C. S.  
22.9.33.

Hon. Col. Sec.

Kindly send to Hon<sup>ble</sup>  
G. Roberts to see and in  
particular to confirm or  
amend para: 3. I believe  
that was the proposal  
made by Mr Roberts.

MCH.  
22.9.33

Hon. S.P.W.

To see and confirm para. 3.  
of draft letter before issue.

C. J. D.  
22/9/33.

Hon. Col. Sec.

Submitted, the proposal  
was made by me and I confirm

para: 3

G. Roberts.  
26.9.33.

11/11/33  
add 11/11/33  
Small estimate  
11/11/33

Letter to Manager, G.D. Co. Ltd., of 25/9/33

ff. 31/12/33.  
G.D. 25/9/33.

Letter to Manager G.D. Co. Ltd. of 14/11/33.

Y/E

Submitted.

C.D. J.  
fore.  
18/11/33.

Hon. Col. Sec.

The Govt. has no objection to the bridge landing on Crown land at Gray N.

2. I consider however it is only reasonable that those interested in Estate Rose Robson should be given an opportunity of raising any objection. Mr. Young might draw the attention of Mr. J.R. Robson to the letter of 15<sup>th</sup> May 1933, and add that as no reply was received to that letter he assumes those interested have no objection and that it is proposed to commence the bridge at an early date.

MCH  
18. XI. 33.

6/31/12/33.  
A. J. J. 20/11/33

Letter from Manager. The F. I. Co. 28/11/33

(56)

Minute from the D of P W 13/11/33

(57-8)

Y. B.

Submitted for approval.

A. J. J.  
14/10/33.

Hon. Col. Sec.

Payment approved.

M. C. H.

14. XII. 33.

Hon. S. P. W.

Hon. Treasurer

Auth for Col Sec  
15. 12. 33

to note.

A. J. J.  
14/12/33

Hon. Col. Treasurer.

noted, and voucher attached.

C. R. G.  
15/12/33

P. A.  
15/12/33  
15/12/33

ff. 31/3/34.  
 C.S.O. 1/1/34.

Hon Col. Sec.

With reference to my report of the 13<sup>th</sup> December 1933, Ref 58. I beg to report that, in company with His Excellency the Acting Governor I inspected the track between Mt Pleasant and Fitzroy on the 4<sup>th</sup> Jan 1934.

A considerable amount of work has been carried out and it was found possible to travel by car at a fair speed over the whole section.

I am satisfied that the work for which the Government paid has been carried out.

J. Roberts  
 24/1/34.



Inside Minute Paper.

Excerpted to Mr. D. P. O. 6/2/34

for the same action?

4. In the event of your concurrence

please ask Mr. D. P. O. to prepare

the necessary sketch maps on the basis

of the rough plan that I have attempted

to draw.

J. M. D.

18. 3. 34.

P. A.

23/3/34

1/12. Col. Py.

299

I understand that Mr. Sutherland  
has spoken to you regarding the suggested  
construction of a track from Fitzroy to  
Stanley. Will you please see Mr.  
Slaughter the next time he comes  
to Stanley?

No idea if that the F. L. Co.  
should undertake the work and the  
cost for a subsidy (say of £300  
or £400). The track would consist  
of simple cutting (? of the top  
and be fit for the passage of a  
road car with such bridging as

be necessary ... nothing ...

involving heavy expenditures.

J. W. Kelly  
4

26. 2. 30.

Darwin.

31. 3. 30

For Consign  
M

Your Excellency,

Great excitement prevailed in Darwin when Mr Roberts and his team of men on his lorry with one ton load, arrived here from Stanley.

Knowing the state of the camp at the present time and the difficulties one encounters on the track, I take this opportunity of heartily congratulating Your Excellency on the success of this undertaking to further the means of facilitating transport to the outlying parts of the Colony.

I have the honour to be,

Sir,

Your Obedient Servant

T. G. Slaughter. Manager.

pp. E. B. Wilson.

114/30.

5th April, 30.

Sir,

I am directed by the Governor to convey to you and your men, Messrs. Ballard, Smith, Gleadell and Paice, His Excellency's sincere congratulations on accomplishing successfully the extremely difficult journey from Stanley to Darwin and return by motor, an undertaking which His Excellency feels sure will lead to an early development of motor transport in the Colony.

2. I am to express to you and your men His Excellency's deep thanks for the valuable pioneer work you have performed under such exceptional difficulties.

I am,

Sir,

Your obedient servant,

for Colonial Secretary.

Hon. G. Roberts,  
Colonial Engineer,  
Stanley.

GOVERNMENT HOUSE.

STANLEY.

30th April, 1930.

Dear Mr. Slaughter,

I am directed by the Governor to thank you for your very kind letter of the 31st of March, regarding Mr. Roberts's motor journey from Stanley to Darwin.

His Excellency is deeply gratified by your generous appreciation of this difficult pioneer work which he feels sure will pave the way for the gradual improvement of inland communication in these islands.

I am to say that your letter which His Excellency regrets has remained so long unanswered has the distinction of being the first conveyed by motor mail in the Colony.

Yours very sincerely,



Private Secretary.

T. G. Slaughter, Esq.,  
Darwin.



FALKLAND ISLANDS.

CONFIDENTIAL.

GOVERNMENT HOUSE.

STANLEY.

2nd June, 1930.

My Lord,

I have the honour to inform Your Lordship that since my arrival in this Colony I have given careful consideration to the question of overland communication for, as Your Lordship is aware, there are no roads in the Falkland Islands outside the town of Stanley. All travelling, therefore, has to be done either by sea in small coasting steamers or schooners, or on horseback across tracks, which for the most part are neither marked nor beaten. The question is one of old standing but has been revived recently by successful journeys made over the camp in motor cars fitted with caterpillar wheels.

2. I decided, therefore, that the time had come for a closer examination of the question and I arranged accordingly for Mr. G. Roberts, the Colonial Engineer, to make a trial run in a Morris Commercial 30 cwt. motor lorry with creeper adjustment belonging to this Government from Stanley to Darwin and return, a distance in all of some 120 miles over some of the worst camp in the Colony. Mr. Roberts accomplished the double journey with difficulty but without mishap, and I enclose a copy of the report drawn up by him which for permanent of record I have had printed and bound together with the appropriate photographs and maps.

THE RIGHT HON.  
LORD PASSFIELD OF  
PASSFIELD CORNER P.C.  
SECRETARY OF STATE  
FOR THE COLONIES.

Mr.

Mr. Roberts is to be complimented on the trouble taken in their preparation as well as on the thoroughness shewn in the whole conduct of the expedition. I enclose also for Your Lordship's facility of reference a full-size map of the Falkland Islands shewing clearly the various localities and track lines mentioned in Mr. Roberts's report and projected in the future as explained later in this despatch.

3. In the first place I must say that I am in agreement generally with Mr. Roberts's conclusions and recommendations. I think that it is proved once and for all that the construction of metalled roads in the ordinarily accepted sense of the term in this Colony is not an economic proposition. The capital cost at over £4,000 a mile is itself prohibitive, and even when made the roads would be of no real commercial advantage to the Islands' staple industry. Nowhere else in the world are the natural facilities for the transport of wool better than in this Colony. Every sheep is shorn practically at the water's edge and its fleece is shipped straight from its back to the market. In these circumstances I feel certain Your Lordship will agree that no great expenditure of public money is either needed or justified as on a work of public utility.

4. It remains then to consider what may be done to make the existing tracks more practicable both for horses and for cars. There again the utility of improved tracks is of minor account and any step forward would be rather in the direction of convenience and

amenit.

amenity. Since the early days of the Colony horsemen have passed on their day's work to and fro along the same tracks without serious hindrance - I have ridden myself the length and breadth of the Islands in winter and summer - and although the bridging of streams, for example, will be an undoubted boon to travellers such as doctors or mailmen, it cannot be denied that the present demand arises chiefly from certain farmers who possess cars and who prefer this means of locomotion to that of travelling by boat or on horseback. Moreover it is these farmers who alone will reap any real benefit from improved tracks which to the Government will afford no positive facility and to the general public only easier opportunities for personal recreation.

5. I am, however, always anxious to help forward any movement which tends to improve social conditions in the Falkland Islands and to open horizons to their people and I consider that a case has been presented for the grant of assistance from public funds in this connection on a strictly moderate scale. But I would emphasise that it is in my view the farmers themselves on whom the burden of the work involved should first fall. As I have said above they stand most to benefit and furthermore it is well to remember that the improvements will be done on their property, that by comparison they are very lightly taxed, and that with a few exceptions they do practically nothing, apart from their own farms, to serve the common weal. One example will suffice to show the disproportion between

the profits the farmers receive and the amount they pay in taxation. In 1928 Mr. Luxton of Chartres Station paid only 2366 in taxes yet received £13,754 from the sale of his wool alone. This taken into consideration with the fact that they made large profits during the war and were not called upon to render military service makes their position almost unique. If then their desire for improved communications is really genuine I think it is only reasonable that they should take the lead and do the work with the support of the administration behind them. This support I propose should take the following form, in the case of track-making a subsidy of 50% of the value of the work done and in the case of bridging a subsidy in the value of the materials required; payment in every instance only being made on the completion of the work or bridge to the satisfaction of the Colonial Engineer. Mr. Roberts estimates the cost of track-making at from £20 to £30 a mile and in an appendix to his report gives a list of the estimated cost of the bridging materials necessary on the route from Stanley to Darwin, namely, £493 for 16 bridges and £160 for passerelles over smaller streams. On Crown Lands, such as the suburban lands in the neighbourhood of Stanley, which are on short lease to smallholders, I am of the opinion that the Government should bear the full cost; such an arrangement will have the advantage too of making practicable the construction of a standard section of improved track.

6. Furthermore in order to ensure that the work proceeds on the soundest possible basis and also to test by experience the best lines for the tracks to follow, and thereby to minimise as far as may be the inevitable differences of opinion as to method and route, I propose that all tracks which it is decided to improve should be marked out with guide-posts for at least a year before the work is actually put in hand. Incidentally these guide-posts will be numbered serially out from Stanley and in a country so bare of natural landmarks will prove an invaluable aid particularly on dark nights and in fog.

7. Any track constructed from Stanley will run of necessity for a considerable distance over the property of the Falkland Islands Company which owns the two-thirds part of the East Island. I have consulted, therefore, their Manager, Mr. L. W. H. Young, both in this capacity and as a member of the Legislative Council, and I am glad to say that he has expressed himself - as also Mr. W. Morrison of Bluff Cove - as being in full agreement with the policy which I have expounded and which I put before Your Lordship for approval definitely to adopt. With Your Lordship's sanction I propose that work should start next year on the Stanley to Darwin track and that Mr. G. J. Felton and Mr. R. Greenshields, the other farmers concerned, should be approached with the object of coming to a similar arrangement in respect of the main North Camp track from

Stanley

Stanley to Teal Inlet and Douglas Station. Further tracks, which could be similarly considered later, are a secondary North Camp track from Stanley to Port Louis and thence to Rincon Grande and Johnson's Harbour as well as an extension in Lafonia from Darwin to North Arm, and similar extensions from Darwin and Douglas Station to San Carlos North and South.

8. On the financial side I estimate that in accordance with the policy advocated the cost to this Government will amount to £1,500, approximately, for the Darwin track and between £1,000 and £1,500 each for the two North Camp tracks, or a total expenditure of £4,000 at the most which would be spread in small sums over a number of years. The survey of the two North Camp tracks has yet to be made, so can only be taken as approximate, but the estimate of the cost of the Darwin track is calculated as follows :-

Bridging materials as in Mr. Roberts's Report	... ..	£653.
Improvement of tracks over Crown Lands, say, 15 miles at £25...	... ..	£375.
Improvement of tracks over privately owned lands, say, 40 miles at £12. 10/-	... ..	£500.
		<hr/>
		£1528.
		<hr/>

I should remark in parenthesis that the length of the North Camp tracks is not so great as that of the Darwin track and that they run for a shorter distance

over/

over Crown Lands.

9. Immediately I propose in 1931 against the necessary provision in the Estimates under Head XIX. Public Works Extraordinary that the expenditure to be incurred should be limited to £300, allocated thus :-

Materials for bridge over the Swan Inlet and Antiojo Streams as provided in Mr. Roberts's report ... ..	£180.
Materials for other bridges e.g. over the Murrel River on the main North Camp tracks ... ..	£20.
Marking of tracks, 15 miles on both the Darwin and the main North Camp tracks, 30 miles at £3. 10/- approximately, say ... ..	£100.
	-----
	£300
	-----

10. I trust that the solution of this problem now presented will appear reasonable and meet with Your Lordship's approval.

I have the honour to be,

My Lord,

Your Lordship's most obedient humble servant,

ARNOLD HODSON.

No. \_\_\_\_\_

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

MINUTE.

10th Jun

19 50

From Treasurer

Stanley.

To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

Hon.Col.Sec,

A voucher has been received for payment to the Hon.G.Roberts of a sum of £4-19--0 stated to be for 297 photographs at 4d each in connection with the report on the proposed improvements of tracks and motor expedition to Darwin. Authority quoted is F.R. 152.

2. Will you kindly inform me whether this particular payment has been approved..

*M. Craque, Galketa*  
Treas.

No.

MINUTE

It is requested  
that in any refer-  
ence to this minute  
the above Number  
and the date may  
be quoted).

*From*

Colonial Engineer.

*To*

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

I beg to forward herewith six completed copies of the report on proposed improvements to tracks and the motor expedition to Darwin.

Two completed copies were supplied to your office a few days ago.

*G. Roberts*

Colonial Engineer.

No.

It is requested  
in any refer-  
ence to this minute,  
the above Number  
and the date may  
be quoted).

MINUTE.

20th October, 19 50.

From Colonial Engineer.

To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

I attach the August issue of "Morris  
Overseas Mail". Please see pages 31 and 37  
with regard to the journey by lorry to Port  
Darwin.

*C. Roberts.*

Colonial Engineer.



Hon. C.S.

Put up with previous  
correspondence in due  
course.

(Itld. - A.H.  
27.10.30.)

FALKLAND ISLANDS.

Downing Street,

CONFIDENTIAL. (2)

19 September, 1930.

Sir,

*Recd. 17.13.*

I have the honour to acknowledge the receipt of your confidential despatch of the 2nd June on the possibilities of improving internal communications in the Colony by the construction of tracks suitable for motor and other transport, and to convey to you my approval of the inclusion in the estimates of 1931 of a sum of £300 under Head XII Public Works Extraordinary for this purpose.

2. I assume that you are satisfied that proper arrangements can be made to ensure that reasonable records of cost are kept by the farmers for the work on which the Government share can be calculated. Without proper supervision such work might prove very expensive and involve the Government in the payment of a larger sum than would otherwise have been necessary.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Signed) PASSFIELD.

GOVERNOR,

ARNOLD HOBSON, ESC., C.M.G.,

etc.,

etc.,

etc.

114/30.

6th November,

30.

Sir,

I am directed by the Governor to address you in the matter of the proposed improvement of the track leading from Stanley to Fitzroy and Darwin.

2. I am to explain that the work proposed, which has received the sanction of the Secretary of State, does not cover the construction of metalled roads in the ordinarily accepted sense of the term but rather the improvement of the existing track so as to make it more really practicable for horse and motor traffic. I am to explain also that the Colonial Engineer estimates the cost of such improvement at from £20 to £30 a mile in addition to the cost of the bridging materials required.

3. I am to say that it is proposed that the work should be carried out and the cost thereof borne in the following manner :-

On suburban (i.e. Crown) lands the work will be done and the cost met entirely by the Government.

On privately-owned lands the work will be done by the owner of the land concerned, the Government making a subsidy of 50% of the value of the work done: payment to be effected on the completion of the work to the satisfaction of the Colonial Engineer, who will

be /

J. Robson, Esq.,  
Manager,  
Port Louis.

be the sole judge of the value of the work performed. The necessary materials for bridging will be supplied by the Government, the actual construction of the bridges etc. being left to the owner of the land. Before any work is commenced it will be necessary for the owner to submit an estimate to the Government of the approximate cost and nature of the said work in order that it may be approved by the Colonial Engineer, before the work is actually undertaken.

4. I am to add that during the year 1931 arrangements have been made to start on the scheme by marking out with guide-posts the first fifteen miles of the tracks leading from Stanley to Darwin and Teal Inlet. The lines so marked out will then be open for criticism and suggestion until they have been fixed so far as possible by consensus of opinion when the work of their improvement can be undertaken.

5. I am to state that the Falkland Islands Company have expressed their desire generally to co-operate in the proposed scheme and to enquire whether you are likewise desirous of co-operating.

I am,

Sir,

Your obedient servant,

9

Colonial Secretary.

114/30.

6th November, 30.

Sir,

I am directed by the Governor to address you in the matter of the proposed improvement of the track leading from Stanley to Douglas Station.

2. I am to explain that the work proposed, which has received the sanction of the Secretary of State, does not cover the construction of metalled roads in the ordinarily accepted sense of the term but rather the improvement of the existing track so as to make it more readily practicable for horse and motor traffic. I am to explain also that the Colonial Engineer estimates the cost of such improvement at from £20 to £30 a mile in addition to the cost of the bridging materials required.

3. I am to say that it is proposed that the work should be carried out and the cost thereof borne in the following manner :-

On suburban (i.e. Crown) lands the work will be done and the cost met entirely by the Government.

On privately-owned lands the work will be done by the owner of the land concerned, the Government making a subsidy of 50% of the value of the work done : payment to be effected on the completion of the work to the satisfaction of the Colonial Engineer, who will be the sole judge of the value of the work performed. Th

R. Greenshields, Esq.,  
Douglas Station,  
East Falkland.

necessary/

necessary materials for bridging will be supplied by the Government, the actual construction of the bridges etc. being left to the owner of the land. Before any work is commenced it will be necessary for the owner to submit an estimate to the Government of the approximate cost and nature of the said work in order that it may be approved by the Colonial Engineer before the work is actually undertaken.

4. I am to add that during the year 1931 arrangements have been made to start on the scheme by marking out with guide-posts the first fifteen miles of the tracks leading from Stanley to Darwin and to Teal Inlet. The lines so marked out will then be open for criticism and suggestion until they have been fixed so far as possible by consensus of opinion when the work of their improvement can be undertaken.

5. I am to state that the Falkland Islands Company have expressed their desire generally to co-operate in the proposed scheme and to enquire whether you are likewise desirous of co-operating.

I am,

Sir,

Your obedient servant,

8

Colonial Secretary.

114/30.

6th November,

30

Sir,

I am directed by the Governor to address you in the matter of the proposed improvement of the track leading from Stanley to Teal Inlet.

2. I am to explain that the work proposed, which has received the sanction of the Secretary of State, does not cover the construction of metalled roads in the ordinarily accepted sense of the term but rather the improvement of the existing track so as to make it more readily practicable for horse and motor traffic. I am to explain also that the Colonial Engineer estimates the cost of such improvement at from £20 to £30 a mile in addition to the cost of the bridging materials required.

3. I am to say that it is proposed that the work should be carried out and the cost thereof borne in the following manner :-

On suburban (i.e. Crown) lands the work will be done and the cost met entirely by the Government.

On privately-owned lands the work will be done by the owner of the land concerned, the Government making a subsidy of 50% of the value of the work done : payment to be effected on the completion of the work to the satisfaction of the Colonial

Engineer/

Hon. G. J. Felton, D.L.C.  
Teal Inlet,  
East Falkland.

Engineer, who will be the sole judge of the value of the work performed. The necessary materials for bridging will be supplied by the Government, the actual construction of the bridges, etc. being left to the owner of the land. Before any work is commenced it will be necessary for the owner to submit an estimate to the Government of the approximate cost and nature of the said work in order that it may be approved by the Colonial Engineer before the work is actually undertaken.

4. I am to add that during the year 1931 arrangements have been made to start on the scheme by marking out with guide-posts the first fifteen miles of the tracks leading from Stanley to Darwin and to Teal Inlet. The lines so marked out will then be open for criticism and suggestion until they have been fixed so far as possible by consensus of opinion when the work of their improvement can be undertaken.

5. I am to state that the Falkland Islands Company have expressed their desire generally to co-operate in the proposed scheme and to enquire whether you are likewise desirous of co-operating.

I am,

Sir,

Your obedient servant,

3

Colonial Secretary.



Port Louis.

17th December 1930.

Hon. Colonial, Secretary.

Port Stanley.

Sir.

In reply to your letter dated 6th November 1930.

In the matter of improvements of tracks. I therefore wish to inform you that we cannot venture in this track proposal owing to the low price of wool.

I am

Sir.

Your obedient Servant.

*J. R. Robson.*

(27)

No.

MINUTE.

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

9th March 19 31

From  
To Director of Public Works .

From  
To  
THE COLONIAL SECRETARY,  
Stanley, Falkland Islands.

Stanley.

Improvement of Tracks to Camp.

I beg to report that the work of marking out tracks as taken up for in the 1931 estimates has been completed.

2. The South camp towards Darwin has been marked out as far as Bluff Cove Creek a distance of 16 miles , and 59 posts have been erected on this section. The North or Teal Inlet track has been marked out to the Estancia , a distance of 15 miles and on this section 50 posts have been put in.

3. The marking out posts consist of 4" X 4" Sandy Point timber standing 6 ft above the level of the ground, painted white, and are spaced approximately  $\frac{1}{4}$  mile apart.

/ 4. In all

4. In all four trips were made with the 30th Cwt Morris 6 wheeled Lorry, two trips on each section. The Bluff Cove Section was completed on Friday the 20th February, 1931, and the Estancia Section on Wednesday the 5th March, 1931. The final trips in each case taking  $13\frac{1}{2}$  hours. This at first sight may seem a long time, but when the time lost in cutting down banks, fording streams, selecting the best tracks, and putting in the posts, is considered, it can be said that good progress was made.

5. The Hon L.W.H. Young, Manager of the Messrs Falkland Islands Company, accompanied me on the Estancia track and an opportunity was taken to inspect the bridge over the upper reaches of the River Murrel, complaints having been received that this bridge was weak. We found that the bridge was on the best site in relation to the track, but it would be greatly improved if strengthened. I therefore took the opportunity of leaving on the site sufficient struts to enable this to be done, and men left Stanley on Saturday, 7th March, 1931 for the purpose of carrying out the work.

6. There are no special incidents to report. Photographs were taken of the principal passes, bridges, and bad places on the tracks, and should time permit for developing and printing these prior to my going on vacation leave, I will forward some of the most interesting for record.

*G. Roberts.*

Director of Public Works.

TRACKS TO THE CAMPS.

We are authorised to publish the following account of the progress made during the past summer by the Public Works Department with the construction of tracks from Stanley to the Camp. It should be understood that at this preliminary stage the work has been limited to marking the tracks for the first section out of the town. Actually in the direction of Darwin on the South Camp a track has been surveyed by motor lorry and marked with posts over a distance of 16 miles as far as Bluff Cove and on the North Camp towards Teal Inlet as far as the Estancia house for some 15 miles.

The marking posts are of timber standing 6 feet above the level of the ground ; they are painted white and are spaced approximately a quarter of a mile apart. In all four trips were made with the thirty-hundredweight Morris six-wheeled lorry with attachable caterpillar track, two trips on each section of the Camp. The Bluff Cove section was completed on the 20th of February and the Estancia section on the 8th of March. In each case the final trip to the furthest point and back to Stanley took thirteen and a half hours, or an average rate of progress of between two to three miles an hour. This seems at first sight a slow advance but when the time lost in cutting down banks, fording streams, selecting the best route, and putting in the posts is reckoned it must be accounted satisfactory. Arrangements were made also to strengthen the bridge over the upper reaches of the Murrel River on the North Camp Track. On the final trip to the Estancia house the Hon. L.W.H. Young, M.L.C., accompanied the Hon. G. Roberts, Director of Public Works, who has throughout organised and supervised the work in person.

The opinion of farmers and others using the tracks is now awaited before proceeding to plan the further programme to be carried out during the course of next season.

-----

TRN/LAN/2#16-01

20



Bridge over the River Murrel

TRN/LAN/2#16-02



Lorry entering the Murrel

TRN/LAN/2#16-03



Track along the Estancia Stone run.

31

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)  
REGISTERED 1902.

*Stanley.*

AGENT FOR LLOYDS

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO



29th May, 1931.

Sir,

With reference to the work being done to improve tracks to the Camp, Mr Langdon reports that two gateways on B. Browning's Station on the track to Fitzroy and Darwin are almost impossible owing to mud.

Would it be possible to have these gateways paved?

I am,

Sir,

your obedient servant,

Manager.

The Honourable

The Colonial Secretary.

Stanley.

114/50.

13th June,

31

Sir,

In reply to your letter of the 29th of May, 1931,  
I am directed to inform you that steps will be taken at  
an early convenient date to improve the condition of the  
two gateways on the Darwin track to which you refer.

I am,

Sir,

Your obedient servant,



for Colonial Secretary.

The Manager,  
The Falkland Islands Company, Ltd.,  
STANLEY.

MINUTE.

28th January, 1932.



To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

From Director Public Works,

Stanley.

XXI. Public Works Extraordinary - Improvement  
of tracks to the Camp.

With reference to the improvements to camp tracks, I submit that approval be given to start work on a section of the North Camp track on about the 1st February, 1932.

2. It is proposed to run the track through the Wireless Station paddock. Gateways will be put in and paved, guide posts will be erected and the necessary work done on the track. By running the track through the W/T paddock a considerable saving in distance over a very bad patch will be saved also the erection of a bridge over the Moody Valley stream.

3. As the men will be somewhat isolated it is proposed to put them on a definite weekly wage and provide them with a tent. This arrangement should work well, but can be altered later if not a success.

*C. Roberts.*

Director Public Works.

(34)

DOUGLAS STATION,  
SAN SALVADOR,  
FALKLAND ISLANDS.

22<sup>nd</sup> Aug 1932

The Hon  
G. Roberts  
Stanley

Sir

In reply to your letter of the 6<sup>th</sup> June regarding the improvement of tracks I am afraid that under the present condition of the Wool Market this Station will not be able to do anything this year  
I am

Sir

Yours faithfully  
R. Greenshields

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)  
REGISTERED 1902.

*Stanley*

AGENT FOR LLOYDS.  
AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.  
TELEGRAMS, FLEETWING PORT STANLEY VIA RADIO.

17th June, 1932. 19

Sir,

With reference to your letter of 6th June, I enclose a memorandum detailing a proposal put forward by our Camp Manager re bridging the Fitzroy River and improving the tracks leading thereto on the Company's Camp.

2. If this proposal is approved in principle by the Colonial Government and by my Board of Directors, an estimate will be prepared and placed before you for consideration.

3. In the meantime may I request that a sum be put in the Estimates as a token vote so that a start may be made if the scheme is ultimately sanctioned.

I am,

Sir,

Your obedient servant,

*[Handwritten Signature]*

Manager.

The Director of Public Works,  
Stanley.

MEMORANDUM - IMPROVEMENT OF TRACKS TO THE CAMP.  
-----

The following proposal has been put forward by our Camp Manager, Mr G.M.Goddard.

The track from Port Stanley to Fitzroy and Darwin diverges high up the Fitzroy River, that to Fitzroy crossing a ford and then turning almost due East, and that to Darwin continuing towards Mount Pleasant.

The Company's policy is that, as circumstances permit, tracks suitable for motoring over in good weather should extend from Darwin to Fitzroy, and from Darwin to North Arm and Danson Harbour (for Speedwell Island), but it is not at present contemplated that the Darwin/Port Stanley track should be improved between Mount Pleasant and the Eastern boundary of the Company's Camp where it comes on to the Estate of Rose Robson.

It is, however, suggested that if Paterson's Point, Fitzroy River, could be bridged, the main Darwin/Port Stanley track could be diverted via Fitzroy by making a track from Mount Pleasant to Fitzroy - an undertaking to which the ground traversed naturally lends itself as there is a hard ridge the whole way, - ensuring a direct track for travellers and mails from Port Stanley to Fitzroy, Darwin, North Arm, and San Carlos North and South.

This would enable a car to be utilised between Fitzroy and Darwin, North Arm and the Sussex boundary gate; also communications between Port Stanley and Fitzroy would be shortened by about 2 hours in normal times and by considerably more when streams are in flood.

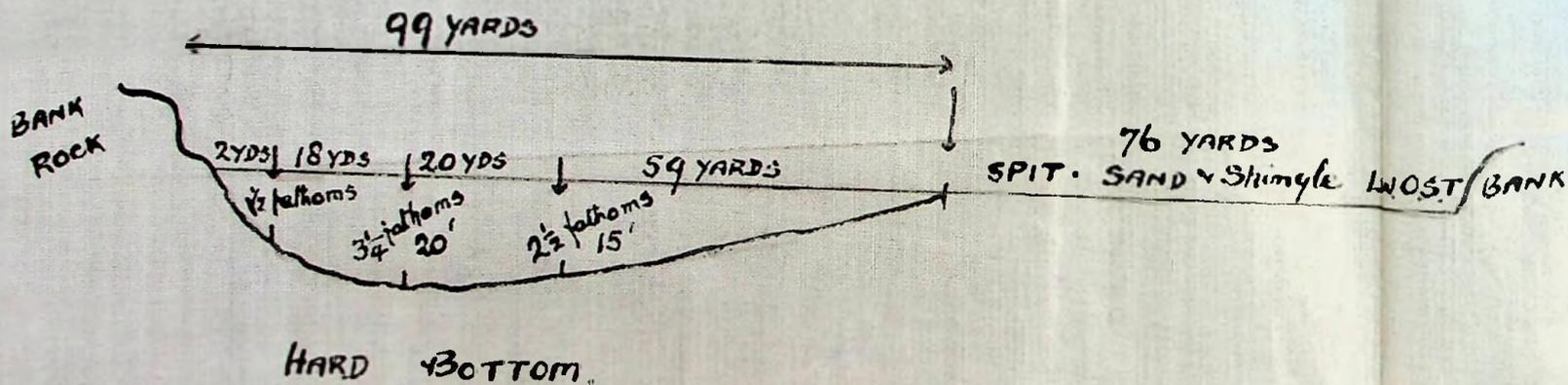
A rough survey of the Fitzroy River at Patersons Point, just to the West of Garden Point, is attached, from which it will be noted that the distance from bank to bank is about 175 yards, of which 76 yards is a sand and shingle spit uncovered at L.W.O.S.T., and 99 yards over water with a greatest depth of about 20 feet at L.W.O.S.T., with a hard bottom. (It may

be noted that it is considered a low tide might drop another 3 feet below the soundings given).

It appears that there would be no great difficulty in bridging the Fitzroy River at this point, and the proposal is that the portion across the spit be bridged by steel ships' spars for joists, carried on stone crates (several suitable spars are available). The portion across deep water to be bridged by steel joists carried on steel or on reinforced concrete piles.

*L. J. ...*

PATTERSON'S POINT



44

Director of Public Works Office  
Stanley.

29th June, 1932.

Sir,

I beg to acknowledge receipt of your letter of the 17th June, 1932, re bridging the Fitzroy River and improvements to tracks.

2. In reply thereto I have to state that before considering this in connection with the estimates, it will be necessary for you to supply me with the estimated cost of the materials it is proposed to use for this bridge, and the estimated cost of the labour it is proposed to employ on the track work.

I am,

Sir,

Your obedient servant.

*G. Roberts.*

Director of Public Works.

The Manager,

Falkland Islands Coy, Ltd.

Stanley.

Tracks N.P. 43

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)  
REGISTERED 1902.

*Stanley*

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS: FLEETWING PORT STANLEY VIA RADIO.

11th July 1932

Sir,

With reference to your letter of 29th ultimo,  
I beg to send you herewith the following:-

- (1) Estimated Cost of proposed Bridge over  
Witzroy River.
- (2) Approximate Cost of work to be carried  
out on Tracks on our Farm during the  
next 12 months.

I trust this information is what you require  
and now await your further advices on the subject.

I am,

Sir,

Your obedient servant.

*Andrew*

p.p. Manager.

The Director of Public Works  
STANLEY.

1 BRIDGE - PATTERSON POINT.

41

Steel joists supported on piles giving roadway 12' wide and 100 yards long, i.e. spanning the deep water.

Cost of above landed at site	...	...	...	...	...	...	...	£550
Bridging spit - 76 yards with crates and spars -								
10 spars (steel yards) 50' @ £5 each	...	...	...	...	...	...	...	50
5 crates @ £5 each	...	...	...	...	...	...	...	25
Decking 3" X 6" - ½" apart	...	...	...	...	...	...	...	191
House for workers	...	...	...	...	...	...	...	150
Wages - say 2 months work - 6 men and cook	...	...	...	...	...	...	...	140
Tools and various	...	...	...	...	...	...	...	<u>50</u>

£1,156

505

17 0 1

NORTH ARM TRACK IMPROVEMENTS.

3 small bridges - cost say ...	...	...	...	...	...	£ 30
Draining various hollows @ 1d per yard ...	...	...	...	...	...	10

DARWIN to MOUNT PLEASANT TRACK IMPROVEMENT

various ditches ...	...	...	...	...	...	5
1 bridge at Mount Pleasant ...	...	...	...	...	...	10

MOUNT PLEASANT to FITZROY.

Approximate distance 15 miles.

Cutting 15 miles of Track @ £14 per mile..	...	...	...	...	...	210 ✓
Purchase of Lorry for facilitating same..	...	...	...	...	...	270
1 bridge - small ...	...	...	...	...	...	<u>10</u>

£545

(44)

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)  
REGISTERED 1902.

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS: "FLEETWING PORTSTANLEY" VIA RADIO.

*Stanley*

26th April, 1933.

Sir,

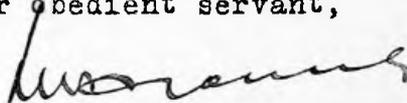
With reference to my letter to you dated 11th July, 1932, I have the honour to enquire if Government will grant any assistance towards the

1. Proposed bridge over Fitzroy River.
2. Improvement of tracks on the Company's Camp.  
for the current year.

I am,

Sir,

Your obedient servant,



Manager.

Director of Public Works,

STANLEY.

MINUTE.

3rd May, 1933

To

THE COLONIAL SECRETARY,  
Stanley, Falkland Islands.

From Director Public Works,  
Stanley.

IMPROVEMENT OF CAMP TRACKS.

I beg to attach a letter dated 26th April, 1933, received from the Manager, Messrs Falkland Islands Company, regarding track improvements on the Company's camp, also previous correspondence on the subject.

2. I would submit that a reply be sent in the following sense:-

(1). Proposed bridge over Fitzroy River.

At the present stage no assistance can be given towards the cost of this.

(2). Improvement of tracks on the Company's camp.

The Government is prepared to assist up to £105, being half cost of cutting 15 miles of track @ £14 per mile on the Mount Pleasant-Fitzroy track.

Payment to be made after the work has been inspected and passed by the Director Public Works.

3. This payment can be met from XXI. Public Works Extraordinary.

*G. Roberts.*

Director Public Works.

Public Works Department,  
Stanley.

9th May, 1933.

Sir,

With reference to your letter of the 26th April, 1933, regarding improvements on your Company's camp, I am directed to inform you that in regard to item (1), proposed bridge over Fitzroy River, it is regretted that the matter cannot be considered at the present time owing to the high cost of the materials involved.

2. With regard to item 2, improvement of tracks on Company's camp, the following proposal is made:-

The Government will assist up to the sum of £105, being half cost of cutting 15 miles of track @ £14 per mile on the Mount Pleasant - Fitzroy Track. Payment for this to be made after completion and when passed by the Director of Public Works.

I am,

Sir,

Your obedient servant,

*G. Roberts,*

Director of Public Works.

The Manager,

Messrs Falkland Islands Co.,

Stanley.

(127)

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

*Stanley*

TELEGRAMS "FLEETWING PORT STANLEY" VIA RADIO.

12th May, 1933.

Sir,

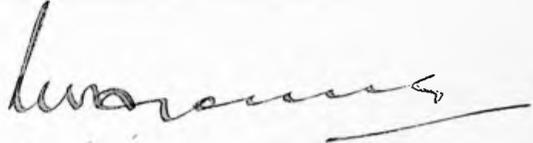
I have to thank you for your letter of the 9th instant and note that no assistance can be given at present in the matter of the proposed bridge over the Fitzroy River. In view of the value of a bridge at this point, I shall appreciate a further discussion of the matter with you and suggest that at some convenient date when s.s. "Lafonia" is available, you will kindly accompany us to the site.

2. I note that Government will assist us up to the sum of £105 being half cost of cutting 15 miles of track at £14 per mile on the Mount Pleasant - Fitzroy track. Payment for this to be made after completion and when passed by the Director of Public Works, and our Camp Manager has been advised accordingly.

I am,

Sir,

your obedient servant,



Manager.

The Director of Public Works.

Stanley.

(51)

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)  
REGISTERED 1902.

*Stanley*

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS, FLEETWING PORT STANLEY VIA RADIO.

25th August, 1933.

Sir,

I have the honour to revert to the matter of the provision of tracks through the camp.

On the Stanley - Darwin Track we already have a track suitable for Motor Traffic from Darwin to Mount Pleasant, a distance of about 27 miles. The section from Mount Pleasant to Fitzroy is being taken in hand this year, Government having contributed £105 towards the cost, the distance being about 15 miles. This follows a hard ridge and the going is much superior to the track between Mount Pleasant and High Hill.

A proposal which has recently received consideration is as follows:-

The Fitzroy River to be bridged between Paterson's Point on our Camp and Rock Point on Fitzroy North Camp, a track to be made from the West end of the bridge to Fitzroy where it would join up with the Fitzroy - Mount Pleasant track referred to above, thus providing a track suitable for motor traffic from the East end of the bridge to Fitzroy and Darwin. We already have tracks suitable for cars between Darwin/N. Arm and Darwin/Sussex Gate, our boundary with Mr. G. Benner. A copy of our original memo is attached for your information.

The construction of the bridge presents no insuperable difficulties, the length from bank to bank being about 600 feet - the greatest depth LW O ST is 16' 7" and a considerable portion of the bridge would be constructed over a sand spit which dries

out at low tide. The bottom is almost entirely hard sand.

I therefore have to request that Government will consider the granting of some assistance in the construction of this bridge. It would be constructed to plans and of materials approved of by the Director of Public Works, and we are agreeable to providing at our expense the necessary piles, girders and decking and would probably utilise "GREAT BRITAIN" as a portion of the structure in the deepest part of the river. We ask for financial assistance in the cost of labour and transport and provision of certain tools and materials, principally cement. We estimate that financial assistance is required to the extent of about £800 and if this matter receives your favourable consideration, such assistance could be spread over two or three years.

Alternately, if Government would prefer to undertake the construction, we are prepared to provide the material referred to above.

This bridge, if completed, will eventually form a link with the Government system of communications now under construction and it would then be possible to motor from Stanley to the waters of Falkland Sound when in addition to the benefits gained therefrom by the East Falklands - it would be a simple matter to arrange for frequent communication with the West Falklands should they desire it.

I am,

Sir,

Your obedient servant,

The Honourable,

The Colonial Secretary,

Stanley.

*[Handwritten signature]*

Manager.

114/30.

25th September, 35.

Sir,

I am directed by the Acting Governor to acknowledge the receipt of your letter of the 25th of August, 1935, applying for financial assistance towards the cost of the construction of a bridge over Fitzroy River, and to inform you that the matter was considered in Executive Council on the 11th of September, 1935.

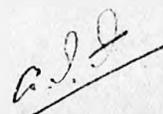
2. I am to state that the Council while fully appreciating the benefits to be derived from the erection of a bridge over Fitzroy River agreed that the present time was inopportune to grant financial assistance towards such an undertaking as outlined in your letter under acknowledgment, but that the matter should be brought forward for further consideration at a later date.

3. I am to add, however, that the Council recommended that a token vote of £150 should be inserted in the Estimates for the year 1934, under Public Works Extraordinary, "Improvement of Tracks to the Camp" which could be expended if it was decided to grant assistance in 1934 towards the erection of the bridge.

I am,

Sir,

Your obedient servant,



for Colonial Secretary.

The Manager,  
Falkland Islands Company, Ltd.,  
S T A N L E Y.

(54)

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS, FLEETWING PORT STANLEY VIA RADIO.

*Stanley.*

17th November, 1933.

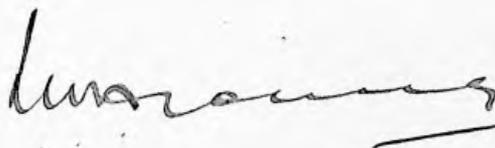
Sir,

With reference to the proposal to bridge the Fitzroy River at Patersons Point - the bridge would take off from the Company's Camp and land on the camp known as Fitzroy North now leased by Government to Estate Rose Robson. Mr. J. Robson, the Manager of Fitzroy North was written to in this connection on 15th May last (copy of letter enclosed) but he has not yet replied. I presume that no objection can be raised to the bridge landing as proposed - actually Estate Rose Robson will benefit as travellers between the Company's Camp and Stanley and sheep driven between Fitzroy and our North Camps, and Fitzroy and Stanley will not then traverse the whole length of Fitzroy North as at present.

I am,

Sir,

your obedient servant,



Manager.

The Honourable

The Colonial Secretary.

Stanley.

COPY.

THE FALKLAND ISLANDS CO.LTD.

STANLEY, 15th May, 1933.

J. Robson Esq.,

Stanley (PORT LOUIS)

Dear Sir,

There is a project under consideration regarding the provision of a bridge across the Fitzroy River near Patersons Point which would considerably divert and shorten the Stanley/Darwin track. One end would be on your Fitzroy N. camp and the other on ours. Kindly let me know if you have any remarks to make in this connection.

Yours faithfully,

(Sgd) L. W. H. YOUNG.

Manager.

114/30.

20th November,

33.

Sir,

I am directed by the Acting Governor to  
Red 54. acknowledge the receipt of your letter of the 17th  
of November, 1933, and to inform you that this  
Government has no objection to the proposed bridge  
over Fitzroy River landing on Crown land at Fitzroy  
North.

2. His Excellency considers, however, that  
it is only reasonable that those interested in the  
Estate of the late Rose Hobson should be given an  
opportunity of raising any objections and I am to  
suggest that Mr. J.R. Hobson's attention might be  
Red 53. drawn to your letter of the 15th of May, 1933,  
adding that as no reply has been received thereto  
you assume those interested have no objections to  
offer and that it is proposed to proceed with the  
work at an early date.

I am,

Sir,

Your obedient servant,

  
for Colonial Secretary.

The Manager,  
The Falkland Islands Co. Ltd.,  
STANLEY.

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)  
REGISTERED 1902.

*Stanley*

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS, FLEETWING PORT STANLEY VIA RADIO.

25th October, 1933.

Sir,

With reference to your letter dated 3rd August, 1933, I have to inform you that the 15 miles of Camp Track between Mount Pleasant and Fitzroy has now been cut and our Camp Manager has since driven a Ford Lorry from Darwin to Fitzroy and back (Which includes this section) taking about 3½ hours each way.

I therefore request that payment of the Government contribution towards its cost at £7 per mile (£105) may now be sanctioned.

I am,

Sir,

Your obedient servant,



Manager.

Director Public Works,  
Stanley.

No.

MINUTE.

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

13th December, 19 33

From Director of Public Works,

To

Stanley.

THE COLONIAL SECRETARY,

Stanley,-Falkland Islands.

IMPROVEMENT OF CAMP TRACKS.

Submitted.

Attached letter received from Messrs Falkland Islands Co., requesting payment of the Government contribution towards the cost of 15 miles of track on the Stanley - Darwin section. Provision for this payment has been approved under head XXI. Public Works Extraordinary.

2. You will no doubt understand that for various reasons it has not been convenient for me to inspect this work, but it has been possible for the Company's Ford lorry to make several trips in good time over this stretch, which proves that a considerable amount of work has been put into it and that the track is in fair condition. I will take the first opportunity that offers to go over the work.

3. In the meantime I would submit that the money be paid, and if approved, I will cause the necessary voucher to be passed this financial year.

*A. Roberts.*

Director of Public Works.