

C.S.

PUBLIC WORKS

ROADS

1926.

No.

29/26

C.E. "T"

Executive Engineer S.I.S.

SUBJECT.

1926

13th. January.

Previous Paper.

SUGGESTS THE NECESSITY FOR RULES
TO REGULATE ROAD TRAFFIC IN STANLEY.

MINUTES.

Minute from the Executive Engineer, dated 13th. January, 1926.

H.P. Submitted.

1. The present amount of motor traffic in Stanley is very small, but in anticipation of future progress it might prove useful to get drivers and others familiar with the usual rules of the road.

2. As to obstruction by horses and carts a verbal warning from the Police ~~thru~~ ^{by} ~~work~~ ^{means} ~~travelling~~ when ~~seen~~ ^{are} noted, might prove sufficient at present.

3. If it is decided to adopt a rule of the road, I am of opinion that "Keep to the Left" should be adopted.

P.C.
22.1.26

H.C.S.

I have delayed this paper to look up the

Subsequent Paper.

Law: ~~Motor~~ under Sec 49(a) of Summary
Jurisdiction Ordinance 1902 provides requiring a warning
to an officer but I have then written a fine and

507/26.

Express provision for regulating traffic in Sturley:
~~the provisions of~~ the provisions of imperial act will apply: that
is the drive of any sort of carriage (which includes cart, horse, bicycle
is required to keep to the left or near side of the road in
meeting a heavy number of any other carriage or any rider.

2 The traffic in Sturley is still very small: there are
3 motor buses, a few cars & a few bicycles. In poor
weather a verbal warning can be given by Police or
junior: if this does not prove effective question of
making regulations can be taken up.

S.H.
14 Nov 1926.

Cy. Chief Constable.

For mte.

13 Feb 1926

for C.C.

15 Feb 1926.

Hon. Col. Secretary

Noted will see that
all persons are warned.

S.H.H.

Act C.C.

16.2.26.

Minute from Government Schoolmaster 12 Feb 1926. 2.
Minute from Cy. Chief Constable 16 Feb 1926 3.

G.E.

I submit the draft of a notice which
might be posted. The children are in a
good deal of danger from traffic.

They leave School hurriedly and heedlessly.
I have seen a case where a very young child was very nearly knocked over by a rider.

2. The Government Schoolmaster might explain the danger to the children and warn them to look about them when leaving the Schoolyard. I don't think it would do much good to use the north-west gate for departing. The danger would still exist to children who used the lane leading to the road.

W.H. 10
for CS
16 Feb 1926

H.P.S.

Which you will address of sentence explaining each of the road.

2. The danger can be explained by Govt Schoolmaster with children but normally then minutes are short in such matters.

[Signature]

27 Feb 1926.

4.

Notice of 27th February, 1926.

Rev. Chas Constable.

Please sign the attached notice in duplicate before posting.

27/3/26

For mte.

W. L. G.
for C.S.

2 March 1926

Hon. Col. Sec.

Noted

R. M. Moore

Govt. Schoolmaster

3 March 1926

Cont. Notice no. 156 of 3/11/27. 5.
S. to Manager L.I. Co. of 8/11/27. 6.
" " Est. J. Williams of 8/11/27. 7.

Col. Ry.

Ex. Ry.

Chief Constable. Please note and S for

Security action.

W. L. G.

8. 11. 27

The Hon: Colonial Secretary.

Noted.

2. The Motor Driver has been instructed accordingly.

R. R. Aschley

Col: Engineer.

14/11/27.

The Ex: Engineer S.I.W.

To you accordingly.

R. R. Aschley

Col: Engineer.

14/11/27.

Hon. Col. Sec:

Noted

Motor drivers have been instructed

By Roberts E. E. 14-11

C.S.O. No. 29/2

Inside Minute Paper.

Sheet No. 3

How Col Sect.
noted.
Instructions given to
Police accordingly.

D/D

5-12-27

8. Lr. from Manager. J.S.R. of 9.11.27.
9. Lr. to Manager. J.S.R. of 21.12.27.



1

From.

Executive Engineer,
Improvement Works,
Fort Stanley.

The Honourable
Colonial Secretary,
Stanley.

15th January, 1926.

I beg to report that the driver of the Morris Motor Lorry has frequently complained to me of the inconvenience and delay in the execution of his work caused by the obstruction of horses and carts being left transversely across the main roads of the town, sometimes unattended over long periods.

The persons mainly responsible for this are the great carters, some of whom are mere lads.

2. Some drivers, apparently, are also ignorant of any rule of the road. Drivers who have been to South America, now in charge of horses think the right hand the correct side and use this side when passing another vehicle, some pass on the left hand side and some on either side.

3. In view of the fact that motor traffic is beginning to use the roads it is considered essential that a definite rule of the road should be observed.

4. It is submitted that a notice be posted and orders issued to remedy this, please.

C. Roberts.
Executive Engineer.

FALKLAND ISLANDS.



C.S. No.....

MINUTE PAPER.

Departmental Number.

X Education

From...Government Schoolmaster.

12th February 1926

Date.....

To.....Ag. Chief Constable.....

Reference
Numbers.

A child running out of the school gate by my office on to the road this morning was knocked down by a cyclist (Lehen, I think). I have noticed lately that youths in charge of carts have driven their horses at a trot past the school. I should be glad if you could arrange to have a serious warning issued to cyclists and drivers of all kinds of vehicles that they should use the most extreme caution when approaching and passing the school, whatever the hour of the day. It would be a pity to postpone doing this until after somebody has been lamed or killed. As regards carts, my opinion is that they should never be driven at the trot.

A. N. Moore

Government Schoolmaster

16. 2. 26

Police Station
Stanley

Hon. Col. Secretary

Sir

I beg to submit my report respecting slight accident which occurred outside gate at Government School, as reported by the School Master in his letter of the 15th, I have seen the cyclist my son and he stated he was going along John St on the left hand side of the road. when this boy ran out of the gate right into the handle bar of the Cycle. he was not knocked down. so that I think proves he was only riding slowly at the time, I consider the passage is a very dangerous exit owing to the fact that no one can see either to the right or left of road. owing to the buildings of the schools. also they deaden the sound of any approaching traffic. the School Master might find it convenient to allow the boys to leave by the West gate leading to passage near Parish Hall. I propose that a danger Disc. erected one on either side of the road. near the School. warning all cyclists & drivers of vehicles to go slowly.

I have the Honour.

Sir

To be your Obedient Servant
S. H. Hootley
act Chief Constable

NOTICE.

Police Station,
Stanley, Falkland Islands.
27th February, 1926.

RIDERS, CYCLISTS, AND DRIVERS OF VEHICLES ARE REQUESTED TO PROCEED VERY SLOWLY PAST THE GOVERNMENT SCHOOL AND ST. MARY'S SCHOOL, ESPECIALLY AT HOURS WHEN THE SCHOOLS ARE DISPERSING. THERE IS CONSIDERABLE DANGER TO CHILDREN LEAVING THE SCHOOLS FROM PASSING TRAFFIC, AND GREAT CARE SHOULD BE TAKEN BY DRIVERS TO AVOID ACCIDENTS. CARTS, MOTOR LORRIES, BICYCLES ARE REQUIRED TO KEEP TO THE LEFT OR NEAR SIDE OF THE ROAD ON MEETING OR BEING OVERTAKEN BY ANY OTHER CART, LORRY OR BICYCLE.

(Sgd) *Sgt. Morley*

Acting Chief Constable.

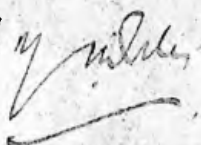
No. 156.

GOVERNMENT NOTICE.

Colonial Secretary's Office,
Stanley, Falkland Islands.
5th November, 1927.

The drivers of lorries and motor cars on the roads in Stanley are requested to show particular consideration when passing ridden horses. They should slow up and if necessary stop and should refrain from any action such as sounding the horn which is liable to frighten the animal with unfortunate result to the rider. Corners especially should not be rushed.

By Command,



Colonial Secretary.

29/26.

8th November,

27.

Sir,

No. 156 of
5th Nov. 1927.

I am directed by the Governor to attach herewith a copy of a Government Notice, issued with a view to the avoidance of accidents to riders encountering motor traffic on the roads in Stanley, and to request that you will bring this notice to the attention of motor drivers in your employ.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

The Manager,

The Falkland Islands Company, Limited,

Stanley.

29/26.

8th November,

27

Sir,

No. 156 of
5th Nov. 1927.

I am directed by the Governor to attach herewith a copy of a Government Notice, issued with a view to the avoidance of accidents to riders encountering motor traffic on the roads in Stanley, and to request that you will bring this notice to the attention of motor drivers in your employ.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

The Manager,

The Estate L. Williams,
Stanley.

(8)

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

9th November, 1927. 19

29/26.

Sir,

Red 6 — I beg to acknowledge the receipt of your letter of yesterday's date, and have given explicit instructions that great care is to be exercised by the driver of this Company's motor lorry and that horn blowing must be reduced to a minimum.

2. I take this opportunity of asking whether the Police could not be instructed to report on the speed of motor traffic in Stanley. In my opinion several vehicles are driven at a speed which is dangerous in a country where the inhabitants (especially children) are unused to fast moving traffic.

3. The blowing of horns is greatly overdone, especially in the early morning when there is no necessity for this as practically nobody is about.

I am,

Sir,

Your obedient servant,

W. H. B. Geo. Harris

Manager.

The Honourable

The Colonial Secretary,
Stanley.

29/26.

21st December, 1927.

Sir,

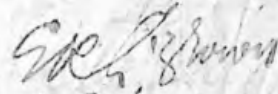
I am directed by the Governor to acknowledge the receipt of your letter of the 9th of November, 1927, on the subject of motor traffic in Stanley and to inform you with reference to paragraphs 2 and 3 of your letter under reply that the necessary instructions have been given to the Chief Constable.

2. I am to express regret for the delay which has occurred in replying to your letter.

I am,

Sir,

Your obedient servant,



for Colonial Secretary.

The Manager,

The Falkland Islands Company, Ltd.,

STANLEY.