

C.S.

<p><i>Good</i> Roads etc</p>
<p>No. <i>183/36</i></p>

TRN/LAN/3#14

1936

*Mr E Hamilton*

SUBJECT.

1936

*5<sup>th</sup> Aug*

Previous Paper.

*Horse tracks to & from North West Camp of East Taekland Island.*

MINUTES.

*15 Minutes from Mr E Hamilton 5/8/36  
The Hon. the D.P.W.*

*Submitted for your observations.  
J.E.S.  
6/8/36*

Hon: Colonial Secretary,

Having been over the track referred to, I can quite believe all that Mr Hamilton says about it.

A bridge at the narrowest part of the mouth of the Malo river between sections 11 and 46, would certainly shorten the journey and the Estancia track would be avoided.

The Hon N. Cameron is in favour of bridging this spot and raised the question some two years ago.

Before taking any definite action I suggest the Government should have the opinion of the farmers concerned in these sections, also those living on the north-west stations. Should the scheme be a feasible proposition, there is the policy to consider, as to whether the  
/Government

Subsequent Paper.

Government should spend a large sum of money to benefit so few people, also whether the Government should spend more money on improving communications on the East island, without doing something on the west. It will be remembered that the Government put up a very fine bridge over the Malo river in 1928. and when the scheme was first proposed the farmers promised to assist. The outcome was that the farmers did nothing.

The Government bore the whole expense and the farmers criticized the site of the bridge, which was actually placed within one foot of their own setting out. Since the bridge has been completed the farmers have done nothing to maintain it, materials have been sent out for painting but they have had to be returned to Stanley. From the above it seems fairly obvious that if anything is done the Government will have to foot the whole bill.

There is little doubt that a bridge at the suggested site would have to be of much stronger construction than the one referred to in the last paragraph of Mr Hamilton's minute, the proposed site between sections 11 and 46 is more exposed than Patterson's Point, coupled with the fact that there is a strong tide rip and during a severe winter quantities of ice from the Malo river flow through this passage. I have had some experience of the spot and well remember two life boats which were formed into a raft for landing materials, getting adrift in the tide-rip with the result that most of the materials were washed ashore round the coast.

If it is proposed to seriously consider the scheme it will be necessary to visit the site for the purpose of surveying the approaches, sounding the bottom, determining length, etc, . I estimate that this preliminary survey will take 4 days of good weather, and it will be necessary to charter the "Roydur", "Lafonia" or "Afterglow" for this purpose.

Without visiting the site and carrying out a survey, it is very difficult to say whether it is a feasible proposition, and

as a very rough guide, and basing prices on the cost of light single track standardised bridges as quoted in the Crown Agents' confidential bulletins, I should say that the cost would be approximately as follows, :-

Preliminary survey and investigation.	150.	0.	0
Assuming width to be bridged at 1300 feet, it would take 26 spans of 50 feet each, costing £300 per span.			
- 26 spans @ £300 per span.	7800.	0.	0
Local labour.	1296.	0.	0
Decking, Cement, Housing, Plant, &c,	800.	0.	0
	£ 10046.	0.	0

Note. Estimated local labour to be employed,  
= 14 men for 9 months.

*O. Roberts.*

Director of Public Works.  
11th August, 1936.

Y.E.

The cost is beyond our means at present and I suggest for the approval of Y.E. that the scheme be abandoned.

*J.E.S.*  
13/8/36

The scheme cannot be entertained

*ttttt* 14/8/36

Hon. D.P.W.

To note.

I shall reply to

Mr Hamilton

*J.E.S.*  
15/8/36

Hon. Col. Sec.

Noted.

W. Coleridge.

17/8/36.

Minute to Mr. J. E. Hamilton of 19. 8. 36. R.

I.A.  
20/8/36

Minute.

NP. Received *mm* 5/8/36. ①

Hon.Colonial.Secretary.

May I draw your attention to the matter of the horse track at present used in journeys to and from the North-West Camp and in particular to that part of it between the Murrel River and the Arroyo Malo.

This area may be roughly divided into the mountainous part between the Murrel and the Estancia and the marshy flats between the latter and the Malo House. The former is commonly talked of as the "Estancia Mountain" and is by nature the worst piece of track in the Falklands. The ground is composed of a mixture of stones, stone-runs, peat banks and small swamps with a very few stretches of moderately good ground.

The natural drainage is very bad so that rain always produces the maximum effect of aggravating the condition of the soft ground. The <sup>increasing</sup> traffic of many years and the constant and reasonable efforts of riders to find something better ~~than~~ in the way of passages through the morasses have combined with the badness of the ground to destroy large parts of what was usable although bad track. It is my opinion that there is a reason-<sup>that</sup>able danger ~~of~~ the "Estancia Mountain" will become impassable for horses after wet weather and this would be a most serious interruption of communications.

Between the Estancia and the Malo House there are alternative tracks. The shorter, which can only be taken when the tides are suitable, utilizes three salt water fords-"the passes"-but since the behaviour of the tide in the south end of Salvador Waters is highly irregular these fords are not reliable and they are besides potentially dangerous. The other track runs right round the south end of the salt water and although it can always be used much of it is swampy and it is all laborious and unpleasant. The whole track from the Estancia to the Malo is marshy and makes heavy riding.

The traffic to and from four farms uses this track, namely Port San Carlos, Salvador, Douglas Station and Teal Inlet. A few people are able to go over from Salvador to Rincon Grande and thus to Stanley but this is a matter of privilege.

I would suggest that a notable improvement in communications would be brought about if it were possible to construct a bridge over Salvador Waters at the narrowest place-between sections 11 and 46 on the map. The depth of water is given as 24 feet and the distance between the shores as a quarter of a mile. One would not, of course, expect to find the depth named over the whole distance. The approach from the Teal Inlet side is, I am informed, all hard ground and there is ~~hard~~ hard ground also on the east side. This track would presumably cross the Murrel River at the more recent bridge and thus come to the Two Sisters Gate.

The benefits to travellers would be very great indeed. I am told that journeys would be shortened by three hours, the "Estancia Mountain" would be entirely avoided, likewise the Malo Flats and the anxiety with regard to "the passes" which affects most journeys would no longer exist.

It may safely be said that the construction of such a bridge would do more to facilitate travel to and from the North-West Camp than any other work.

I am encouraged to put forward this idea after seeing the Falkland Islands Company's bridge at Patterson's Point

J. S. Hamilton

No. 183/36.

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

MINUTE.

(2)

19th August, 19 36.

*From*

To Mr. J. E. Hamilton,

STANLEY.

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

*Redd.*

I am directed by the Governor to acknowledge the receipt of your Minute undated on the subject of the improvement in communications between Stanley and the North-west Camp by the construction of a bridge over Salvador Waters, and to inform you that the scheme cannot be entertained for the reason that the cost would be beyond the resources of the Colony.



ACTING COLONIAL SECRETARY.