CONFIDENTIAL.

TRN/LAN/5#03

SECRETARIAT

1641/A/IV.

1641/A/IV.

(Formerly)

SUBJECT:

LAND COMMUNICATION IN THE FALKLAND ISLANDS.

CONNECTED FILES.

NUMBER	
1641/A	Land Communications in the Falklands
1641/B	Sale of Camps Tracks Equipment.
1641/C	Hire of Camp Tracks Equipment to J Rowlands

420

29th June, 1957.

D/o.

I have been wanting for some time to write to you about the Camp Tracks Programme and the West Falklands Buffalo machine but have been waiting until I had the opportunity of discussing the matter with Syd Miller.

Our intention is to try and establish to what extent the bulldozers fitted to the buffalo will succeed in making some sort of a track. If this does not work then we shall have to think again and we have in mind a Rotavator and Crawler Tractor with bulldozer blade fitted. We have in fact the Tractor but some modifications to the angle of the bulldozing blade will be necessary.

I understand that your operator has now got his bulldozing attachments fitted and I think it is important that we should if possible now get him out of the settlement and, I suggest on to the track tracen running between Little Chartres River and Bull Stream, testing his bulldozer attachments.

If it is not going to work then I suggest you drop bulldozing at once, let us know what the position is and put him back on to draining.

I will not add any more details as Syd is fully in the picture as a result of various discussions in Executive and Legislative Councils' and I hope, if you are agreeable, to get out myself some time in August to see you and talk the matter over. Alternatively we could discuss it when you come in for the Sheep Owners' Association meetings.

C.G.H.T.

R. Luxton, Esq., J.P.,
Chartres,
West Falklands.

AGDM/MC

Copy to: Civil Engineer.

Rec. 1/8
Ans. 1/7.

See 3

Reply at 432

1641/A/42

Telegraphic Address: "JAYBEE, PORT-STANLEY." CODE: Bentleys First (12th Reprint)

SAN CARLOS SHEEP FARMING CO. LTD.

(Successors to JOHN BONNER. GEORGE BONNER & CO. LTD.)

FOUNDED 1861

SAN CARLOS,

FALKLAND ISLANDS. (VIA MONTEVIDEO)

Ross House, Stanley. 4th. July 1957.

Dear Mr. Denton Thompson,

Thank you for your letter to hand yesterday on the matter of the missing Ditching Plough equipment required for work at San Carlos with the Water Buffalo Tractor.

I note your remarks with regard to the early forwarding of this essential equipment for mountain track work there and trust that its arrival may not be long delayed, as, further to our conversation, you will realise that the work for the Bull-dozer equipment is limited until the Sussex mountain is crossed for this type of work to be continued in the neighbourhood of our Southern boundary and the Falkland Islands Company's camp.

I would add that as some 40 bags of flour and feeding stuffs were eliminated from our cargo per previous voyage of the Philomel it is evident that our cargo was not responsible for the non-shipment of the Plough on that occasion.

Yours sincerely

A. Bonner.

Managing Director.

The Honourable Mr. A. C. Denton Thompson. M.C.

423

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

Number	Office of Origin	Words	Handed in at	Date
20	Fox Bay Estat	80	1600	5-7-57

To

Denton Thompson Stanley

1. Thank you for your letter by Miller. I consider present weather and camp conditions absolutely unsuitable for track making of any kind. Pending arrival of my letter by Philomel may I employ operator and assistant on draining on same condition as arranged with Clement by last Governor that is pay them anything they earn in that period over and above their breakdown pay stop Caravans could not be moved at present owing to high streams

264 in 164/8 Pb. H. Hon P/708

Time

DJ/ Agreement Eat 11 in 7/208 Luxton

reply at 6. S. 432

424

J.E./

J.3. illustrates the difficulties we are up against. The weather is too bad, according to the Manager, for work on the track but it is not too bad for draining hunters from. The arrangement he proposes is a good one from the farmer's point of view - but a bad one so far as Government is concerned. We pay the men £8 a week and hunters make it up to £12 plus any overtime. (Under the operators contract we have to pay £8. per week if he ~~has~~ is held up by breakdown or weather).

We are very weak in hunters hands but I don't think we should let it go quite so easily as all that. Half the trouble is that the operator is very useful to hunters and he is comfortably settled in at Charters Settlement. The time is coming I think when we may have to move the machine from hunters contact - but it's not yet come since there is not enough to go on and somebody should get out there and talk things over with him first.

I thought we might go back with something like the draft telegram at b.c.

B.G.T.T./
8.7.57.

425.

GS.

We spoke on Telephone. I agree with draft.

Draft here of the draft telegram on file in Ptly. Old book in Tan Box Ptly.

ERA. 8.7.57.

2 pieces Iron
14' by 5" by 2"

2 15' + 4" by ½"

2 14' by 4" by 1" or 3/4"

2 Cylinders of Oxy acetylene

30/40 cubicles.
6" iron piping

(40)

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

426

Number	Office of Origin	Words	Handed in at	Date
				8.7.57.

To

LUXTON, CHARTRES. a/c H.O.

423

YOUR TELEGRAM 5TH JULY STOP IS THERE NO PART OF THE TRACK TRACES LEADING OUT OF CHARTRES WHERE DRAINING WOULD BE USEFUL AND TO WHICH OPERATOR COULD GET WITH HIS CARAVAN STOP REGARDS

DENTON-THOMPSON.

Time 3-6 p.i.

427

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

Number	Office of Origin	Words	Handed in at	Date
37	FOXBAY etat	60	1600	9-7-57

To

DENTON THOMPSON STANLEY

423 YOUR TELEGRAM 8th STOP NO FURTHER DRAINING NECESSARY THIS SIDE OF CHARTRES RIVER STOP IF PROPOSED TRACK TO PORT HOWARD THE DITCHES WILL B FILLED WHEN IT IS GRADED OR BULLDOZED AND WILL HAVE TO BE CLEANED AGAIN STOP SOME NECESSARY GRADING COULD BE DONE THROUGH CHARTRES CAMP ON TRACK TO ROYCOVE OPERATOR WORKING FROM HERE

LUXTON

Time

Reply at 428.

428

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				11/7/57.

To

CHARTRES, FOX BAY. BY W.T.

427 MANY THANKS YOUR TELEGRAM STOP I THINK IT MOST IMPORTANT WE SHOULD KEEP THE MACHINE AT WORK ON THE CAMP TRACKS AND IF ROY COVE TRACK ON CHARTRES SIDE CAN BE IMPROVED BY GRADING I SUGGEST YOU DO THAT UNTIL YOU CAN GET HIM OUT INTO THE CAMP EITHER TRACK MAKING OR DRAINING WHERE NECESSARY. REGARDS.

D.T.

429

ACS. Please clear urgently with Civil Engineer and if no comments despatch.

O.K. by C/E. Issue.
(Intld) JB. 11/7.

430

Noted for return of main file

12/7

431

A.C.S

Mainfile in & tels. filed at 427 & 428.

15/7/57.

On file usually yellow.
18.7.57.

432

Chartres
West Falklands
5th July, 1957

My dear D.T.,

420 Thank you for yours of 29th June. I telegraphed you today as the Philomel may be some time getting to Stanley.

Wick and I have been discussing the track problem as it is still operating on our respective farms and we are both of the opinion that as conditions are now with recent very wet weather and frost alternating, it really is a waste of time for Carlyle to attempt making tracks. The Buffalo, not having the right type of track for working in snow or on very slippery ground cannot work the heavy machinery and does nothing but fill up it's tracks and they spin.
At the moment I am not prepared to say whether the new Bulldozer is a failure as with the ground the way it is the Buffalo cannot get enough grip to push it. I must say however, that I do not think it is the answer to track making and dont think it will be any more successful than the grader and scoop which have been tried out already. To give it a really good chance the weather will have to be better and the camp much drier than it is now.
As to getting Carlyle out of this settlement, he could get as far as the stream on this side of our dip but could not take his caravans across until the streams fall. His one is not so bad as it has 15" clearance but the other only has 6" and in any case both would be flooded in the process. If he cant have the caravan on the site where he is working he merely makes a mess getting to and from from where he is working.
I showed Wick your letter to me and as the operator would be working on his farm from Little Chartres to Bull Stream I expect he will write you on what he considers necessary to the track there. There is little else to be done between here and Little Chartres apart from pushing out some of the ploughed part of the track which could not be done in wet weather. It is a great pity, especially in view of the exceptionally dry summer and Autumn that the Buffalo was broken down for most of that period.

We would be very pleased to see you here in August to discuss the whole position but I suppose we shall meet in Stanley before then at our annual battle with the Federation.

423 I telegraphed you today, it being quicker than mails these days. The suggestion that I employ Carlyle and his assistant was only to make use of the machinery in the way it was originally intended and about all that can be done while conditions as as they are.
Wick tells me the arrangement which I quoted are those he made with Governor Arthur when Carlyle did some draining for him. I only suggested it as the draining part of the Fox Bay track is more or less completed until some sort of track is made. If further traces are ditched for the track to Port Howard the ditches will have to be cleared again when the track is made.
Presumably government would be paying Breakdown pay to these men anyway and I could make their ~~xxxx~~ pay up to Ditching pay and pay any overtime which would save government a lot and I must say suit me very well.
I am not satisified that a Rotavator is the answer either and on this soft white grass camp the track will be quite impassable except for one or two of the dry months I think. However I would not commit myself until the existing track to Roy Cove has had a summer and dried out. One cannot go by the last exceptionally dry one. If the track cannot be taken out down to the solid, in many cases, all that should be done on white grass, as far as this farm is concerned, is the old method of the existing grader taking off the worst of the lumps of white grass and balsam bog etc.

Reply at 437.

Kindest regards to yourself & family

Keith Luxton

BERTRAND AND FELTON LIMITED.

COLONIAL SECRETARY'S OFFICE
20 JUL 1957
FALKLAND ISLANDS

ROY COVE,
FALKLAND ISLANDS.

The Hon.,
The Colonial Secretary.
STANLEY.

July 15th 1957

Sir,

I have been thinking to some extent since my return here from Stanley about the possible future use of the David Brown tractor in connection with camp track making.

I did ask Mr Barnes how the machine was off for spare parts and he showed me a list; but this list conveyed very little as there was no means of identifying the various parts.

I did suggest that the cases should be unpacked and the various parts identified so that he would know exactly what useful spares there actually were. This is important, in fact of the utmost importance, because from my own personal experience, and also from the normal mechanical experience of any employer in this remote Colony, unless certain essential spares are quickly available the whole mechanical proceedure can be completely held up for six months or more.

I know that Mr Barnes is extremely busy with the Filtration Plant which is at a fairly critical stage of development and it has occured to me recently that possibly steps may not have been taken to find out exactly what this David Brown spares situation is.

To my mind it is time wasted to order and import a rotovator if the machine which is going to operate it is not so fully supplied with the essential spares that no wasteful delay is likely once any project is commenced.

If Mr Barnes does find out what spares there are and is not sure what, if any, others should be obtained I would suggest that Mr Clement of Fitzroy together with his mechanic Mr Robertson would be able to advise him. There are essential grease seals, steering clutch parts and in general those parts appertaining to the tracks and rear axle which are connected with the main drive, of which spares must be on hand. The engine generally <u>if overhauled</u> should not require more than spare cylinder head gaskets and injectors.x Diesel engines are pretty fool--proof as long as they are in <u>good</u> condition.

Perhaps I have been rather unnecessarily apprehensive about this matter but we were a little pushed for time when in Stanley and I don't think we went far enough into ~~this matter~~; however no harm will be done by bringing it up again.

I am, Sir,

Yours faithfully,

Sydney Felton

x a fuel & oil filters

434

Civil Engineer.

Early comments please.

22.7.57.

H.C.C.

Mr Miller's letter noted. Mechanic is overhauling tractor at present and consuming spare parts. A complete list of spare parts and quantities of same is being prepared but cannot be completed until consumption of spares is ceased.

24/7/57

6
438

Y.F.

J.432.

Since he wrote J.432 Lincoln has had 428. and I can only assume that he has the machine at work grading on the Bury Cove track. You will note that Lincoln does not consider the coloration to be the answer and we can be certain that the Fox Bury (Clement) view will be the same. The machine has not yet been ordered as we do not yet know whether we shall be able to purchase the tractor which is now out to tender by F.D.S. Office.

The last sentence of 432 is disturbing. The old method didn't work so far as the white grass was concerned. It made the track worse by tearing out great lumps leaving holes instead of bumps.

There is only one thing to do - in my view - and that is for either you or I to get out there with Burness and have Miller, Clement and Pole Evans meet us at Chantries - on the ground. But in the meantime I propose, subject to your approval, to tell Lincoln he can employ the machine and operator on farm draining with the farm paying anything over breakdown pay (£8 p.w.) plus overtime and fuel - provided he is satisfied nothing useful can be done on the tracks - and until he can get out to work on the tracks.

C.G.J.
22.7.57.

~~437~~.

HCS.

I agree with last para. of 433. I want to go & see what goes on as soon as possible. No doubt there will be an opportunity to discuss matters when the S of A meets. But I doubt if that will get us very far.

TFA. 22.7.57.

438

Civil Engineer.

To see f. 432. Any comments and anything to be added to the draft telegram at b c?

23.7.57.

H.C.S.

439

I agree with proposals. No further comments.

24/7/57

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

~~457~~ 440

Number	Office of Origin	Words	Handed in at	Date
				24/7/57.

To

LUXTON. CHARTRES. H.O.A/C.

432.

MANY THANKS YOUR LETTER 5TH JULY ON SAME PEACHES STOP WE AGREE TO YOUR EMPLOYMENT OF MACHINE AND OPERATING TEAM ON UNDERSTANDING ~~THERE~~ THERE IS NO USEFUL WORK TO BE DONE AT PRESENT ON THE TRACK STOP GOVERNMENT WOULD PAY BREAKDOWN PAY BUT CONSIDER FARM SHOULD MEET COST OF DIFFERENCE PLUS OVERTIME PLUS COST OF FUEL STOP GRATEFUL YOU INFORM ME WHEN YOU DECIDE CARLYLE CAN RETURN TO WORK ON THE TRACK.

COLONIAL SECRETARY.

see 432

441

MNG.

~~438~~

Hold in incomplete temporary file wh. is floating

24/7.

Accept

Civil Engineering Department

Stanley

Falkland Islands

26/7/57

Sec. F.I.D.S.

TENDER FOR DAVID TRACTOR

I am authorized by Government to tender for the David Brown I.T.D.30.Tractor complete with spares as advertized for sale by F.I.D.S.

As you are aware, this tractor which showed signs of very heavy wear has been stripped down during the past weeks in Government Workshop and approximately £75 has been spent on mechanic's wages on repair work.

In view of this, Government is prepared to offer the sum of £275.

Yours Faithfully

Civil Engineer

Copy to: The Hon. Colonial Secretary.

27/7

~~438~~ 442

Civil Engineer

1. I spoke to Mr Lincoln on the R.T. today at his request.

2. Carlyle has bent his plough beam again and the old track on which he is operating - on one side - is in poor shape.

We agreed :-

(i) he would go about straightening out the beam;

(ii) go down to Fox Bay to pick up an old track that he can use for spares.

3. But Lincoln considers that the beam won't do with much more straightening and has asked us whether we can provide the materials for a new one which Carlyle states he can make. For this he wants:-

2 pieces of iron
14' by 5" by 2"

2 pieces of iron
15' by 4" by $\frac{1}{2}$"

2 pieces of iron
14' by 4" by 1" (or $\frac{3}{4}$")

2 cylinders of Oxyacetylene.

4 I said I would consult you and get your comments.

5. I also said I would let him know the position about the new tracks - when they are etc (if we know).

6. They have put in about 40 chains that will need culverting on the Chartres side of the Chartres Bay Cove track. Can we assist with materials?

7. He agreed to the terms and conditions in J.437.

C.G.H.T.
25.vii.57.

H.C.S.

I have sent a telegram to C/BDe today requesting information re-whereabouts of tracks and plough beams which have been ordered for some time. When this information is to hand we shall be able to assess the advisability of Carlyle attempting to weld one up. I doubt this.

I doubt if we have any suitable pipes for culverts but will look into the question and let you know.

NAB 26/7/57

GOVERNME[illegible]

FALKLA[illegible]

SENT

Number	Office of Origin	Words	Handed in at	Date
				30/7/57.

To

LUXTON, CHARTRES. H.O.A/C.

SPARE PLOUGH BEAMS ARE ON ORDER WITH MEN TRACKS STOP WE ARE ASCERTAINING ~~[illegible]~~ WHERE ~~MEN~~ EXACTLY THEY ARE FROM CROWN AGENTS. PROBLEM OF CULVERTS UNDER CONSIDERATION STOP WILL ADVISE FURTHER IN DUE COURSE STOP REGARDS.

DENTON THOMPSON.

See 448

~~AGTD~~
MNG.

Filed in temp file wh. is on its way to C.E.

2/8.

445

1) Civil Engineer.

The Governor considers we should take no further action on ordering a rotovator until we have discussed the matter again when the farmers are in. In the meantime proceed with what you are doing - overhauling and putting the tractor into sound working condition - and then let me know what you think about the spares position. Syd does know his stuff on these things and is clearly appreciative - perhaps unnecessarily so. - but we shall have to be certain of our ground.

446

Office.

(2). When Civil Engineer has seen - please amalgamate this paper with the main file and return to me for an interim reply to Mr. Mitha.

[illegible]
1.8.57.

H.C.S. 447

"1)" above noted

[illegible]
3/8/57

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

~~442~~ 448

Number	Office of Origin	Words	Handed in at	Date
				12/8/57.

To

LUXTON, CHARTRES. H.O.A/C.

~~444~~

MY TELEGRAM 30TH JULY SPARE PLOUGH BEAM AND TRACKS ARRIVED DARWIN HOPE TO SHIP THEM OUT ON DARWIN WEST FALKLAND TOUR.

DENTON THOMPSON.

449

446 referred pl.

16/8

456.

Aide-Mémoire.

H.E. held a meeting at Government House on Wednesday 14th August to discuss the next move with regard to camp tracks in the West Falkland. Present were C.S. Civil Engineer, Mr Wick Clement, Mr Syd Miller and Mr Keith Luxton. It was agreed :-

(i) Government should order a rotavator that will couple with the David Brown tractor recently purchased by Government from F.I.D.A.S.E.

(ii) When the rotavator arrives it and the tractor should be shipped to the West Falkland to begin work on a rotavated track - when such a track is a practical proposition - from Chartres to Port Howard. The buffalo would also be employed on the same track for draining. The buffalo operator and his mate would be expected to handle all the machinery;

(iii) As soon as weather permits the West Falkland Buffalo should be moved out of Chartres and on to the unbrained part of the track trace running from Little Chartres to Bull Stream where it would drain where necessary (it is not expected much drainage will be necessary on that section). Principally it will be employed on removing the top of bogs, ditchdike etc. with its new bulldozer attachment as an experimental measure.

C.G.J.J.
19.8.57.

451

Note.

Civil Engineer has placed an order for a rotavator

C.G.J.J.
19.8.57.

P.A.
C.G.J.J.
20.8.

452.

Civil Engineer.

1. I have had a word with Mr. Lawton and pointed out that 40-50 cross drains per 5 miles is more than any reasonable vote will stand. He said that not nearly such a high proportion would be needed on the Little Chartres-Bull Stream and Chartres - Port Howard stretches. He promised to watch the position and ensure that only cross drains that are really necessary are put in.

2. What is the program on asbestos pipes?

L.G.T.T.
26.8.57.

453

H.C.S.

From an engineering point of view 8-10 drains per mile for a track like this would be quite reasonable. On the Pony's Passe - Fitzroy track the number of drains per mile was similar.

Cost of various types of pipes including freight to Stanley:-

	4" dia	6" dia	
1) Stoneware	22/1	35/5	for 5 - 2ft lengths = 10 feet. ex P.W.D. store.
2) Asbestos Cement.	39/8	not known.	for 1 - 10ft length = 10 feet. ex F.I.C. West Store.
3) Bituminous Fibre	35/-	82/6	for 1½ - 8ft. lengths = 12 feet. direct from U.K.

I suggest that we continue to use stoneware pipes ex P.W.D. until experience shows that they are unsuitable.

26/8/57

454.

Civil Engineer.

I am frankly very worried about the implications - financial and otherwise - of using these earthenware pipes on any substantial scale throughout the Falklands. Please note for discussion with me at 2.15. p.m. Tuesday 3rd September. We must devise something better and cheaper.

One thing I have in mind for the Fox Bay. Chartres stretch is the old Fox Bay W.T. mast - which should be coming down in the fairly near future. What about that?

L.G.J.T.
30.8.57.

455

H.C.S.

Meeting at 2.15 pm Tuesday 3rd September noted.

Sections of the W.T. Mast from Fox Bay would be very suitable for large culverts only but require quite a bit of labour in unbolting and are very difficult to handle on account of weight.

What about cutting?

NAR 31.8.57.

456.

Note.

Discussed with Civil Engineer and agreed we should order £100 worth of Asbestos cement pipes for trial purposes.

L.G.J.T.
3/9/57.

B.U. 10th September, 1957.

Civil Engineering Department

Stanley

5th. September 1957

The Hon.

The Colonial Secretary.

The attached letter was received recently direct from J.A.Cuthbertson. It should be placed on the main file.

I consider that the following points should be made in the reply:-

1. The bulldozer blades have been successfully fitted but due to bad weather conditions it has not been possible to give them a really good trial so that as yet it is impossible to access their capabilities.

2. It is noted that Mr. Cuthbertson proposes to make [a free issue of a set of heavy inner dog plates and rubber pads for each Tractor in lieu of the ones which have not given satisfactory service. It would be more satisfactory to Government if a refund is made in respect of these parts as they comprise part of the tracks which arrived by S.S."Darwin" 2nd. August and those still in Montevideo. We do not expect to need to replace the heavy inner dog plates on the new tracks for some years as we shall reduce the wear on the centre of the plates by replacing the front three idler frames with five idler frames.] -

3. An order for the 8 idler wheels and the 4 five idler frames will have been placed by the time he receives this letter.

4. Government has decided to purchase an ordinary rotovator without modifications to keep machinery on simple lines in view of the possible future sale of the machinery in the event of a change of policy on camp tracks.

5. When Mr. Cuthbertson visited Stanley he saw that due to the remote position of the Falkland Islands, [Government were forced to act as their own agents in holding a supply of spare parts for the Cuthbertson tractors and equipment, carrying a compliment of spares for the two tractors worth £8000.]

In view of this fact he promised to look into the possibility of reducing the price of spare parts considerably on the grounds that Government were fulfilling the agents (Albion-Motors) responsibilities of carring a large stock of spares. We have not had any mention of this since but have placed a big order for spares since Mr. Cuthbertson's visit some of which have been delivered.

6. If he has been able to arrange a reduction of price it should be applied to the recently ordered spares in the form of a reduction of the price charged on future invoices instead of an actual rebate of cash which would be inconvenient.

Civil Engineer

460

P.S. I presume that you will reply.

TELEPHONES:
BIGGAR 20 & BIGGAR 4
TELEGRAMS:
"MECHADRAIN, BIGGAR"

DIRECTORS:
SIR ROY DOBSON, C.B.E., F.R.A.E.S., J.P. H. W. A. JACOBSEN
JAMES A. CUTHBERTSON, O.B.E. J. C. MACGREGOR

JAMES A. CUTHBERTSON LTD. · BIGGAR SCOTLAND

AGRICULTURAL & GENERAL ENGINEERS & CONTRACTORS

YOUR REF.

OUR REF. Gen./B. 13th March 1957

G. Barnes, Esq.,
c/o The Colonial Secretary,
Port Stanley.
Falkland Islands.

Dear Mr. Barnes,

I have now arrived back home again and am very busy trying to catch up with what has been happening during my absence. The trip home was quite eventful, as, first of all, the 'Fitzroy' had rather a rough passage and was up to all its old tricks, as well as a number of new ones. When I finally got on to the plane, there were three engine break-:downs en route, and a delay of 12 hours at Dakar.

I have been checking up on the position of what has been ordered for the tractors, and it appears that only an order for two sets of tracks, which order has only recently been confirmed, is outstanding. I am now writing to the Crown Agents stating that when this order is despatched we will also forward a set of track pads for each tractor on a free issue basis, as these track pads are to replace the track pads which have been giving unsatisfactory working lifetime. We also suggest that two sets of inner track plates, complete with dogs should be ordered, as well as special under carriage frames to carry five idlers instead of three idlers at present fitted on the machine. Along with these frames four extra idlers per tractor will be required. These parts will be charged in the normal manner, as this is a recent modification to the tractor, but is one which has proved very effective in reducing the amount of wear on the tracks. In the meantime, it will probably assist matters if you request the Crown Agents to order this equipment, and a note is attached giving details you will require.

I shall await your instructions regarding the Rotovator and if you wish to purchase one, we shall be pleased to arrange this and to make the necessary modifications. Alternatively, if you wish to purchase an ordinary Rotovator, no doubt you will place the order direct with the manufacturers. Perhaps you/

DESIGNERS OF AGRICULTURAL MACHINERY

Reply at 1

TELEPHONES:
BIGGAR 20 & BIGGAR 4
TELEGRAMS:
"MECHADRAIN, BIGGAR"

DIRECTORS:
SIR ROY DOBSON, C.B.E., F.R.A.E.S., J.P. H. W. A. JACOBSEN
JAMES A. CUTHBERTSON, O.B.E. J. C. MACDONALD

JAMES A. CUTHBERTSON LTD. · BIGGAR SCOTLAND

AGRICULTURAL & GENERAL ENGINEERS & CONTRACTORS

YOUR REF.

OUR REF. Gen./B. 13th March 1957

G. Barnes, Esq.,
Falkland Islands.

/You would be good enough to let me know what progress has been made with the bulldozer blades since the receipt of this equipment, and if you find any difficulty in operation, do not hesitate to let me know.

I am writing to Mr. Denton Thomson, and I hope that by this time, it has been possible for him to arrange for supervision of the operators on the road making project. No doubt he will be advising you of this position in due course.

I would like to take this opportunity of thanking you for your kindness and co-operation during my visit to the Falklands, and I shall look back with pleasure on this visit for a long time to come, particularly in connection with the great kindness and hospitality which I received from all friends during my visit.

Yours sincerely,

James A Cuthbertson.

ES/MG.

The following parts will be supplied free of charge:-

1 complete set of track pads for each tractor.

1 complete set of heavy inner plates complete with guide dogs for each machine.

It is recommended that the following parts should be ordered:-

2 Front Idler frames for each tractor, to take 5 idlers in place of the original 3 idlers. The price of each frame is £42.

4 Extra Idlers for each tractor, at a cost of £25. -. -.

11th September, 1957.

D/O

Norman Barnes has passed to me your letter Gen./B of the 13th March, for a reply. As you may be aware we have been rather cut off during the early part of this year so far as mails were concerned and consequently there has been a considerable delay in the receipt of your letter and in the reply.

461

Norman Barnes has made the following comments on the various points of your letter:-

(1) The bulldozer blades have been successfully fitted but due to bad weather conditions it has not been possible to give them a really good trial so that as yet it is impossible to access their capabilities.

(2) We note that you propose to make a free issue of a set of heavy inner dog plates and rubber pads for each Tractor in lieu of the ones which have not given satisfactory service. It would be more satisfactory to Government if a refund is made in respect of these parts as they comprise part of the tracks which arrived by S.S."Darwin" 2nd August, and those still in Montevideo. We do not expect to need to replace the heavy inner dog plates on the new tracks for some years as we shall reduce the wear on the centre of the plates by replacing the front three idler frames with five idler frames.

(3) An order for the 8 idler wheels and 4 five idler frames will have been placed by the time you receive this letter.

/ (4)

J. A. Cuthbertson Ltd.,
Biggar,
SCOTLAND.

AGDT/MC

(4) Government has decided to purchase an ordinary rotovator without modifications to keep machinery on simple lines in view of the possible future sale of the machinery in the event of a change of policy on camp tracks.

(5) When you visited Stanley you commented to the effect that you appreciated that arising out of the remote position of the Falkland Islands, Government were forced to act as their own agents in holding a supply of spare parts for the Cuthbertson tractors and equipment, carrying a complement of spares for the two tractors worth £8,000. We are under the impression that you undertook to look into the possibility of reducing the price on the grounds that Government were fulfilling the Agents (Albion Motors) responsibilities for carrying an adequate stock of spares. We have not heard or seen any reference to this idea but we have placed a substantial order for spares since your visit and some of these have been delivered. If in fact you have been able to arrange a reduction in price it would be very much appreciated if it could be applied in the form of a reduction in the price charged on future invoices.

We have really had a frightful winter here and it has not been possible to do very much in the way of track making. We are, however, now looking forward to summer weather and the chance to get on with the work. Incidentally you may be interested to know that in our local conditions your idea of using stones and small boulders for bridges in the cross drains, which we implemented has not worked out in practice and they have become very heavily silted up. In the circumstances we are going back to the idea of culverts.

I am glad you have enjoyed your trip and it most certainly must have been a most interesting one. We now have the Darwin, a very fine little vessel, in service in place of the old Fitzroy. So the next time you come to the Falkland Islands you will be able to travel in rather more comfort.

With kind regards,

Yours sincerely,

A.G.D.T.

466

BERTRAND & FELTON LTD.

ROY COVE,

FALKLAND ISLANDS.

The Colonial Secretary,
STANLEY.

COLONIAL SECRETARY'S OFFICE
11 SEP 1957
FALKLAND ISLANDS

September 3rd 1957

CAMP TRACKS.

Sir,

I have been instructed by the Board of Directors to advise Government that the original charge of £60 per linear mile for the Camp Track which was constructed by us between here and The Chartres, should be reduced to £45 per linear mile.

372 in Part III

The estimated milage so constructed is about 18 miles, which distance is acceptable to us; we are however quite willing to measure the work with a Government Officer at any time.

Government has already paid to us £600 towards total cost of the work.

Yours faithfully,

Sydney Felton

Manager.

On file 6-m
C.G.T.
12.9.57.

Reply at 470

KGII/A/III

467.

DARWIN HARBOUR.
FALKLAND ISLANDS.
7th. September. 1957.

Dear D.T.,

I understand that the Government Buffalo Operator has been doing Camp Drainage for Anson and Luxton at Chartres for 5d. per. chain ! If this is correct, who arranged the charge ?

As you know, we have been undertaking similar work over the past few years and when one takes into consideration the upkeep of the equipment, fuel, wages and passages of the operator, we find that it costs upwards of 4/- per. chain to do the work.

Cuthbertson has machines working in U.K. on a contract basis and I believe his charge is 4/6d. per. chain cut. At that, of course, he must be making a profit, but his operative costs are cut considerably as he does not have the long freights on equipment and spare parts, neither does he have to pay for long sea passages of his operators.

I do not want you to regard this as an official letter, but it is a matter on which you might check sometime. Frankly, I am certain that it would be better to have the equipment standing idle than to carry on camp drainage at what must be a loss to the Government.

Regards.

Yours sincerely.

Tom Gilmour

On file.
12.9.57.

Please see from 466

Reply at 469

1641/A/IV

468

23rd September, 57.

To: The Civil Engineer,

From: The Colonial Secretary.

STANLEY.

CAMP TRACKS.

I went out with Christopher Bonner to inspect the Camp Track work at San Carlos on the 20th September.

2. The machine is making reasonable but slow progress. The bulldozer attachment is working rather more efficiently than I had originally expected and in those stretches of country where there is something of a foundation below the grass bogs, the machine is satisfactorily taking off the top cover and making quite a reasonable track. In addition the farm have built a couple of good bridges. An enquiry from the Managing Director as to whether the construction of these bridges, as opposed to the provision of the necessary timber was not a Government Official Committment was refuted! There were two points that were worrying the Bonners':-

(1) The Operator badly needs his welding equipment. One of the bogies wants some welding done on it as soon as possible and a breakdown is threatened unless we can either get a spare bogie out (I gather they are not available) or alternatively we get his welding equipment out to him. Could you see to this as soon as possible.

(2) The Management is a little bit worried that Wallace's direct contact on the telephone with you in Stanley may be leading to conflicting instructions. I do not know that truth there is in this complaint (San Carlos is always ready to complain about anything) but it is a point that you might see to and sort out. Generally speaking we should work through Farm Managers if and when it is necessary for us to give any instructions or advice. Perhaps you will see to this and iron out the difficulty.

3. To sum up progress is sure but very slow and I think the Farm is taking a definite interest in the work. Please watch progress and report to me at intervals.

(Sgd.) A. G. Denton Thompson.

COLONIAL SECRETARY.

AGDT/MC

467

25/9/57

D/O.

Would you please refer to your letter of the 7th
467 September about Camp Drainage. I am afraid I forgot to mention this when I was at Darwin a day or so ago.

The position is not quite as bad as you have been led to believe! There was a two or three week period when the Buffalo could not get on to the track making work and rather than have the machine and Operator standing idle, Luxton arranged, with our approval, for him to do some Camp Drainage. In fact Luxton is paying the Operator at the same rate as is paid by Cuthbertson to his Operators and is in addition paying fuel costs. Consequently for that period Government was not paying out anything in the way of Operator's wages or fuel costs.

Under our agreement with the Operator and his mate we have to pay breakdown or stand still wages if the machine is idle. Consequently this arrangement is very much more favourable as a temporary measure and from Government's point of view than just having the machine standing doing nothing.

Under the arrangement the only thing that Luxton is not paying for is depreciation which would not amount to very much for the short period involved, particularly as the tracks were at that point in the last stages of their useful life.

/As

The Hon. Mr. T. A. Gilruth, J.P.,
DARWIN.

AGDT/MC

470.

466 re. Submitted pl

25/9

As I read your letter you were under the impression that Government was paying full wages and costs of fuel etc. for which Government was receiving 5d. per chain. As you will see from the above this is not the case and I do not feel that the arrangement, as a temporary measure, was really unreasonable.

A.G.D.T.

16/1/A/IV

471

26th September, 57.

Sir,

I am directed to acknowledge the receipt of your letter of 3rd September in which you advised Government that your Board of Directors have decided to reduce the original charge of £60 per mile to £45 per mile for the Camp Track which was constructed by you between Roy Cove and Chartres.

2. I am to request you to be good enough to convey Government's appreciation of this decision to your Board of Directors. Government is quite willing to accept your measurement of the distance involved and the necessary arrangements for payment of the balance outstanding will be met as soon as possible.

I am,
Sir,
Your obedient servant,

(Sgd.) A. G. Denton Thompson.

COLONIAL SECRETARY.

The Manager,
ROY COVE.

AGDT/MC

See 484.

~~471~~ 472

C.E.

Please arrange payment accordingly. Folio 466 and my reply at folio 471 refer.

P.G.T.T.
26.9.57.

See 483.

C.E.
22/10/57

~~475~~
475

D/O.

470
466

I have replied officially to your letter of the 3rd September which refers to the decision of your Board of Directors to reduce the original charge from £60 per mile to £45 per mile for the Roy Cove Chartres Track.

I have asked you to convey Government's appreciation to the Board of Directors but I thought I would add a note to thank you personally for all that you have done for us over the Track. I hope to be seeing it in the very near future.

A.G.D.T.

The Hon. Mr. S. Miller, J.P.,
ROY COVE.

AGDT/MC

EXTRACT FROM LETTER FROM THE HON. MR. S. MILLER OF 13TH SEPT. 1957.

Original file 0529/II folio 275.

474

West Camp Tracks.

With considerable reluctance I feel I must again refer to this subject of which we are all becoming so weary. The two West Falkland operators are now quite idle at the Chartres owing to the new Buffalo tracks not having been shipped last week by "Darwin", although I understand from Mr. Luxton that this material was written in on the Chartres manifest, but crossed off again.

Who is responsible for thus withdrawing shipment I do not know but it seems that some weight in favout of the shipment priority might have been made in view of the urgency. We all are only too well aware of the large amount of money being spent on these tracks with but little beingeffectively accomplished; further delays such as this only increase my feeling that the time is very rapidly approaching when the whole project as at present being carried out should be finally brought to a finish and the operators paid off and sent back to the U. K.

In view of unforeseen expense such as the extra building for Port Howard School and the increase pending for Civil Servants, I am very much of the opinion that these Camp Tracks as at present being operated are a luxury which the Colony cannot afford.

474

HBS

You may wish to have some on file before 471 goes out

J/x.

KIV 471

475

2/10/57

D/O.

This is just a brief reference to the second part of your letter of the 13th September which refers to the West Camp tracks.

473

275 in 0529/II

Very briefly the reason why the tracks were not shipped to the West Falklands is that only one set of new tracks had arrived in the Colony and the East Falkland Buffalo, on this occasion, had priority. The other set of tracks have now arrived and are being sent out to Chartres in the near future on the "Philomel". As you will I know appreciate this was not a matter over which we had any control.

(Sgd) A.G. Denton-Thompson.

The Hon. Mr. S. Miller, J.P.,
ROY COVE.

AGDT/SJA

COLONIAL SECRETARY'S OFFICE
-4 OCT 1957
FALKLAND ISLANDS

476

DARWIN HARBOUR.
FALKLAND ISLANDS.
29th. September. 1957.

Dear D.T.,

Thank you for your letter dated Sept.25th. re the Camp Drainage work that has been undertaken at Chartres.

It was Syd Miller who told Jim Clement that Chartres were getting drains cut for 5d. per. chain - Jim told me - I told you.

I note all you write but am at a loss to understand how the Buffalo was able to do heavy drainage work when it was unable to operate on Camp Tracks ! Could the machine not have been cutting trace drains along the proposed Track sites just as well as cutting drains elsewhere ? If, as you say, the Buffalo was cutting Chartres drains for a two or three week period, the tracks on the machine must have stood up to the work ?

Anyway, as mentioned in my first letter, this is not to be regarded as an official letter - but there does seem to be something cockeyed somewhere !

If Syd Miller is right and the cost to Anson & Luxton worked out at 5d. per. chain cut - then the machine must have cut a devil of a lot per. day !

I must find out more about this.

Yours sincerely.

L. A. Gilmour

Chief Engineer.

We spoke. Have you got the figures worked out by Luxton ?

C.E.
7/10/57.

9/10/57

T/o

476 Many thanks for your letter of the 29th September about Camp Tracks.

I think you will find that somebody has got hold of the wrong end of the stick and that it cost Anson & Luxton a great deal more than 5d. a chain. I am, however, asking Barnes to get the figures.

I pressed Keith hard to get the Buffalo back on to the tracks but there were apparently various reasons why he couldn't. He did drain that section of the track running between Chartres and Roy Cove which is on his camp. Thereafter, I understand, he had to wait for the Little Chartres River to go down before he could get the Buffalo and the caravan back on to the Chartres - Fox Bay Track on which some work still remained to be done. I understand further that it was not worth sending the Buffalo out on to the Chartres - Port Howard Track because:-

(a) The major breakdown on the old tracks, which had to be built up by cannibalisation, was imminent;

(b) The operator would have had to go out quite some considerable way before drainage on the Chartres - Port Howard Track became necessary and Keith was anxious to finish the stretch running between Bull Stream and the Little Chartres River as soon as he could get the equipment across Little Chartres, before starting a new job.

The new tracks are going out on the "Philomel" this week and I hope to get out myself to Chartres shortly after Legislative Council to see what's going on.

/I am

The Hon. Mr. T.A. Gilruth, J.P.,
DARWIN.

AGDT/SJA

I am afraid that the blunt fact is that the system of farm supervision is just not working out. You have heard me say this before.

Finally I should just like to add again that if there is anything we can do to help you over the latest Goose Green business, you have only to say the word. I don't suppose, however, that there is much that we can do.

A.G.M.S

479

Civil Engineer.

Any information yet on what Charlton spent - all told - on their charring?

[illegible]
17/10/57

480

H.C.S.

As far as I can make out from information to hand, expenditure to date would appear to be 5894 chains of ditching at a total wage cost of £113.17.6 paid to W.S. Carlyle for 11 full working days on ditching by Luxton & Anson.

In addition to this Luxton and Anson will have cost of fuel but I do not know how much was used.

It would appear that the second man Edwards was sick at the time (in hospital) so that the cost to Government would have been 1½ weeks @ £9.

Whilst working for Luxton and Anson, Carlyle spent 29 hrs @ 5/5½ per hr repairing tracks. I should think Luxton and Anson should pay for this time in addition to that mentioned above. Do you agree?

L & A. provided a second man if one was used — not. Government.

Yes.
[illegible]
19/10/57

[signature]

18/10/57

C.E.

481

HCS.

I have taken a copy of m 480 for my trip to Charters. Please inform Crest Surveyors that the answer to his question is the penultimate paragraph of his letter in yes.

C.H.T.
19/10/57.

B/E

482.

472 v above referred pl.

d
21/x

483

H.C.S.

① 481 is noted and will be incorporated in a/c to Luxton & Anson

② 472 refers. Do you agree that payment should be made for 18 miles of track at £45 per mile without measuring, in view of the extreme difficulty of doing this? Mr Miller is satisfied that the distance is reasonably near 18 miles although he has only estimated it. I suggest that we take his estimation.

C.E. 22/10/57

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				29/10/57.

To

MILLER, ROY COVE. BY W/T. H.O.A/C.

.71 MY LETTER 1641/A/IV OF 26TH SEPTEMBER STOP GRATEFUL YOU LET ME KNOW WHETHER MILEAGE QUOTED IN YOUR LETTER SEPTEMBER 3RD WAS ONLY ESTIMATED OR MEASURED BY SPEEDOMETER READING STOP IF LATTER WE CAN ACCEPT IF FORMER WOULD IT BE POSSIBLE TO TAKE A READING WHEN YOU COME DOWN TO CHARTRES OR RETURN TO ROY COVE.

REGARDS D.T.

MNG.

Reply at 4.86.

Payment to W. Pacific	5874 Chemic Marketing	
	Plus ½% to C.L.B.	113. 17. 6
Charge to R. Everards.	643 Chemic Marketing } Plus 2 cags CO2	5. 14. 3
Credit to P. Hayward.	5251 Chemic Marketing.	74. 12. -
4 Drums Gas Oil. @ £7. 10. 4.		30 1 4
1 " Petrol.		10. 11. 2.
		£234 16 7

+ 5 gallons kerosene at

Wages - about £70

File in Comp tracks file

CHT
30/10/57

G C

FAL

REGISTERED

Number	Office of Origin	Words	ed In at	
217	FOX BAY	73	0900	30/10/57

To

DENTON THOMPSON STANLEY

484 YOUR TELEGRAM 29th DISTANCE OF 18 MILES ESTIMATED DURING OPERATION STOP QUITE IMPOSSIBLE MEASURE WITH MY SPEEDOMETER WHICH HAS NO FRACTION OF MILES AND WORK DONE IS IN MANY STRIPS OF VARYING LENGTH WITH UNWORKED TRACK IN BETWEEN STOP YOU WILL THEREFORE APPRECIATE THAT A SPEEDOMETER MARKING FULL MILES ONLY CANNOT MEASURE STRIPS OF VARYING LENGTHS WITHOUT CONSIDERABLE SUBSIDIARY MEASUREMENTS STOP I HAVE EXPLANED THIS TO BARNES REGARDS

MILLER

On f.6. 487

Time

DMMCL./08

488

Chartres, Falkland Islands

26th October, 1957

Dear D.T.,

I hope your camp trip especially in view of the extra day scrounged owing to weather did not mean too many headaches when you got back. It was nice seeing you anyway.

As regards these tracks, the combined Buffalo - Grader and Tractor-Bulldozer is working well and by last night the road to the first stream had been completed which means about 5 miles since Monday when we saw them broken down. The beam fitted the grader with a little persuasion and heat and works well. I am going out to the stream tomorrow where he has bulldozed out a pass to get the Rover across and to line out the track from the stream to the Green Hill house to,where he will have to move the caravan etc next. The moving will take a couple of days I expect as he will have to go a longish way round to avoid crossing the stream.
There is a certain amount of competition as to whether this track can now be done in less time than done by the Roy Cove man and Carlyle seems to be enthusiastic about the job now he is getting somewhere.
From the time he leaves the Green Hill and until he gets to the Warrah House in Port Howard house he will be completely cut off from the telephone. I had written some time ago but cant find a copy of my letter, that I thought he ought to be supplied with an R/T set for that period at least. The reply said that my remarks had been noted but I have heard nothing further. Is there a possibility of something being done about it as soon as possible as he will need it in about a week. Carlyle is quite confident tha he will have the Port Howard track completed before Xmas and all that will remain will be the bridges. I hope to get this major one in before shearing but the decking will be the bother but I can possibly raise enough when I get the measurement of the stream tomorrow.
I spoke to Douglas about the Warrah and he said he was also short of decking. However a Rover could cross the stream during the summer and the track would have to be closed to traffic in wet weather.
Wick said yesterday that he was so short handed that he did not think he could possibly do anything about the bridges on the Fox Bay track.

I'll let you know when any big fish are seen again this way so that you may get an opportunity of winning the fishing outfit from Ted Matthews but you may get one nearer Stanley before then.

Yours sincerely

Keith Luxton

~~489~~

Good.

~~490~~.

On file early for a reply

1/11/57

Reply at 489

484

4/11/57

D/O

488 Very many thanks for your letter of the 26th October about the Camp Tracks.

Needless to say I thoroughly enjoyed every minute of my West trip and very much appreciated all the kindness and hospitality I received.

I was very glad to hear about the progress on the Port Howard track and I hope that this progress will be maintained. It will certainly be a triumph if you can get through to Port Howard by Christmas and something very definite will have been achieved.

With regard to the R/T Set, I have asked Barnes to look into the possibility and if one can be made available we will certainly send it out. The difficulty is that we have not just got the sets readily available but one alternative, if it is technically possible, is to make available one of the larger sets that are held in the Defence Force. The trouble here is that they operate on different wave lengths and I am not sure that they can be adjusted.

I should, if at all possible, like to come out to Chartres again some time fairly soon to see how things are going. It does I think help considerably if we can meet to discuss the problems that inevitably arise.

/I appreciate

K. W. Luxton, Esq. J.P.,
CHARTRES.

AGDT/MC

I appreciate, however, that you have got lamb marking and shearing coming on so perhaps you could drop me a line to give me some idea of the dates, assuming you have no objection, when it would not be inconvenient for me to come out to Chartres again.

I would be glad if you would let us know if we can help over decking and the quantities involved. We might be able to produce some this end.

.A.G.D.T.

491.

Civil Engineer.

To see 489 & my reply.

You are chasing up the question of an R.T. set. Please record the outcome.

[illegible]
4/11/57.

492.

A.C.S.

Superintendent Posts & Telegraphs considers the No 18 R.T. set owned by F.I.D.F. a very doubtful asset. In fact he does not advise its use.

However, he now remembers that there is a No 11. set in his department in working order. This was used for original R.T. communications from Fox Bay to Stanley successfully. He will check & test the set and if successful the set will be flown out this week.

I have sent an R.T. message to Mr Luxton to this effect.

Good.
[illegible]
8/11/57.

NAS. 5/11/57

1641/A/IV

493

TELEPHONES:
BIGGAR 20 & BIGGAR 4
TELEGRAMS:
"MECHADRAIN, BIGGAR"

Cuthbertson

DIRECTORS:
SIR ROY DOBSON, C.B.E., F.R.Ae.S., J.P.
JAMES A. CUTHBERTSON, O.B.E.
H. W. A. JACOBSEN
J. C. MACGREGOR

JAMES A. CUTHBERTSON LTD. · BIGGAR SCOTLAND

AGRICULTURAL & GENERAL ENGINEERS & CONTRACTORS

YOUR REF.

OUR REF. Gen./C. 4th Oct., 1957

A.G. Denton Thompson, Esq.,
Colonial Secretary's office,
Stanley,
Falkland Islands.

Dear Mr. Denton Thompson,

I have to acknowledge receipt of your letter of 11th September, which has to-day been delivered to us. I have been wondering, from time to time, of the progress being made in the Falklands, and I realised that bad weather during the early part of the year has delayed your mails con-:siderably. 464

I shall be very pleased to hear from you when you have had an opportunity of testing the bulldozer blade, and no doubt you will let me have a report on the performance of this equipment as soon as possible.

On file. E.A.T.T. 26/10/57.

With regard to your suggestion that instead of supplying you with free issue rubber pads and heavy inner track plates, we should make a refund in respect of the value of these parts, I am agreeable to this course. I am therefore, writing to the Crown Agents on this matter and I shall await information from them, as to the method in which they wish this credit passed, through their office. I note that you do not expect to have to replace the inner dog plates for some years, and I think you willprobably be correct in this assumption. The fitment of the five idlers in place of the original tricycle arrangement will certainly decrease the wear on the plates.

I confirm that an order has been received from the Crown Agents, for the 8 idler wheels and the four idler frames, and we are in touch with the Crown Agents office on this matter.

On the question of the price at which spare parts were being charged to you, I recall a conversation on this question, and/

DESIGNERS OF AGRICULTURAL MACHINERY

/and as promised, I have investigated this matter on my return. I find that, in accordance with the terms under which we supply all goods to the Crown Agents, material is being supplied for use in the Falkland Islands at a reduced price. This reduced price is given because no allowance is made for agents commission etc. and in the circumstances, it is not possible for me to make any further reduction in price. As a matter of fact, we price spare parts for the Water Buffalo tractors at the lowest possible rate, principally because we do not subscribe to the policy adopted by many tractor manufacturers, that spare parts should be priced at a high rate of profit.

I trust that this explanation will clarify the position, and would assure you that this question of pricing spare parts is given constant attention in our office.

I am sorry to learn that, as a result of bad weather condition, during yourwinter, it has not been possible to make much progress in the track making project. No doubt work will now be proceeding and I shall be most interested to hear of the progress made in your roads. I am sorry that my idea of using stones and boulders in the cross d ains has not worked out satisfactorily, and I note that you are reverting to culverts.

Since my return from the Falkland Islands, I have had a number of visitors to our Works who are either on leave, or about to take up appointments in the Falklands. In this way, I have been keeping up to date with all the news of people in the Islands, and I certainly hope that, at some future date, it will be possible for me to return to the Falklands.

Kindest regards,

Yours sincerely,

James A. Cuthbertson
per E.S.

ES/MG.

495

Chartres

West Falklands

7th November, 1957

My dear D.T.,

Many thanks for yours of 4th. I was very glad you hope to get out again to see how things are going and any time would suit but perhaps after I have finished lamb marking next week. By that time too the welding job, finished today, will have been tried out and I hope more successfully than last time. Charlie Robertson seems to know his job and made a good one of it now. He is taking the Buffalo up the track to try it out this morning.

I spoke to Barnes and he said they hoped to fly the R/T set out when Robertson was collected. If it was the one I heard Charlie Reeve testing yesterday it was very loud and clear.

I wrote you about the girders I have being too short for the bigger of the streams which have to be bridged. They will do for the second but Barnes says the longest stringers available in Stanley are only 31 feet. Anything shorter than 36 feet would entail quite a major foundation on one side and as I had been speaking to Syd when he was here last week end about Bailey bridge panels which he has put down in one place and which Hill Cove propose to use in another, I wondered if government would consider supplying four pairs instead of timber as they would be easier to erect. I think it will have to be something on those lines to cross the Warrah anyway as it will be something like 50 feet I expect.

When you do come out I expect the long faces over a lousy lamb marking will have shortened and as Bill Vlake has brought me some Devon spinners Maybe we will be able to try fishing the Chartres River where ther is more liklehood of there being trout perhaps and a possibility of your being able to win the super trout rod while the gentleman concerned is out here.

As you said to Margaret, there is nothing to this farming business but as we are on our own with cook sacked and maid left she will be taking a dim view of running a house on her own when you next come out especially as the electric separator is still in the offing. You will have to keep clear of the dairy.

Yours sincerely

Keith.

496.

On Camp tracks f.6
early pl.

8/11/57.

477
497.

Chartres, Falkland Islands

29th October, 1957

Dear D.T.,

I find on measuring the first stream on the Port Howard track and for which I thought the 20 foot girders I had here would do, that it is 36 feet overall so I shall have to wait for necessary stringers to span that distance from Stanley. I could just manage the decking if that was still in short supply.

I am sorry to bother you but would you be good enough to let me know what an ex importee of mine by name Crowson is actually earning from Government.
He has written that he has a job with the Civil Engineering Dept. at £10. per week. As he left here and on doctor's orders was unable to do strenuous farm work, I find it hard to beleive but it is also causing some dissatisfaction among others here and for that reason only I would like to be able to confirm or deny that those wages are obtainable in Stanley as a casual labourer. I have another importee going now instead of staying the remainder of the season when he has his passage paid to U.K. I gather he hopes to make his fortune in there but the probable reason he is going is that his girl friend has been pushed off.

It is just as well your camp visit did not include the last three days. We have had a mixture of heavy snow and gales of wind. At least you managed two fine days.

Yours sincerely

Keith Lewis

Mr.

Before replying to att. – I checked with P.W.D. – Brooton is actually earning on an average £9-10-4 per week as follows:–

45 hrs @ 2/11	=	£6-11-3
Overtime @ 4/4½	=	2-19-1
	£	9-10-4

Therefore £10 per week is not far out. In the circs. I am not quite sure how you would wish to reply.

On file
8/11/51

J.
7/11

1641/A/IV

500

15/11/57

D/O

Thank you for your letters of the 29th October and the 7th November. 497 495

There are one or two things that I can't reply to at the moment because they will want looking into further. I am, however, replying to some of the points that we can give you some information on.

I gather that Charlie Robertson did a good job on the welding and I hope things will now go well. Charlie Reive tells me that the R/T set we supplied should be quite satisfactory and so that is another little problem out of the way.

With regard to Crowson, he is in fact earning something just short of £10 a week. He is, however, a tradesman and Livermore assures me that he has seen his indentures and is satisfied that he is in fact a qualified man. That being the case we have to employ him at the standard minimum rate for a tradesman (2/11d. per hour). On top of that he is earning an average of just under three pounds overtime which, added to his 45 hour week at 2/11d. an hour (£6.11.3) makes up his wage packet to about £9.10.0 a week. I might emphasise that Government pays the minimum rates agreed between Stanley employers and the Federation. I am sorry if this has caused you any embarrassment but you might like to know that for a labourer the standard rate in Stanley is 2/4d. an hour.

We are looking into the question of bridging but I am frankly a little concerned about finance. If the funds are available we might be able to do something but if not we shall have to think again as to how we are going to help you out.

I am very sorry to hear of Margaret's difficulties and hope she will be able to get some help very soon.

We had a glorious spell of weather over the weekend and I am afraid it has now deteriorated.

Finally I am sorry that I have taken so long in replying but we have the "Shackleton" in together with a couple of V.I.P

A.G.D.T.

K.W. Luxton Esq., J.P.,
CHARTRES.

AGDT/SJA

1641/A/IV

16/11/57.

D/O

Thank you very much indeed for your long letter of the 4th October about Camp Tracks.

We are very grateful for the arrangements that you have made with regard to a refund in respect of the value of the rubber pads and heavy inner track plates and for the decision about the price of spare parts.

As I said before we had a shocking winter out here and it certainly hindered the programme. Nevertheless things are now moving a good deal faster and the East Falkland Buffalo has made substantial progress on the track between San Carlos and Darwin. The bulldozer is working very well and we are pleased with the results. I went out the other day to Chartres on the West Falkland but arrived to find that the bulldozer attachments on the right-hand side of the Buffalo had all come away. This was certainly not the result of any fault in design but merely welding. We flew out Charlie Robertson (the Company's Operator) and he did what I understand was a very satisfactory welding job on the machine. The West Buffalo, together with the David Brown Tractor which we purchased for Hunting Aero Surveys is now working on the track from Chartres to Port Howard and seems to be making good progress. Generally speaking on this track very little ditching and draining is necessary as the alignment runs along the top of high, dry ridges for most of the way. It is in fact ideal for track making. The way we are working on this alignment at the moment is that the David Brown with its bulldozer blade is working ahead of the Buffalo which follows on with its grader and this seems to be a very satisfactory combination on this type of country. In some places we are using the Buffalo Bulldozer.

I hear indirectly that you were rather upset about the Senior Operator and I am sorry that we should have had to reverse the position after you had taken so much trouble to assist us. On the other hand we could not satisfactorily meet the commitments

/involved

J.A. Cuthbertson Esq.,
James A. Cuthbertson Ltd.,
Biggar,
Scotland.

AGDT/SJA

involved in having a married man whose wife and children were in Stanley and in our view it would be quite wrong to bring out a man under any sort of false pretenses. It would have been quite impossible to fly him in at regular intervals to see something of his family and we could not guarantee the family satisfactory housing and schooling in the Camp. In the circumstances I feel that in the man's best interests the decision was right, though, as I say, we are sorry that you had so much trouble over it.

C.G.T.

Civil Engineer.

1. You will see my reply to Keith Luxton's letters at folio 495 and 497 at folio 500. I think perhaps we had better discuss this question of bridging on the Chartres - Port Howard Track but perhaps you would first of all look into the question of finance which we must watch closely. If money is available Bailey Bridging might be the answer. It is, however, expensive, or so I understand, and supplementary financial provision on this year's estimates is quite out of the question. When you have looked into the matter please discuss.

2. I have replied generally to folio 493. (See folio 501). If there are any other points that you think should be brought out record them on the file and I will send a follow-up.

3. I think perhaps we had better pay Syd Miller (see folio 486) on a basis of 18 miles. You might, however, drop him a line and explain that as public funds are involved we must be reasonably certain of the accuracy of the distances and that we should be glad if he could arrange for a check to be made, if and when a vehicle with a suitable speedometer travels over the track. It might be that the Doctor's Landrover, when it arrives, might be suitable.

Finally please watch expenditure on this vote very closely. I am exceedingly nervous about it.

G.A.T.T.
15.11.57

AGDT/SJA

504

H.C.S.

Reconditioned Bailey Bridging can be obtained at £25 per 10 ft panel plus freight at about £6 per panel. ∴ for 10 ft of bridge cost would be approx. £62. This figure is about double the cost of 4 Sandypoint timber bearers which would be required for a span of some 30 or 40 feet.

C.E. 22/11/57

Note.

Civil Engineer is flying to Chester at the first opportunity to discuss the question of bridging, which proposes and measures he leaves to Roy Eng.

He will report back on return.

[illegible]
23/10/57.

1641/A/IV

506.

25th November, 1957.

D/O

Chris Bonner tells us that the buffalo should be at the boundary by the end of this month.

You will remember that you intimated during the course of a recent Executive Council meeting that you were agreeable to the machine coming across to work on the section of the track running from the boundary to Darwin and that some grading work could be usefully done.

Can I take it that this is still the position and you will take over supervision when the machine comes across.

A. G. D. T.

Reply at 509.

The Honourable,
Mr. T. A. Gilruth, J.P.,
DARWIN.

AGDT/MF

Bel. 7/12
26/11

507

No.

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

MEMORANDUM.

28th. November 19 57

To:- The Hon.
The Colonial Secretary
Stanley

From;- Civil Engineer

Stanley, Falkland Islands.

SUBJECT :-

CAMP TRACKS

I received a message from the Manager San Carlos this morning stating that Wallace will be at the San Carlos - Darwin boundary on Wednesday 4th. 1957.

for Civil Engineer

508

I have informed B/E that you have put Mr. Gilbert in the picture

26/11

Bee 505 on 7/12

28/11

509

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYD'S

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Darwin.

27th. November. 1957.

CAMP TRACKS.

506

Dear D.T.,

Thank you for your letter dated yesterday.

Chris Bonner tells me that the Buffalo equipment should reach the Sussex Boundary about Dec.3rd. having made the Track from San Carlos. He further tells me that he now thinks that he could reach the boundary from his Settlement by Land Rover in about two hours ! This does not seem very satisfactory and would indicate that it must be pretty bad going. Consequently, one wonders whether we are justified in making a good hard clay road over the Company's land, since it is only to connect with very bad conditions from Sussex to San Carlos ?

As you may have heard, I am for the time being, confined to the house and as a result will not be able to give the Operator my personal attention. However, if, and when he gets through on to our land, I shall send somebody out to discuss and decide how the track is to be tackled, but I feel at present that it would be better for Wallace to shift all his equipment to the Darwin end and start making the Track to Sussex from here, this because :-

a. with the made track from this end, we can more easily run out from time to time to see how he is getting on, and -

b. since he will have to get supplies of stores, meat etc from Goose Green, he can the more easily come for these supplies, and -

c. in the event of a complete breakdown and the project having to be abandoned, there would at least be a Track from Darwin to somewhere that the Dr. or anyone else could use for part of the way to San Carlos.

What is the position about Fuel for the vehicles ? We have, of course, supplies on hand. Limited supplies. But it might be as well for Government to ship out some to carry on with. Please give this your consideration.

"DARWIN" is due to call here, I think, about Dec. 11th.

In conclusion, we shall do what we can to see that the Track goes through as arranged (and I hope more quickly than hitherto)

Advise me by telephone if you are agreeable to the equipment shifting and starting at the Darwin end, which, for reasons set out above, would seem more satisfactory.

Yours sincerely,

J. G. Gilruth

Reply at 510.

510

1641/A/IV

3/12/57.

D/O

Thank you for your letter of the 27th November 509.
about Camp Tracks.

I am glad you have agreed to take the Buffalo under your wing and I shall be very interested to see the progress made on your Camp.

I can see certain advantages and disadvantages in either starting from the boundary end and working towards Darwin or starting from Darwin and working towards the boundary. Nevertheless I think this must be left, and this has been our policy hitherto, to the Management concerned. I have had a word with Jack Bonner and he seems to be reasonably happy with your proposals. In the circumstances let us then agree on Darwin to the boundary, although this will mean a good deal more caravan moving. I take it that you will arrange to issue all necessary instructions to the Operator when he crosses into your country.

I am looking into the question of fuel for the vehicles and I will see that you are adequately supplied.

A.G.D.T.

The Hon. Mr. T.A. Gilruth, J.P.,
DARWIN.

AGDT/SJA

C.E.,

Folios 509 and 510. I am not at all sure that I do agree with the proposition that Wallace should work from Darwin towards the boundary with San Carlos. I can see serious snags, not least of all that it means a good deal more caravan moving. On the other hand we have jockeyed the Darwin Management into accepting responsibility for the Buffalo and improving their track running from Darwin to the San Carlos boundary. That is at least a move in the right direction when you consider that not so long ago they weren't anxious to do it at all. So, with some misgivings, let us agree to do it though we should in fact bear in mind that we have always worked on the basis that whenever possible we leave decisions of that nature to the farm management concerned. Would you please look into the question of fuel as a matter of urgency. I don't want Gilruth howling his head off because he hasn't got anything to make the machine go and, given an opportunity, that is exactly what he will do.

A.G.D.T.
3.12.57

AGDT/SJA

H.C.S. A.G.D.T. 10/12/57.

512

511 Noted. Have been in touch with Mr Gilruth by telephone this am.

N.A.B.
C.E. 5/12/57

513.

Dr Mann. wh. came in from B/R today

10/12

512

BERTRAND & FELTON LTD.

ROY COVE,

FALKLAND ISLANDS.

COLONIAL SECRETARY'S OFFICE
9 - DEC 1957
FALKLAND ISLANDS

The Hon.
The Colonial Secretary.
STANLEY.

December 3rd 19 57.

Sir,

I accompanied Mr Barnes when he measured the work done on the Roy Cove to Chartres Camp Track by this Company.

The total distance amounted to 20¼ miles, 1¾ miles more than my origina estimate which was originally accepted by Government.

The total amount payable to this Company @ £45 per mile is therefore £911. 5. 0. £600 was paid by Government to us earlier this year.

I am. Sir,

Yours faithfully,

Sydney Felton

Manager.

513

Acked.
10/12/57

514

Good. Now for
money action pl.
C.G.T.
12/12/57

No

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

MEMORANDUM.

COLONIAL SECRETARY'S OFFICE
9 - DEC 1957
FALKLAND ISLANDS

6th. December 1957

From:- Civil Engineer

Stanley, Falkland Islands.

To:- The Hon.

The Colonial Secretary

Stanley

SUBJECT :- CAMP TRACKS - EAST FALKLANDS

It would appear that Wallace has been making quite good progress during the last few weeks on the dozing of a clay track from Port Sussex to the Darwin - San Carlos boundary. Progress would seem to be 1 -1½ miles per week. It is therefore possible that he might complete the work on the Darwin - Boundary section in 4 - 8 weeks.

Where will he go next?.

Civil Engineer

C.S.O.
10/12/57

516

(1) Civil Engineer.

There are several possibilities.

Darwin - North Arm.

Stanley - East Inlet.

San Carlos - Douglas Station.

Let us discuss further in the New year when we know more about progress on the Darwin - San Carlos track.

(2) ACS. ✓ 18/12.

Pl. note this matter for discussion at the next meeting of Exec.

17/12/51.

COLONIAL SECRETARY'S OFFICE
17 DEC 1957
FALKLAND ISLANDS

514
517

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYD'S

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Darwin.

THE COLONIAL SECRETARY.
SECRETARIAT.
STANLEY.

16th. December. 1957.

CAMP TRACKS.

Dear D.T.,

The Track making equipment has been shifted from Sussex to Camilla Creek House (about five miles from here) and a start has been made making a clay track towards Darwin. When this section has been completed the Buffalo will operate from Camilla Creek House to the Sussex Boundary.

Though I am still unable to personally supervise this work, young Shaw is keeping a check on the work being done and he reports that there is every reason to suppose that a good hard clay track can be bulldozed out through our land. But just what kind of track are we to connect up with from Sussex to San Carlos ?

It has been reported to me that the so-called track that has been made from San Carlos to Sussex is extremely bad, and this would seem to be borne out by the fact that Christopher Bonner is unable to collect the Medical Officer and take him from Sussex to San Carlos even when the Dr. is urgently required. The best that can be done is to drive the Dr. from the Head of the Bay to the Settlement. Again, when Mrs. Bonner Snr. came out in the "DARWIN" a few days ago and wished to get to San Carlos with all possible speed - horses were sent over for her to ride from here to San Carlos ! As it so happened, she was able to fly over from here. But all this indicates that the track must be in a pretty shocking state and one wonders whether the making of a good track from here to Sussex Creek is justified since it is only to meet conditions unsuitable for Land Rover type of transport ?

I understand that during the last three weeks that Wallace was operating on San Carlos land, Christopher did not see fit to visit him at all - which seems a rather unsatisfactory state of affairs.

So, before we make much more good track from this end, would it not be as well for you, or perhaps Barnes, to fly out to San Carlos and ask Christopher to run you out to Sussex Creek and back again in his Land Rover ? After all, the Government supplied the equipment and money to make a track to the Farmer's satisfaction and therefore it is only right that the Farmer should show you the work that he has done ! If a Land Rover cannot be used over the new track in high summer - then we must reluctantly conclude that there is, in fact, no suitable track.

Yours sincerely,

Tom Gibson

~~518~~
518

1641/A/IV

18th December, 1957.

D/O.

Thank you for your letter of the 16th December about Camp Tracks. I note a start has been made and I understand that progress is satisfactory. 514

I note what you say about the San Carlos end of the track with a good deal of concern. In fact I was out there when they were working up the settlement side of the mountain and don't feel that too bad a job was being made of the track considering the conditions and circumstances which are really rather different from those, or so I understand, prevailing on the flatter camp on your side of the boundary. Norman Barnes has been out there a couple of times since that and I think his views are rather similar to mine.

Either Norman Barnes or myself will go out and make a point of going over the whole of the track a little later on. I don't think it is really reasonable to expect them to provide the horses and transport and the time just at the moment. When shearing is over I'll certainly go and have a look.

In the meantime it would help me if you would give me the details (e.g. date etc.) of the occasion when San Carlos could only take the Doctor from the head of the Bay to the settlement by Land Rover. Alternatively perhaps you would ask the Doctor to let me have the details then I can look into the matter and find out precisely why it happened.

A.G.D.T.

The Hon. Mr. T.A. Gilruth, J.P.,
DARWIN.

AGDT/SJA

519

No.

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

MEMORANDUM

COLONIAL SECRETARY'S OFFICE
17 DEC 1957
FALKLAND ISLANDS

13th.December 1957

From:- Civil Engineer

Stanley, Falkland Islands.

To:- The Hon.

The Colonial Secretary

Stanley

SUBJECT :- ROY COVE - CHARTRES TRACK

I measured the total length of rotovated track with Mr. S.Miller on 1st December 1957 and found the total length to be 20¼ miles.

The account with Bertrand & Felton Ltd. stands as follows.

Construction of 20¼ miles			
@ £45 per mile.	£911.	5.	0.
Amount already paid (28th.June 1957.voucher 179)	£600.	0.	0.
Amount due	£311.	5.	0.

A voucher for the payment of £311. 5. 0. from Camp Tracks Vote made out to Mr Millers account with the Falkland Islands Co. Ltd. has been sent to the Treasury to day.

Civil Engineer

520

Has seen PA.

18/12

520

BERTRAND & FELTON LTD.

ROY COVE,

FALKLAND ISLANDS.

COLONIAL SECRETARY'S OFFICE
30 DEC 1957
FALKLAND ISLANDS

The Hon,
The Colonial Secretary,
Stanley.

December 24th 1957

Sir,

In connection with the camp track made by us between this farm and St Chartres, you may recall that we commenced work at this end some 6 or 7 miles from this settlement because there was a track of sorts over that distance and to save time to complete the work before winter.

I would now like to make some fresh cuts over about 2 to 3 miles of the roughest of this 7 miles and hope that Government will be prepared to cover the cost. I take it that this will be in order as the original scheme was to link all main settlements.

With regard to payment and 1957/58 Estimates, there would be no need for allowance to be made for this until after June 1958, i.e. in the next years Estimates.

I am, Sir,

Yours faithfully,

Manager.

C.E.
for comment pl.
[illegible]
31/12/57.

Reply at 528

A.L.S.

Mr Hillier mentioned this to me and I agreed that it would be useful. Could we not ask him to state a lump sum to complete all work necessary over this inlet as measuring would probably be difficult?

C.E.

8/1/58

521

JAN 1958 FALKLAND ISLANDS

DARWIN HARBOUR.
FALKLAND ISLANDS.
30th. December. 1957.

The Colonial Secretary,
Colonial Secretary's Office.
STANLEY.

Dear D.T.,

518 — 0825/5/III

Thank you for your letters of 18th. and 19th. December re Cordier and Coy and Camp Tracks.

Extracted to 0825/5/III

I note with interest the Cordier position and it will be still more interesting to see how it all turns out. The fellow is, of course, a Crank - the odd thing is that the rest of the Germans (with one or two exceptions) cannot yet see it that way. But some day, they will.

There seems little point in giving you dates as to when the Dr. went over to San Carlos. What I really wanted to indicate was that the Track over the mountain must be pretty hellish - and such riders as I have spoken to and who have ridden that way, think it is even worse than hellish. I doubt if Barnes has been to view it since Wallace again began operations from the San Carlos end at the end of last June and as you know, Christopher has not bothered much about what was going on. What I am most concerned about is that we may make a reasonably good track from here to Sussex but from there on it will not be fit for wheeled transport. We shall then be in much the same position as we were thirty years ago when the Company hand cut a track through their land only to come to a stop at Sussex Creek. Fact is that I do not think the San Carlos Management really want a decent track over their land which would only encourage visitors. They will be very content if the Dr. can reach Sussex in his Rover and thus mean that they have a shorter distance to horse him.

the hon

C.E. should comment

6/1/58

Incidentally, I do not think that San Carlos will be Shearing for the first week in January as I understand they have finished their 'dry' sheep and do not usually begin shearing Ewes until the end of the first week in Jan. So, it would not seem much trouble for them to run you, or Barnes out to see what has been done with Govt. equipment and Public money over the last six months. But, I leave that to you.

Wallace went charging off to Stanley in his Govt. Land Rover for Christmas - taking his mate with him and leaving Mrs. Wallace in the Caravan. I presume that he asked permission of someone ? I do not know whether he is back yet.

ACS please find out about this. Who gave permission

6/1/58

Now that my Port Leg is on the mend, I should be able to have a look at this track work shortly.

Yours sincerely

Lon.

522

File upon to B/B

7/1/58

523

C/E

520 & 521 for your comments pl

524

f. JES 7/1/58.

HCS (P.S. I am going to Goose Green 9/1/58)

Yes, I have been to San Carlos and walked past Port Sussex with Chris Bonner. I do not consider any thing better could have been done over the mountain where only detailing has been done. The ground is very soft peat. I have not seen the section of "track actually laid out" between Port Sussex and the boundary. I agree that Mr Gilroth should be most concerned about making a track from Darwin to Port Sussex". When Government decides to make a metalled road over the mountain then the "Hellish" section will be satisfactory but not until then. In my opinion Bonner's have been interested and co-operative. I never got the impression that San Carlos management do not want a track all the way from Darwin on account of encouraging "visitors" but I definitely gained that impression about the F.I.C's attitude to the Stanley to Fitzroy Track.

Wallace phoned me stating his intention of coming to Stanley for Xmas and asked permission to come in his land Rover. As the vehicle needed several garage spaces for which spaces have just become available, I told him to bring it in with him. He returned on 31st Dec but not [illegible] as mechanics were working on the Rover for [illegible] days [illegible] 9/1/58

525

1641/A/IV

9 January, 1958.

D/O.

Thank you for your letter of the 30th December about the Germans and Camp Tracks. 521.

With regard to the Germans there are now indications that our group will be leaving in the not too distant future.

With regard to the track running from your boundary to San Carlos I agree, from what I have seen of it, that some of the stretches are pretty bad. But in these cases the trace lies over peat areas and there is nothing that you can do other than drain and this they have done. It is very different country, as far as I am aware, from that running between Darwin and your boundary with San Carlos. Incidentally Barnes has been out there and has ridden over much of the track with Christopher although he has not yet actually seen the section bulldosed out between Port Sussex and the boundary.

Neither Barnes nor myself have found the San Carlos management to be anything else but co-operative and interested. Christopher has certainly put down one or two good bridges, which I have seen myself, and I have the impression that the Bonners are really concerned to see as good a job as possible made.

As you appear to be extremely suspicious of the Bonners' motives and as there appears to be some misunderstanding on the other side of the fence as well, would it not be a good idea for you and the Bonners to get together and thrash out this question once and for all?

I am sorry that Wallace went charging off to Stanley for Christmas without your permission. I understand that what in fact happened was that he got permission from Barnes to come in by Land Rover and this was granted as the Land Rover

/required

The Hon. Mr. T.A. Gilruth, J.P.,
DARWIN.

AGDT/SJA

required an overhaul and repairs for which spares had just become available. This work was done in Stanley before Wallace returned in the Land Rover. I will see, however, that he does not move off your camp again without your permission.

A.G.D.T.

1641/A/IV

8th January, 58.

To: The Civil Engineer,

From: Colonial Secretary. STANLEY.

Camp Tracks.

Please ensure that the operators are instructed to obtain the permission of the Farm Manager before they move off the farm for any particular reason. A case in point is Wallace's trip to Stanley over Christmas. The Camp Manager of the Falkland Islands Company should have been consulted before permission was given.

(Sgd.) A.G. Denton-Thompson.

COLONIAL SECRETARY.

AGDT/SJA

528

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				17.1.58.

To

MILLER ROY COVE HOA/C

520 Your letter December 24th stop Camp Tracks stop Suggest it might be advantageous to both parties if you could quote a flat price for the job in view of the difficulties of measurement regards

Denton Thompson

Time AGDT/FH

524

Y.E.

We spoke on Saturday about putting something to Exch. about Camp Tracks. I attach a draft Memo. for consideration. I think it includes all we want to say at the moment?

R.G.T.T
20/1/58

EPA.
20.1.58.

CONFIDENTIAL.

Ref: 1641/A/IV 21st January, 1958.

MEMORANDUM NO. 10 FOR EXECUTIVE COUNCIL.

Camp Tracks.

It will be necessary to make an early decision with regard to the future of the Camp Tracks Programme. The present position is as follows:-

East Falklands.

The Buffalo is now working on the track running from Camilla Creek to the boundary with San Carlos having recently completed the Darwin/Camilla Creek section. It is thought likely that it will complete the work to the Darwin/San Carlos boundary within the next three weeks.

West Falklands.

The Buffalo is now on the outskirts of Port Howard. It has two or three more weeks work to do and must then undergo a major overhaul which will probably take a fortnight to complete. The rotovator ordered for the Camp Tracks project is expected in Stanley on the next "Darwin" (February 13th) and it is the intention then that the Buffalo and tractor team should work back to the Chartres, improving the track and rotovating when necessary. Depending on time and finance the next task would be to complete the work that remains to be done in the Bulls Flat and Chartres River area (to the South of the river).

2. A decision must be taken with regard to the employment of the East Falklands machine once it has finished on the Darwin/San Carlos track. There appear to be the following choices, assuming the Buffalo is to continue to be employed on camp tracks:-

(a) to widen and improve the track from Darwin to North Arm (probably about four months work);

(b) to level and improve the Darwin/Fitzroy track;

(c) to work from San Carlos to Douglas Station/ Teal Inlet;

(d) to work from Stanley towards Teal Inlet.

3. Then there is the future of the scheme to be considered. Finance is available until the end of June and the contracts of the two Buffalo operators come to an end in December of this year. So far as the West Falkland is concerned the David Brown tractor and the rotovator could do most of what is required which, even if it is decided that the track from Fox Bay to Port Stephens is to be done, should not be very much. On the East there is much that might be done in the North and North West Camps.

/4. If it is

4. If it is decided that the scheme should not continue after the end of the current financial year there are the following problems to be resolved:-

(a) What is to be done with the machines during the period July-December, 1958 (assuming that the contracts of the operators are not to be terminated - which can be done by giving them six months notice or a six months salary in lieu of notice)?

(b) If the contracts of the operators are to be terminated and the scheme closed at the end of the present financial period, what is to be done with the machines?

5. Honourable Members are asked to consider and advise on these questions.

COLONIAL SECRETARY.

DT/SJA

EXTRACT FROM MINUTES OF MEETING OF MEMBERS OF EXECUTIVE COUNCIL HELD ON

23rd & 24th JANUARY, 1958.

17. CAMP TRACKS.

Council considered the future policy in regard to the Camp tracks Scheme and the following decisions were taken.

(1) East Falkland.

When the track from Darwin to San Carlos has been completed the Buffalo should be employed on the Darwin to North Arm track for the remainder of the current financial year.

(2) West Falkland.

After completion of the Chartres/Port Howard track and the major overhaul, the Buffalo together with the Tractor/Rotovator team should work back to Chartres improving the track and rotovating when necessary. Should this work be completed before the end of the current financial year the next task should be to complete the work that remains to be done in Bull's Flat and Chartres River area.

The question of continuance of the scheme beyond 30th June, 1958, was discussed and it was decided that as a first step enquiries should be made from Mr. C. Robertson (The Falkland Islands Company's Buffalo Operator) as to whether he would be prepared to purchase the Buffalos and set up as a Contractor for camp tracks and roads and camp drainage or alternatively run and maintain the buffalo machines (on a loan basis) on the understanding (which would be incorporated in an agreement) that he would charge lower rates for draining and camp tracks work than would be the case if he purchased the machine from Government.

*

Clerk of Executive Council.

Robertson is coming into Stanley to discuss.

R. 4/1/58

Y33

Note.

532 at * was discussed with Robertson on the 11th February.

On the first trip he will inspect the spares held in Stanley and then the two Buffaloes.

He made it clear that he would only consider the proposal for a loan of the machines as he had insufficient capital to buy them and did not wish to borrow.

Robertson undertook to give some form of reply within a month although there would be insufficient time to ascertain from farm managers the amount of work he could expect from them in the way of draining and track-making.

534.

1641/A/IV

14th February, 58..

To: The Civil Engineer,

From: T he Colonial Secretary, STANLEY.

Camp Tracks.

In confirmation of our discussion on the 4th February, the following work is to be carried out on Camp Tracks during the remainder of the current financial year:-

(a) East Falkland.

When the track from Darwin to San Carlos has been completed, the Buffalo is to be employed on the Darwin to North Arm track.

(b) West Falkland.

After completing the Chartres/Port Howard track and the major overhaul of the Buffalo, the Buffalo, together with the Tractor/Rotovator team, is to work back to Chartres improving the track and rotovating where necessary. Should all this work be completed before the end of the current financial year, the next step will be to complete the work that remains to be done in the Bull's Flat and Chartres River area.

2. No decision has yet been reached on the future of Camp Tracks beyond the 30th June, 1958.

(Sgd.) S.G. Trees

COLONIAL SECRETARY.

GT/SJA

Bu 28/2
17.2.58

53

No.

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

COLONIAL SECRETARY'S OFFICE
22 FEB 1958
FALKLAND ISLANDS

MEMORANDUM.

21st. February 19 58

From:- Civil Engineer

Stanley, Falkland Islands.

To:- The Hon.

The Colonial Secretary

Stanley

SUBJECT :- TIMBER FOR CAMP TRACK BRIDGES

Please order the following Sandy Point timber to be shipped from Punta Arenas on the forthcoming voyage of "R.M.S. Darwin".

200 Pieces 9" x 3" x 10 feet long.

350 Feet of 1" x 12".

This timber is required to complete the decking of Camp Track Bridges on tracks already under construction.

There is sufficient money in the vote to cover this expenditure but it will probably not be billed until 1958-59 financial year, judging from past experience.

536

Civil Engineer

537

S/C

O.K. but before issue pl. ensure that S/S's Dept. has in fact secured shipping space on "Darwin" for the timber

25/2/58.

538

PCS

Space assured by F.I.C.

24/2/58

DECODE.

539

TELEGRAM.

From COLONIAL SECRETARY.

To BRITAIN PUNTA ARENAS.

Despatched: 25th February, 1958 *Time:* 1120.

Received: 19 *Time:*

Grateful order following Sandy Point timber to be collected by Darwin end April two hundred pieces nine inch by three inch by ten feet, three hundred fifty feet of one inch by twelve inches.

Secretary.

P/L:FH 540

Copy to Civil Engineer.

Copy sent to Civil Engineer.

FH.

541

A.C.S.

Noted.

25/2

Box 15/3
B
27/4/18

542

DECODE.

TELEGRAM.

LT.33.

From BRITAIN, PUNTA ARENAS.

To COLONIAL SECRETARY.

Despatched: 26th February, *19*58 *Time:* 1515.

Received: 28th February, *19* 58 *Time:* 0845.

Please confirm quantity timber required end April your 539. cable mutilated.

Britain.

P/L:FH

S/C. 543

Please deal with this.
(Intld) J.B.
28.2.58.

Reply at 544.

544

DECODE.

TELEGRAM.

From Colonial Secretary.

To Britain, Punta Arenas. ~~Administrative Officer.~~

Despatched: 28th February, *19* 58 *Time:* 1500.

Received: *19* *Time:*

542. Your telegram 26th. Timber required is two hundred pieces nine inch by three inch by ten feet and three hundred and fifty feet of one inch by twelve inches.

Secretary.

bu 15/3/58.

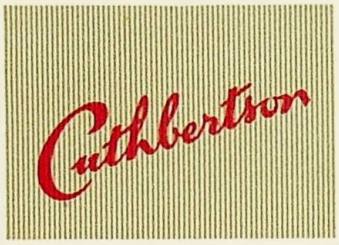
See 564

P/L:FH

1641/7/IV

545

TELEPHONES:
BIGGAR 20 & BIGGAR 4
TELEGRAMS:
"MECHADRAIN, BIGGAR"



DIRECTORS:
SIR ROY DOBSON, C.B.E., F.R.AE.S., J.P.
JAMES A. CUTHBERTSON, O.B.E.
H. W. A. JACOBSEN
J. C. MACGREGOR

JAMES A. CUTHBERTSON LTD. · BIGGAR SCOTLAND

AGRICULTURAL & GENERAL ENGINEERS & CONTRACTORS

COLONIAL SECRETARY'S OFFICE
- 5 MAR 1958
FALKLAND ISLANDS

YOUR REF.

OUR REF. Gen./T. 7th Feb., 1958.

A.G. Denton Thompson, Esq.,
Colonial Secretary's Office,
STNALEY.
Falkland Islands.

Dear Mr. Denton Thompson,

501

On my return from a visit to Canada and the United States, I was delighted to receive your letter of 15th November, in which you gave me information regarding the performance of the machinery on the road making project. I appreciate that bad weather has hindered your programme, and I hope that, by this time, good progress has been made.

From time to time, I have heard from Carlyle the operator of the West Buffalo, and he has been telling me of the combined operations with the David Brown tractor and the Buffalo. At the time of writing his last letter he had not yet received the Rotavator, and I think that this machine should assist very considerably with the tussock problem. However, as I have indicated previously, it will be necessary to make some arrangement of depth control on the Rotavator, as this would be essential for levelling out the road. I have not heard from Wallace, but I trust that he is now behaving better than at the time of my last visit to the Falklands.

With regard to the incident regarding the Senior Operator, I was naturally very disappointed about what happened in this connection, especially as I had taken considerable trouble in obtaining the services of a man from my own works, and in whom I had a great deal of trust. The fact that you had to reverse the decision could not be helped, but my annoyance was principally due to the fact that the man and his family were almost ready to leave and had made a number of pre-:parations and personal arrangements which had involved him in considerable expense, and then at the last moment, he received/

DESIGNERS OF AGRICULTURAL MACHINERY

/received information that the post was not being filled. At that time, no information was given as to the reason for this decision, and it was some considerable time before we could ascertain the correct position. However, the incident has now passed, and I think should be forgotten by allconcerned.

I see from the newspapers that Sir Raynor Arthur is having difficulty in his new post, but I have no doubt that he will overcome it in his own way.

Give my regards to all my friends in the Falklands and I hope to hear from you at a future date regarding the successful continuation of the road making project.

Kindest regards,

Yours sincerely,

James A. Cuthbertson
per E.S.

ES/MG.

160/1/2/IV

5469

BERTRAND & FELTON LTD.

The Colonial Secretary,
Stanley.

COLONIAL SECRETARY'S OFFICE
10 MAR 1958
FALKLAND ISLANDS

ROY COVE,

FALKLAND ISLANDS.

March 6th 1958.

Sir,

528

520 With reference to my letter of Dec.24th and your telegraphed reply thereto, I think it better to leave the matter until the tracks in question are completely finished.

When my operator left here 2 weeks ago on leave to U.K. there was still some final grading to be done and we are unlikely to complete this until the autumn. When this is done I will, as you suggested in your telegram, make an estimate for the total work. I will think it will be less than 3 miles, and therefore under £120 in all, at the rate agreed for the original track work completed last May.

528

Yours faithfully,

Sydney Felton

Manager.

5466.

11/3/58

H.W.S.

I saw C. Robertson this morning following his second examination of the two Buffaloes.

2. He is NOT interested in taking them over on a loan basis. Although no capital expenditure would arise initially, he is of the opinion that a lot of spares, including new tracks and possibly an engine would be required in due course. These costly items are not included in the spares held locally and it would not pay him to buy these items and install them on Buffaloes which are not his own property. If taken over on a loan basis, both machines will eventually revert to Government.

3. The Buffalo on the East is in very poor condition and the one on the West not much better.

4. He is, however, prepared to make an offer for the Buffaloes and all equipment. This would include both machines, the ploughs, slipes, bulldozer blades, all caravans, the two electric welding sets, all the spares held and both landrovers (the landrover on the West is now almost a complete write-off).

5. The offer will depend upon the condition of the machines at the time of take-over. On being pressed, he said that at the time he saw both machines a few days ago, he would offer about £1,000 for everything listed in para. 4. If, however, the engines working are all present his offer might be lower, depending on their condition at the time.

6. A lot of work would be required to put the machines in decent order and it is for this reason, he said, that his offer might appear low.

548

7. When on the West he enquired from Luxton and Pte. Evans what drainage work they would have for him at a price of 5/- per chain. Luxton said he had some work to be done but the amount would depend on wood prices (Robertson seen him after the first price was received). Pte. Evans also has some work but he considers 5/- a chain rather high. The F.C. also have some work for him on the East.

8. In my opinion the offer is low. We may be called upon to subsidise the draining work and could end up by paying more per annum than it has cost in the past.

S. 6/3/58

549

A.C.S.

Please note this file for will be required at the Sales meeting.

11/3/58

Mail for SUS.

550

A.C.S.

Letter filed at 546a.

18/3/58

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

(W. & S. Ltd.—288 Pd/7/56).

RECEIVED

Number	Office of Origin	Words	Handed in at	Date
1	ROY COVE	40	0930	18.3.58.

To

PHONE DENTON THOMPSON STANLEY

IN VIEW LONG DELAY OF GETTING ROTAVATOR CAN YOU MAKE EVERY ENDEAVOUR TO HAVE IT PUT ON AES TODAY FOR PORT HOWARD STOP FAILING THAT CAN PHILOMEL LAND IT AT PORT HOWARD ON HILL COVE VOYAGE

MILLER.

Reply at 553. 552

I told Miller over the R.T. on the 18th March that the Rotovator was already on board. [illegible] 19/3/58

Time

RB/[illegible]

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date

Phoned to R/T Station this morning. 18,3.58.

To

MILLER ROY COVE. HOA/C

Rotovator is already on board "A.E.S."

Denton Thompson.

KIV 550

Time JB/FH

554.

Hold for Ex. Co. Memo.

21/3/58.

~~56~~
554

EXTRACT FROM MINUTES OF MEETING OF EXECUTIVE COUNCIL

HELD ON 19th and 20th March, 1958.

.....

1641/A/IV

11. CAMP TRACKS.

It was decided that the Camp Tracks Scheme should be wound up and that the Operators (Messrs. Carlyle and Wallace) should be given six months' notice of the termination of their Agreements as from 1st April, 1958.

.....

Clerk of Executive Council.

P/708

555

26th March, 58.

Sir,

I am directed to inform you that under the provisions of your Agreement with Government dated the 25th August, 1955, six months notice effective from the 1st April, 1958, is hereby given of the termination of your services.

2. On the termination of this notice arrangements for your return to the United Kingdom together with the return of your wife, will be made and you will be informed in due course of the sailing date.

3. As from the date of your arrival in the United Kingdom you will be entitled to leave at the rate of 3½ days for each completed month of service, subject to the remainder of your service being satisfactory. You will receive salary at the rate of £8 per week during the period of your leave.

I am,
Sir,
Your obedient servant,

(Sgd.) S. G. Innes.

for COLONIAL SECRETARY.

Mr. J. Carlyle, c/o J. Wallace
FORT HOWARD.

c.c. The Civil Engineer.

/MC

Copies to: Treasury.
Audit.
Civil Engineer.

Copy on Camp Tracks file 1641/A/IV

Originals filed in
P/708.
P/706

556

No.

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

COLONIAL SECRETARY - 9 APR 1958 FALKLAND ISLANDS

MEMORANDUM

8th. April 1958

To The Hon.

The Acting Colonial Secretary

Stanley

From:- Civil Engineer

Stanley, Falkland Islands.

SUBJECT :- CAMP TRACKS TIMBER

560 Please telegraph cancelling the order for Sandy Point
535 Timber requested in my memo dated 21st. February 1958 and replace by the following order, making it clear that the order is dependent on the sailing of the "DARWIN" to Punta Arenas. Please request that the account be rendered as soon as possible.

Details as follows:-

4.	Pieces	13" x 7" x 31 Ft. long
8.	Pieces	14" x 8" x 36 Ft. long
420.	Pieces	8" x 2" x 10 Ft. long
12.	Pieces	6" x 6" x 12 Ft. long
6.	Pieces	9" x 9" x 10 Ft. long
560.	Feet	1" x 12".

The cost of this timber is approximately £700 including freight.

Civil Engineer

Yes 557

We can try but I suspect it is a bit late for the necessary export licence

10/4/58

558

A.C.S. yes, but we'd better try.

559

Draft tel EARLY pl.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

~~557~~ 560

Number	Office of Origin	Words	Handed in at	Date
Copy sent to Civil Engineer.				11.4.58.

To

BRITAIN PUNTA ARENAS. HON/C

539. My telegram 25/2/58 Please cancel order and if possible place provisional order for shipment Darwin following timber colon dash 4 pieces 13 inches by 7 inches by 31 feet long 8 pieces ~~14 inches by 8 inches by 36 feet long 420 pieces 8~~ inches by 2 inches by 10 feet long 12 pieces 6 inches by 6 inches by 12 feet long 6 pieces 9 inches by 9 inches by 10 feet long 560 feet 1 inch by 12 inches stop Order will be confirmed immediately firm sailing of Darwin fixed stop Grateful if account could accompany timber in order effect payment before end current financial year ending 30th June.

Secretary. See 564

DRM/FH

See 561.

See 569.

561.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				14 4. 58.

To

BRITAIN PUNTA ARENAS. NOA/C

560. My telegram 11th Timber stop Please place firm order Darwin scheduled arrive Punta Arenas 21st April.

Secretary.

See 564

562

In Ex. bo. extract fl

563.
Ex. bo. extract filed at 554A

14 4 58.

Time DRM/FH

1641/57

5634

"B" B/L No. 3

Falkland Islands Trading Company, Limited

No..... APRIL 26th 19 58.

RECEIVED from THE BRITISH CONSULATE

Address.....

at PUNTA ARENAS (CHILE).

for Shipment per STEAM-SHIP " D A R W I N " for

THE COLONIAL SECRETARY - PORT STANLEY

(with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to and to stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds, whether on deck or under deck, and whether dangerous or otherwise; to substitute or tranship the Goods by any other Steamer, whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without Pilots). SUBJECT TO THE CONDITIONS SET FORTH HEREON AND ON THE BACK HEREOF.

All Goods must have the Port of Destination distinctly marked upon them by the Shipper.

Marks.	Numbers.	Description of Packages and Contents.
	4 pcs	timber 7 x 13 x 31'
	8 "	" 2 x 8 x 36'
	420 "	" 2 x 8 x 10'
	12 "	" 6 x 6 x 12'
	6 "	" 9 x 9 x 10'
	"	" (560 ft) 1"x 12"

British Vice-Consul
for British Consul.

BRITISH CONSULATE PUNTA ARENAS

Please state the gross weight
Tons. cwt. qrs. lbs.
.....

Total Measurement
..... ft. ..... ins.

FREIGHT PAYABLE ON SHIPMENT SHIP &/OR CARGO LOST OR NOT LOST

NOT RESPONSIBLE FOR WEIGHT, CONDITION OR CONTENTS

The contract contained in this Bill of Lading is subject to the terms of the Carriage of Goods by Sea Ordinance, 1927, and the Schedule thereto.

All goods of a perishable or fragile nature are deemed to be goods within the meaning of Article IV. 2 [m] of the Schedule to the Ordinance exempting the carrier and the ship from responsibility.

Goods in cartons, second-hand bags, or unhooped or unwired cases are deemed to be insufficiently packed within the meaning of Article IV. 2 [n] of the Schedule to the Ordinance.

CONDITIONS

Weight, measure, marks, value, contents, quality and condition unknown.

Falkland Islands Trading Co., Ltd., will not be responsible for any loss, damage or delay of any kind, or howsoever and whensoever caused, whether before, during or after shipment, of or to the within mentioned goods, even though such loss, damage, or delay in due to the act, neglect, or default of the Company of their agents, servants, stevedores, contractors or any other persons for whom the Company may be responsible, or to the unseaworthiness, unfitness or defect of any steamer, craft, truck or vehicle of any kind in which the goods are carried, or of any store, shed, or place in or on which the goods may be placed, whether at the time of loading, storing, sailing, or at any other time whatever. The Company may keep the goods in such place and may carry or forward the goods by such conveyances in such manner and by such route as they think fit, and may so keep, carry or forward the goods themselves or may contract with any other person for such purpose on such terms and conditions as they may determine.

Double freight will be charged on all Goods not correctly described. All fines and expenses, or losses by detention of Vessels or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, of by the absence of same either upon the packages or this receipt, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners of the goods and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

Goods of an inflammable, explosive, dangerous or injurious character, shipped without permission, and without full disclosure of their nature and character being previously declared, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners of the goods and the Owners of the goods shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

Any person who may wilfully and surreptitiously ship or attempt to ship any Gunpowder, Aquafortis, Oil of Vitriol, Gun Cotton, Glonion or Blasting Oil, or Nitro-Glycerine, prepared Tannin, Fog Signals, Petroleum, Naphtha, Paraffin Oil, Spirits of Wine, Ether, Camphine, Turpentine, Tar Percussion Caps, Lucifer Matches, or other articles of explosive, inflammable or otherwise dangerous nature, on board this Steamer, will be liable to prosecution under the Act 17 and 18 Victoria, c. 104, s. 329; or under the new Act, 29 and 30 Victoria, c. 69. The Company will not be responsible for any consequences of such shipment and will hold the Shippers responsible for all damages resulting therefrom.

Subject to the foregoing, the Company will consign the goods from Port Stanley by steamer or steamers and may accept bills of lading, in their own name or to order or otherwise, containing any terms and conditions the Company may think fit. The Bills of Lading shall be deemed to be taken by the Company as forwarding agents for the Consignor mentioned overleaf.

GENERAL AVERAGE TO BE ADJUSTED ACCORDING TO YORK ANTWERP RULES 1924.

564

COLONIAL SECRETARY'S
30 APR 1958
FALKLAND ISLANDS

British Consulate,
Punta Arenas, Chile.
April 25th, 1958.

511/58.

Sir,

544, 560 + 561

With reference to your cables dated 28th February, 11th and 14th inst., I have the honour to inform you that the timber ordered in the second cable mentioned above was shipped in the "Darwin", which is due to sail to-morrow.

2. As there were several State offices to be contacted to comply with the various requirements in the export of the timber and all the bills could not be gathered in time, the accounts are not going forward now, but will be sent in the "Darwin" sailing from Montevideo during the middle of May next.

3. The timber is payable at the official rate of exchange and should amount to some £600. Other charges will be converted at the unofficial rate.

I am, Sir,
Your obedient Servant,

Sven B. Robson

Sven B. Robson.
British Consul.

See 574

The Colonial Secretary,
Port Stanley.

565

Understand from C/E that some timber shipped was the incorrect size. Limit letter written for payment purposes.

31/5/58

Replyat 571

56

15 de Abril 8.

CONSULADO BRITANICO s/c. GOBIERNO DE LAS ISLAS MALVINAS.

471 B.

Additional tax paid in Counterfoil.
Impuesto adicional pagado en el talón.

4	Pieces timber Piezas de mad.	de	7"x13"x31'	@ a	$ 51.230.--	c/u.	$ 204.920.-
8	id	id	2"x8"x36'	"	9.964.-	"	79.712.-
420	id	id	2"x8"x10'	"	1.480.-	"	621.600.-
12	id	id	6"x6"x12'	"	3.600.-	"	43.200.-
6	id	id	9"x9"x10'	"	8.100.-	"	48.600.-
27	id	id	1"x12"x12'	"	1.150.-	"	54.050.-
							$ 1.052.082.-

20% de Recargo sobretiempo extraordinario para preparar pedido maderas de pino de corto plazo.
20% Surcharge extraordinary overtime in preparing order within short period. 210.416.-

$1.262.498.-
S.E.u.O.

Certified correct.

Sven B. Rohm
British Consul.

Son: UN MILLON DOSCIENTOS SESENTA Y DOS MIL CUATROCIENTOS NOVENTA Y OCHO PESOS.-

ONE MILLION TWO HUNDRED AND SIXTY TWO THOUSAND FOUR HUNDRED AND NINETY EIGHT PESOS.-

567

C/8

564-566 y.i.

6/5/58.

568.

Arg. C.S.

564-566 Notad

12/5/58

Mano in. 8/5/58.

567

No.

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

MEMORANDUM

7th.May. 1958

To:- The Hon.
The Act.Colonial Secretary
Stanley

From:- Civil Engineer
Stanley, Falkland Islands.

SUBJECT :- Camp Tracks Timber

The second item of timber in the order from

560. Punta Arenas by telegram dated 11/4/58 was wrongly delivered. Instead of 8 pieces 14" x 8" x 36', the dimensions of the timber received was 8 pieces 2" x 8" x 36'. The best use that we can make of this timber is to cut each 36ft.length into 10ft.and use as bridge decking wasting 6ft.

I suggest that we inform the Consulate of the error and pay for 24 pieces of 2" x 8" x 10ft.at $1,480 each instead of the charge of $79,712 which it is proposed to make. The price of a piece of of 36ft.long timber is twice that of the corresponding volume of timber 10ft. long.

As the 8 pieces of 14" x 8" x 36ft.long timber are still required, would you please reorder this from the British Consulate in Punta Arenas and have it shipped here via Montevideo.

I estimate this will cost some £30 more than if it had come direct by R.M.S. "Darwin" due to the extra freight.

570.

Civil Engineer

On file pl. 10/5

1641/A/IV

571

15th May, 58

Sir,

564. I am directed to refer to your letter 511/58 of the 25th April, 1958, and to thank you for arranging for the shipment of timber as per my telegram of the 11th April.

2. On arrival it was found that instead of 8 pieces of timber 14" x 8" x 36'-0" the suppliers had sent 8 pieces 2" x 8" x 36' 0". Unfortunately the only use we can make of this size is for decking, cutting each 36'-0" length into 10'-0" sections, thus losing 6'-0" on each piece.

3. As the price of timber 36 feet long is twice that of the corresponding volume of timber 10 feet long the suppliers, if the error was theirs, might consider reducing the cost to 24 pieces of 2" x 8" x 10'-0" at $1,480 each instead of the charge of $79.712 which they propose to make. I should be grateful if you would take this matter up with the suppliers.

4. The 8 pieces of 14" x 8" x 36'-0" are still required. Will you please order and have it shipped here via Montevideo.

Reply at 586

572

I am,
Sir,
Your obedient servant,

Sec 6/10

British Consulate,
PUNTA ARENAS,
CHILE.

573 (Sgd.) S. G. Trees.
ACTING COLONIAL SECRETARY.

Ag CS
Noted 22/5/58

574

No. 251/58.

HER ~~HIS~~ Majesty's Consul at Pta.Arenas, presents his compliments to The Colonial Secretary, Port Stanley, and has the honour to transmit to him the under-mentioned documents.

British Consulate,
Punta Arenas, Chile.

May 31, 1958.

Reference to previous correspondence:

564 PArenas letter 511/58 of 25/4/58

Description of Enclosure.

Name and Date.	Subject.
	ACCOUNT AND VOUCHERS FOR DISBURSEMENTS MADE DURING THE MONTH OF MAY, 1958.

Reply at 579.

5749

GOVERNMENT OF THE FALKLAND ISLANDS.

MONTH OF MAY, 1958.

1.	Timber	1.262.498.@	2111=£598. 1. 2	
2.	Shipping &c. charges	44.942.@		
3.	Cable to Secretary, Stanley	4.150.		
		49.092.@	2900.=£ 16.18. 7	
				£ 614.19. 9

It is hereby certified that this account constitutes a claim on your Department for £614.19.9.

No complementary claim will be made by the Foreign Office and it would be appreciated if settlement could be made by payment in full direct to the Finance Officer of the Foreign Office, as expeditiously as possible.

Sven B. Rohm
British Consul.

BRITISH CONSULATE, PUNTA ARENAS (MAGALLANES)

BRITISH CONSULATE,
PUNTA ARENAS, CHILE.
MAY 31, 1958.

5746

Punta Arenas, 15 de Abril de 195 8.

Señor CONSULADO BRITANICO a/c. GOBIERNO DE LAS ISLAS MALVINAS.

471 * B

a Grimaldi y Cía.

471 B.

Esc. Tip. "Don Bosco"

DEBE

Additional tax paid in Counterfoil.
Impuesto adicional pagado en el talón.

4	Pieces timber Piezas de mad.	de	7"x13"x31'	@ a	$ 51.230.-	c/u.	$ 204.920.-
8	id	id	2"x8"x36'	"	9.964.-	"	79.712.-
420	id	id	2"x8"x10'	"	1.480.-	"	621.600.-
12	id	id	6"x6"x12'	"	3.600.-	"	43.200.-
6	id	id	9"x9"x10'	"	8.100.-	"	48.600.-
47	id	id	1"x12"x12'	"	1.150.-	"	54.050.-
							$ 1.052.082.-
	20% de Recargo sobretiempo extraordinario para preparar pedido maderas dentro de corto plazo. 20% Surcharge extraordinary overtime in preparing order within short period.						210.416.-
							$1.262.498.-
							S.E.u.O.

Certified correct.

British Consul.

BRITISH CONSULATE PUNTA ARENAS

Son: UN MILLON DOSCIENTOS SESENTA Y DOS MIL CUATROCIENTOS NOVENTA Y OCHO PESOS.-

ONE MILLION TWO HUNDRED AND SIXTY TWO THOUSAND FOUR HUNDRED AND NINETY EIGHT PESOS.-

CANCELADO
Pta. Arenas, 3 mayo de 1958
GRIMALDI y Cía.

JOAQUIN SANDOVAL O.
AGENTE GENERAL DE ADUANA
O'Higgins 1198 - Telefono 63
Casilla 163 - Punta Arenas

5740

Punta Arenas, 29 de Abril de 1958.

Srs
CONSULADO BRITANICO.
Presente.

LIQUIDACION DE GASTOS

Tramitación documentos de exportación de 497 piezas madera simplemente aserrada por el vapor DARWIN a Port Stanley, para el Sr. Gobernador de Las Islas Malvinas.

Poliza de exportacion, Solicitud para la Comision de Cambios Internacionales.-	$ 2.500.--
Certificado de Origen e Inspeccion.	650.--
Aforo fuera del recinto de la Aduana.	3.500.--
Legalizacion de firmas en la Notaria.	2.000.--
Gastos de embarque s/ factura de la Comapa.	27.244.--
COMISION ATENCION DESPACHO.	7.000.--
	$ 42.894.--
15% s/ $13.650	2.048.--
	$ 44.942.--

vvvvvvvvvvvvvvv

SON: CUARENTA Y CUATRO MIL NOVECIENTOS CUARENTA Y DOS PESOS M/Cte.

RECIBI SU IMPORTE CONFORME.
Punta Arenas, de de 1958.

EXPENDITURE ON THE EXPORT OF 497 PIECES OF TIMBER IN THE S/S. DARWIN TO PORT STANLEY, FOR THE FALKLAND ISLANDS' GOVERNMENT.

B/L; Application to International Exchange Commission	$ 2.500.
Certificate of Origin & Inspection	650.
Customs charges	3.500.
Notary Public - legalization of signatures	2.000.
Loading &c. charges, as per Comapa's bill	27.244.
Commission in attending despatch of above	7.000.
	$ 42.894.
15% on $13.650.	2.048.
Total	$ 44.942.

Certified true translation.
Sven B Rolm
British Consul.

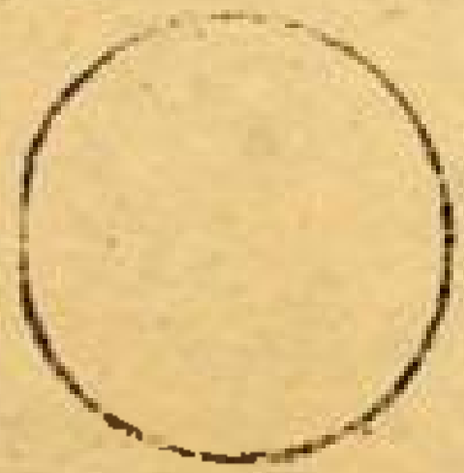
BRITISH CONSULATE PUNTA ARENAS (MAGALLANES)

B4151
Secretary
Staff
8/5/58.

Form. 501

ESTADO (CHILE)

..... Valor .....



este recibo

Timbre

ESTADO (CHILE)

Vía ..... Indicaciones .....

..... de ..... 19 .....

.....

576

C.E.
564. To see 574.
DPm 5/6/58

N.C.S. 577.
564 - 575 Noted.
No Allowance has been made for the error of size as requested in our letter dated 15th May 58. Will you please obtain a refund for this

NAB C.E. 5/6/58

GOVERNMENT OF THE FALKLAND ISLANDS.

MONTH OF MAY, 1958.

XVIII 20.

1.	Timber	£1.262.498.0	£2111=£598.	1. 2
2.	Shipping &c. charges	44.942.0	XVII 20	15. 10. 2
3.	Cable to Secretary, Stanley	4.151.	XVIII 6	1. 8. 5
		49.093.0	£900.=£	16.18. 7
				£ 614.19. 9

It is hereby certified that this account constitutes a claim on your Department for £614.19.9.

No complementary claim will be made by the Foreign Office and it would be appreciated if settlement could be made by payment in full direct to the Finance Officer of the Foreign Office, as expeditiously as possible.

Sven B. Rohm
British Consul.

BRITISH CONSULATE
PUNTA ARENAS (MAGALLANES)

BRITISH CONSULATE,
PUNTA ARENAS, CHILE.
MAY 31, 1958.

576

C.E.
564. To see 574.
DRun 5/6/58

N.C.S. 577.
564 - 575 Noted.
No Allowance has been made for the error of size as requested in our letter dated 15th May 58. Will you please obtain a refund for this

NAB C.E. 5/6/58

578.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

W. A. S. LTD.

Number	Office of Origin	Words	Handed in at	Date
	Copy to Civil Engineer.			7.6.58.

To

CROWN LONDON. Hoa/c

Please pay £614. 19. 9d. to Finance Officer Foreign Office being Punta Arenas British Consulate account for May stop Imperative pay before 30th June.

Secretary.

Time JB/PH

1641/A/IV

~~279~~
579

9th June, 58

Sir,

574 I am directed to refer to your letter 251/58 of the 31st May, 1958, enclosing an account and vouchers for disbursements made on behalf of this Government during the month of May, 1958, and to inform you that the Crown Agents for Overseas Governments 578 and Administrations have been requested to settle this account in full through the Foreign Office.

571 2. I am however to enclose a copy of my letter 1641/A/IV of the 15th May, 1958, regarding the wrong supply of timber and trust that the suppliers will agree to an adjustment in their next account.

Reply at-586

I am,
Sir,
Your obedient servant,

(Sgd.) J. Bound.

for ACTING COLONIAL SECRETARY.

British Consulate,
PUNTA ARENAS,
CHILE.

Copy to: Civil Engineer.

Bu 30/9

JB/MF

16411/A IV

580

P 650/FALKLAND Is 4.

Communications to be addressed to
THE CROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS
and the above reference quoted.

TELEGRAMS: { INLAND: "CROWN SOWEST LONDON."
OVERSEA: "CROWN LONDON."

TELEPHONE: ABBEY 7730.

4, MILLBANK,

LONDON, S.W.1.

24 JUN 1958

19

Sir,

I am directed to refer to your ~~letter No.~~ TELEGRAM of 7th JUNE regarding payment to the Financial Office Foreign Office, and to inform you that the appropriate action has been taken.

The sum of £ 614-19-9d has been ~~credited~~ debited in the FALKLAND ISLANDS account for the ~~month of~~ 20 JUN 1958

I am, Sir
Your obedient servant,

581

The Colonial Secretary
Colonial Secretary's Office,
Stanley,
Falkland Islands.

P/130 5,000/11/57. W. Straker, Ltd.

582

Ag C.T.

To see 580 pl.

[illegible] for C.J.

7/8/58

Dear L.G.,

583

Sen. thank you

L.G.

7/8/58

584

No.

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

MEMORANDUM.

13th August, 1958.

The Hon.,

The Ag.Colonial Secretary,

Stanley.

COLONIAL SECRETARY'S OFFICE 14 AUG 1958 FALKLAND ISLANDS

The Civil Engineer,

Stanley, Falkland Islands.

SUBJECT:- L.Poole - Rent of Caravan.

As Poole's contract on Camp Tracks expires on the 24th inst., he is no longer entitled to free accommodation in the Government Caravan.

He will, however, be employed as second driver on the Spotmix Tar Macadam Plant and has requested that he be allowed to rent the Caravan at the rate of 5/- per week.

I consider this arrangement to be quite satisfactory and will make the necessary arrangements with Poole for the deduction of 5/- per week from his wages unless I hear further from you.

Reply at 585

Civil Engineer.

500

1641/A/IV.

18th August, 58.

To: The Civil Engineer,

From: Acting Colonial Secretary, STANLEY.

L. Poole - Rent of Caravan.

1. Poole, whose contract on Camp Tracks expires on the 24th August, 1958, is permitted to continue residing in the caravan at a rental of 5/- per week.

2. This arrangement will remain in force only until such time as the caravan is required for other purposes.

3. Poole will be responsible for his own lighting and heating arrangements. An inventory should be taken on the 24th August and it must be made clearly understood to Poole that he will be held responsible for any loss or damage to the contents of the caravan.

See 584

(Sgd.) S.G. Trees

ACTING COLONIAL SECRETARY.

Copies to: Treasury
Audit
C/o. P.W.D.

KIV 579

SGT/LJH.

586

British Consulate,
Punta Arenas, Chile.
August 20th 1958.

511/58.

Sir,

571 & 579

With reference to your letters 1641/A/VI of 15th May and 9th June last, received here on the 19th instant, via H.M's Embassies at Montevideo and Santiago, I am sorry to say that on consulting our files we find that a clerical error occurred on making out the order for the timber supplied - 8 pieces of 2" x 8" x 36' having been ordered instead of 14" x 8" x 36'.

2. On approaching the suppliers they stated that as the the pieces of timeber in question were of sizes out of the ordinary and not readily obtainable as the 10' ones, they were unable to consider a reduction in the cost.

3. Our clerk, Barrientos, cannot account for the mistake and can only say that on making out the order he must have taken both to be 8" x 2" x 36' and 8"x 2"x 10', the latter following the former. Barrientos has offered to reimburse the cost of the 6' pieces you do not find use for.

4. We are making endeavours to ship the eight 14" x 8" x 36' pieces of timber to catch the "Darwin" sailing from Montevideo on the 27th September next.

5. Apologizing for the inconveniences this error might have caused you,

Replyat 592

I am, Sir,
Your obedient servant,

Actg. British Consul.

S.G.Trees Esq.,
Actg.Colonial Secretary,
Port Stanley.

587

No.

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

COLONIAL SECRETARY'S OFFICE 15 SEP 1958 FALKLAND ISLANDS

MEMORANDUM

15th September, 1958.

The Civil Engineer,

Stanley, Falkland Islands.

The Hon.,

The Ag.Colonial Secretary,

Stanley.

SUBJECT:- CAMP TRACKS - CARAVAN PORT HOWARD.

Herewith extract of letter received from the Manager, Port Howard:-

"Would Government be prepared to let this firm have the use of the large Camp Tracks Caravan for the period of 12 months as from December, 15th, 1958.

Our reason is this, one of our employees intends to marry the school-mistress (Miss Halliday). He is a U.K. imported man and terminates his contract in December, 1959, and we have no vacant house for them to live in.

We would be prepared to pay a small rental for the Caravan, but at the same time we would like to point out that Miss Halliday is prepared to carry on teaching provided they can have married quarters at Port Howard".

Would you please inform me of any action that should be taken in this matter.

Civil Engineer.

Re. file early.
15/9/58

588

Re. attached file is where S/E asked for use of caravan to supplement boarding accomm. @ Port Howard School.
15/9/58

589

ACS
Please see 395 & 396 in 0355/A/III attached
16/9/58.

5899

EXTRACT FROM MINUTES OF MEETING OF EXECUTIVE COUNCIL HELD ON 18th September, 1958.

1641/A/V

17. CAMP TRACKS

It was agreed that the Drainage Machines, Caravans and Land Rovers should be put up for tender, with the exception of the large Caravan on the West Falkland and this should be rented to Port Howard until December, 1959, to provide accommodation for the School Mistress who is soon to be married.

Clerk of the Executive Council.

1641/A/IV

Copy filed in 0355/A/III

590

19th September, 58

Sir,

See 597

I am directed to refer to your letter of the 6th September, addressed to the Civil Engineer, enquiring whether Government would be prepared to allow your Company the use for one year of the Large Camp Trucks caravan at Port Howard as living accommodation for one of your employees after he marries Miss Halliday, the School Mistress, in December, 1958.

2. Although it was the intention that this caravan should be offered for sale by tender, Government wishes to retain the services of Miss Halliday who, it is understood, will carry on teaching after her marriage.

3. In the circumstances I am to inform you that your Company may have the use of the caravan until December, 1959, at a rental of £1 per month provided Miss Halliday continues teaching after her marriage.

4. It is assumed that you will arrange a suitable site for the caravan and for its repairs and maintenance during the time it is occupied by your employee.

I am,

Sir,

Your obedient servant,

(Sgd.) S. G. Trees.

ACTING COLONIAL SECRETARY.

The Manager,
PORT HOWARD

Copy at 615

SGT/MF

Copies to: Treasury
Audit
Civil Engineer
Supt. of Education.

KIV 586

591

Secy

586. The British Consulate at P/Cameras normally give us good service & as the error was theirs & not the suppliers, I suppose we accept the matter.

2. I have drafted accy. at b.c.

22/9/58

22/9

1614/A/1V

23rd September, 58.

586

Sir,

I am directed to refer to your letter 511/58 of 20th August, 1958, regarding a clerical error which occurred when making out the order for timber supplied to this Government and to state that in the circumstances it is not proposed to pursue the matter further.

I am,
Sir,
Your obedient servant,

(sgd) J. Bonnet

for ACTING COLONIAL SECRETARY.

The Acting British Consul,
British Consulate,
Punta Arenas,
Chile.

JB/IM

593

To see 586 & 592

24/9/58

594

A.C.S.
586-592 Noted. Thanks.

25/9/58

595

Rec 589A on 15/X
(after Wallace has restored
the Buffalo as P/Naval)

26/9/88.

596

Roy Cove,
Falkland Islands.

October 6th, 1958.

The Hon.,
The Colonial Secretary,
Stanley.

COLONIAL SECRETARY'S OFFICE
-7 OCT 1958
FALKLAND ISLANDS

Dear Sir,

You will recall that at the Standing Finance Committee Meeting at the end of March last it was agreed that the machinery etc belonging to the Camp Tracks scheme would be overhauled for storage in September and then made available to the public by tender for all or any of the various items.

I presume that the machinery is so stored and serviced; I offered to store some here but this was presumably not required as I have heard nothing further.

Can you advise me then whether this machinery is so serviced and stored and in what sort of sale condition the various items are ?

Extracted to 0588/V

Freezer. Has any further news arrived re the disposal of this unit ? The last information I had from Mr Trees early in August was to the effect that the Chilian Government were on the point of signing an agreement to buy but had until September 30th. Has any such buyer materialised and signed on the dotted line ?

Yours faithfully,

Rodney Miller

Member for W.Falkland.

597

Early phone. 8/10/58

Reply at 598.

1641/A/IV

Copy filed in 0588/N/Conf.
" " " 0072/B/II

598

10th October,

Sir,

596

I am directed to refer to your letter of the 6th October in which you enquire about the camp track machinery and progress with regard to the disposal of the Freezer.

2. The East Falklands camp track machinery is in Stanley (with the exception of some spare parts in Darwin) and the machine is being overhauled by Mr. Wallace.

3. The West Falklands buffalo is on Port Howard camp and arrangements have been made for Mr. Wallace to fly out and overhaul that machine. Pending disposal and subject to the Manager's agreement, it is probable that this machinery will be stored at Port Howard. No date for the sale has yet been fixed.

4. I regret that the news on the Freezer is discouraging. After formal agreement had been reached for a Chilean naval vessel to call here with representatives of the buyers we were advised by the Ambassador that the arrangement had been dropped for political reasons. Moreover we are given to understand that the purchase, which appeared to be a foregoing conclusion, is now meeting with opposition within official Chilean circles. We have asked for advice from the Embassy as to whether there are any steps we can usefully take in an attempt to retrieve the position but it is not hopeful.

5. The serious position with regard to teaching on the West has been reviewed. Anything definite in the way of a general improvement in the situation in the islands will have to await the arrivial of new teachers. The latest information available on recruitment is, however, a little more encouraging and a number of applicants were interviewed recently. The outcome is awaited. In the meantime we hope to be able to relieve the position in the West Falklands by posting two more camp teachers to the West in mid November (with special attention being paid to the Fox Bay, Chartres, Hill Cove, Ray Cove areas).

I am,
Sir,
Your obedient servant,

(Sgd.) A. G. Denton-Thompson.
COLONIAL SECRETARY.

Honourable
Mr. S. Miller, J.P.,
ROY COVE.

P.S.
Delighted to see your signature again. You will have the Governor with you shortly and he will be able to brief you.
Regards to you both
Yours
D-T.

KIV 595

BU. 30/X

Copy filed in 0288/n/Conf.
" " " 0032/8/II

11

MEMORANDUM.

No. 1641/A/V & 0452/II.

27th October, 1958.

From: The Colonial Secretary,
Stanley, Falkland Islands.

To: The Civil Engineer,
Superintendent of Public Works,
Colonial Treasurer,

STANLEY.

Subject: Stanley Roads Works and Camp Tracks Machinery and Equipment.

Responsibility for the Stanley Roads Scheme and the care and disposal of the Camp Tracks machinery and equipment will be transferred from the Civil Engineer's Department to the Public Works Department on Monday and Tuesday 17th and 18th November. The take over should be completed by the evening of Tuesday 18th November, when the Superintendent of Public Works will assume all responsibility from the Civil Engineer and the Civil Engineer's office will come under the supervision of the Public Works Department.

ROADS SCHEME.

On handing over to the Superintendent of Public Works the Civil Engineer should provide him with

(i) A marked plan of the Stanley roads indicating progress, where drains, culverts, communication and water connections have been made and where such connections should be made as the scheme progresses.

(ii) Detailed handing over notes containing full technical and financial information as to how the work has hitherto been done and how much it has cost and recommendations as to how it should continue, including details of arrangements and appointments made and the division of responsibility in connexion with the supervision of the work.

(iii) Detailed lists of men on the payroll at the date of handover.

(iv) Such other information and advice that the Civil Engineer considers is necessary or should be of assistance to the Superintendent of Works.

(v) Detailed information as to what equipment or supplies are on order and what equipment and supplies should be ordered in the near future.

(vi) Copies of the estimates for 1958/59.

All stores, equipment and machinery connected with the roads scheme should be taken on charge by the Superintendent of Public Works on behalf of his Department.

CAMP/.....

600

CAMP TRACKS EQUIPMENT.

The Superintendent of Public Works will take on charge and make arrangements for the care of all equipment and machinery connected with the camp tracks project. The Civil Engineer will provide detailed lists of all equipment, machinery, spares and fuel stocks under two divisions:-

(i) available in Stanley; } Indicating where stored.
(ii) in the Camp. }

List (i) will be taken over after a personal check and list (ii) will be taken over with the endorsement that a detailed check by the Superintendent of Public Works was not possible. The Superintendent will, however, take every possible opportunity of ensuring that the equipment in the camp, as well as that in Stanley, is properly safeguarded.

FINANCIAL - ROADS SCHEME AND CAMP TRACKS.

The financial "hand over" for both these schemes should be made on the afternoon of Tuesday, 18th November in the presence of a Treasury representative to be nominated by the Colonial Treasurer. The Treasury Representative will be responsible for ensuring that all financial information necessary for the proper administration of the scheme is made available by the Civil Engineer to the Superintendent of Public Works. The Vote Books should be initialled by the Civil Engineer, the Superintendent of Public Works and the Treasury Representative.

Particular care should be taken to ensure that the Public Works Department is fully acquainted with all orders on which expenditure has been hypothecated but the actual cost of which is not shown in the vote books on the date of transfer of responsibility.

All outstanding indents should be checked personally by both Heads of Departments and the Treasury Representative in order to ensure that there is no misunderstanding as to what equipment and supplies are on order but have not, at the date of transfer, been delivered.

Regardless of the "hand over" arrangements detailed in this Memorandum, the Civil Engineer will be responsible for providing, and the Superintendent of Public Works will be responsible for ensuring that he receives, such additional information as is necessary for the efficient administration of the projects for which the Public Works Department is assuming responsibility.

Staffs may assist in the hand over but it should be made personally by the two Heads of Departments concerned.

[illegible]
COLONIAL SECRETARY.

AGDT/LJH.

Second copy filed in 0452/5
Copies to: Auditor
Mr Livermore's P file
Mr Barnes' P file

KV 595
SU 30/10/55

601

BERTRAND & FELTON LTD.

ROY COVE,

FALKLAND ISLANDS

COLONIAL SECRETARY'S OFFICE
28 OCT 1958
FALKLAND ISLANDS

The Hon.,
The Colonial Secretary.
Stanley.

October 23rd 1958

Sir,

598 I have to thank you for your reply dated 11th October.

Camp Track Machinery. I hope this machinery is not going to be left in storage for too long a period; some farmers are ready now to make offers, though in all probability not for the Buffaloes or their ancillary equipment.

Extracted to 0588/V/Conf.

Freezer. The outright sale of this unit at Ajax Bay would appear now to be impossible and the Colony cannot go on sending a represent--ative around South America. I think personally that a final decision as to the disposal of this unit should be made at Standing Finance Committee within the next three months and settle the problem once and for all.

596

Extracted to 0072/B/II

Camp Teachers. In my letter of October 6th I did not actually refer to serious shortage of teachers on the West but note your remarks. I have long been disturbed, and your files will bear witness of this, about the calling into Stanley from time to time for various reasons of camp teachers who, apart from those U.K. teachers who complete their tour, ultimately find themselves as part of the very large staff in Stanley school.

As you well know, I have always thought the system rather top heavy and at the expense of the camp.

I understand that Miss Odette Smith after 4 years teaching quite successfully on the West has been put into the school to undergo teacher training; that in itself is alright but I understand her instructress considers Miss Smith to have reached the required standard; when however Miss Smith asked the Sup. of Education if she could return to the camp she was very abruptly told that she would have to undergo further teaching instruction until next May; whereupon the girl rather naturally threw in her hand and so the camp loses another good teacher.

I am also given to understand, and I may be incorrect, that David Bartlett, recently returned from U.K. and anxious to return to camp and the Hill Cove area in particular, has been retained in the Stanley School. If this is so it seems to me a very one-sided policy to keep away from the camp any teacher desiring to go out as we are all well aware that there are not many who do.

Mr Swann has been out now just on 2 years; in that time he has very briefly visited some stations but I think he should by now have visited all Farms and not in short flying visits. He has never been to Roy Cove.

I have written before and do so again that it is high time that Stanley classes and their instruction should be telescoped slightly in favour of releasing one or two teachers for camp children who are in fact virtually entirely forgotten.

602 On file & see pr. A.G.T.T. 27/10/58

Yours faithfully,

Sydney Miller

603 Ack'd 28/10/58

602.

Y.E.

I have drafted a short reply to f.601 which does I think say all that is really necessary.

D.G.F.
31/10/58.

16/A/IV

Copies filed in 0588/V and 0072/B/II

4th November, 58

Sir,

601 I am directed to refer to your letter of the 23rd October, on the subject of Camp Tracks Machinery, the Ajax Bay Freezer and Camp Teachers.

2. It is hoped to arrange for the principal items of equipment and machinery of the camp tracks project to be offered for sale by tender in the very near future.

3. With regard to the disposal of the Freezer, the whole question will very probably be considered at a forthcoming meeting of Executive Council in the light of the latest information from Chile. This information is far from encouraging but the possibility of a sale cannot yet be entirely ruled out. The Receiver cannot of course pursue his efforts indefinitely but, on the other hand, a "knock down" sale should only be contemplated in the last resort. Some of the equipment and machinery (such as the tractors) would doubtless be sold but the proceeds would probably be very disappointing. Moreover, the plant and heavy equipment would be left on the Receiver's hands indefinitely, presenting a serious problem in maintenance.

4. The position of Miss Odette Smith and the question of camp teachers generally has recently been the subject of demi-official correspondence between Mr. Wick Clement and this office and was explained in my Confidential letter 0072/B/II of the 29th October, a copy of which has been addressed to you. Mr. Bartlett has in fact been employed at the Darwin Boarding School (not Stanley) only temporarily as a relief for Mr. Honeyman and is to be posted to the West Falklands in the very near future. Mr. Cronin has left this week and for the West Falkland.

5. Chartres and Roy Cove are the only principal Stations in the East and West Falklands not yet visited by the Superintendent of Education and these he hopes to visit as soon as circumstances permit. Furthermore, it must be appreciated that in addition to his duties as Superintendent of Education, Mr. Swann is personally required to do a considerable amount of teaching which occupies much of his time.

I am,
Sir,
Your obedient servant,

(Sgd.) A.G.Denton-Thompson.
COLONIAL SECRETARY.

The Honourable
Mr. S. Miller, J.P.,
ROY COVE

ADT/MF

KIV 591

604

NRS

~~Para.~~ 2 of verse – G/E is handling this?

7/11/58

605.

D.C.S.

Yes. We should have had some written information from him by now. Pl. enquire.

Disposal should be dealt with on a new file I think.

10/11/58

607

1641/A/IV

10th November, 1958.

My Dear ~~Mr. Pole-Evans~~ Douglas,

There has been some discussion about the possibility of using the tractor and rotavator to continue work on the Port Howard/Chartres and Chartres/Fox Bay tracks for a few months.

I understand that you feel that you might be able to undertake this job with one of your men. In order that we may go into the pros and cons and the costs of continuing work along these lines I should be very glad to know what charges would be made by the farm for his services.

I should be very grateful indeed if you could drop me a line about this matter as soon as possible. I very much hope all else goes well.

With kindest regards,

Yours sincerely,

A.G.D.T

~~A. G. Denton-Thompson.~~

Reply at-615

D. M. Pole-Evans, Esq.,
PORT HOWARD

AGDT/MF

Copy to Civil Engineer.

607

Offa.

HILL COVE,

FALKLAND ISLANDS.

COLONIAL SECRETARY'S OFFICE
12 NOV 1958
FALKLAND ISLANDS

November 10th 1958.

The Honourable
The Colonial Secretary
Stanley.

Dear Sir,

If the Rotovator obtained for levelling camp tracks is to be sold, we might like to buy. Please give us the opportunity of tendering if the occasion arises.

Yours faithfully

[illegible]
Manager

for Holmested, Blake & Co. Ltd.

Reply at 608

Ack'd
[illegible]
12/11/58

1641/A/IV

608

P 05

12th November, 58

Sir,

607 I am directed to refer to your letter of the 10th November, 1958, in connection with the disposal of rotavator purchased for the camp tracks project.

2. It has not yet been finally decided whether or not this rotavator is to be disposed of in the near future. If it is disposed of however it will be sold by public tender and you will have every opportunity to purchase the machine.

I am,
Sir,
Your obedient servant,

(Sgd.) A. G. Denton-Thompson.
COLONIAL SECRETARY.

The Manager,
HILL COVE

AGDT/MF

C09

Record

605 - B/B has in hand but his Clerk has been hitting the bottle for the best part of a week & typing has come to a standstill.

Bell 18/11/58.

610

British Consulate,
Punta Arenas, Chile.

511/58. November 13, 1958.

Dear Sir,

571 Referringto your letter No. 1641/A/IV of 15th May, received here on 19th August, I regret to report that so far there has been no shipping opportunity to Montevideo and local shipping companies are unable to indicate an approximate date, to ship the timber you require. You can rest assured, however, that this will be shipped in the first opportunity available.

I am, Sir,
Your obedient Servant

British Consul.

The Colonial Secretary,
Port Stanley.

611

612

To note 610 pl.

DRumford
19/11/58

613

HCS
Noted by CDH
19/11/58

KIV 609 Bu 24/11/58
Sec of State

Bu 23/11

The Colonial Secretary.
Port Stanley.

B.S. 15/11/58

File

1641/A/IV

614
~~444~~

26th November, 58

To: perintendent of Works,

From: Colonial Secretary,

Public Works Department,

STANLEY.

Camp Tracks Landrover

The East Falklands Camp Tracks Landrover should be made available to the Topographical Survey Team for the next two months. Will you please see that it is handed over to Mr. George Reid and that he takes it on charge.

2. This transfer is subject to it not being required by the Air Service. If required by the Air Service you should discuss the matter with me.

(Sgd.) A. G. Denton-Thompson.
COLONIAL SECRETARY.

AGDT/MF

Bu. 613 on 15/12/58

615

JAMES LOVEGROVE WALDRON
LIMITED.

Telegraphic Address:
HOWARD, FOXBAY, FALKLANDS.
BENTLEY'S CODE USED.

Port Howard,
West Falkland Islands.

December 6th. 1958

The Colonial Secretary,
STANLEY.

Dear Sir,

570

Thank you for your letters of September 19th. and November 10th.

606

Sent to S/W.

2. Large Camp Tracks Caravan.
We enclose herewith cheque No. 570 for £12..0..0. (twelve pounds), to cover the rental of this caravan for the twelve months ending December 1959.

3. Track Rotavation.
We will try to undertake the rotavation of the Port Howard / Chartres track only as far as approximately one mile on the Chartres side of the Port Howard / Chartres boundary. In the writer's opinion it would not be necessary to rotavate further along the Chartres track. My firm cannot undertake the rotavation of the Chartres / Fox Bay track.

4 It would be our intention to use your Rotavater and o our Fordson tractor. We would have to charge for fuel consumed and operator's wage, and at an estimate we reckon the job would take ten to fourteen days.

5 Passport Renewal.
Please renew the enclosed passport for one of our employees.

Yours faithfully,

Reply at 622

JAMES LOVEGROVE WALDRON LTD.

John Pole Evans. FALKLAND MANAGER

616
Ack'd
11/12/58

617

618

Y.E.

f. 615, paras 3 & 4. Since funds are available I recommend that Mr Sec. Works be authorised to proceed accordingly.

2. Mr Luxton may have other views about rotovating further along the track to Chatham and I will write him on this point. I'll also get his and Mr Clement's views on rotovating the Chatham - Fox Bay track.

[illegible] 16/12/58

[illegible] 16.12.58

619

S.P.W. reports that balance of about £1,000 is not committed (Camp tracks vote)

1541/A/IV

620

16th December, 1958

D/O

606 D-T wrote to Douglas Pole-Evans in November about the possibility of using the tractor and rotavator to continue work on the Port Howard - Chartres and Chartres - Fox Bay tracks for a few months since it was thought that Douglas might be able to undertake the work by using one of his men.

615 In his reply Douglas said he can do the Port Howard - Chartres track but not the Chartres - Fox Bay tracks, adding that, in his opinion, it would not be necessary to rotovate further than about one mile inside your boundary.

On the assumption that you would have no objection to his man working inside your boundary, Douglas has been authorised to do the job.

It has struck me, however, that you may not entirely agree with his opinion that it is not necessary to proceed further in the direction of Chartres and I should be grateful for your views. Douglas estimated that he can do the job in ten to fourteen days.

There is now the question of the Chartres - Fox Bay track. If it is decided to carry on with this work, using the rotovator and tractor, would you be able to supply a man? If so, could you give me some idea of how long it would take and an estimate of the cost?

K. W. Luxton, Esq., J.P.,
CHARTRES

/On the.....

SGT/MF

Reply at 629

621

On the Port Howard - Chartres track Government has agreed to pay the operator's wages and to meet the cost of fuel.

Alternatively, if you are unable to supply a man, perhaps Wick could and I am writing to him on this point so that he is kept in the picture.

623

With kind regards,

Yours sincerely,

Stan.

622

1641/A/IV

18th December, 1958.

Dear ~~Mr. Evans~~ Douglas,

Thank you for your letter of the 6th December.

Your cheque in payment of the rent for the caravan has been passed to the Public Works Department and a receipt is being sent under separate cover.

As regards the rotavation of the Port Howard - Chartres track, will you please proceed as suggested in your letter under reference, i.e. to a point about one mile on the Chartres side of the boundary, using our Rotovator and your Fordson tractor. Government will, of course, pay the operator's wages and meet the cost of fuel used.

Since you are unable to undertake work on the Chartres - Fox Bay track it is proposed to enquire from Keith or Wick whether they can make a man available once the question of finance has been settled.

I am afraid that, under Passport Regulations, we are unable to renew passports for citizens of Eire. However, if Leahy would complete the enclosed form and supply two passport size photographs we'll issue him with an Emergency Certificate which will enable him to return to his home. Leahy's passport is enclosed.

Yours sincerely,

S. ~~G. Trees~~.

D. M. Pole-Evans, Esq., J.P.,
PORT HOWARD.

SGT/MF

623

Ref: 164/A/IV

19th December, 1958.

626

D/O

Douglas Pole-Evans has been authorised to continue work on the Port Howard - Chartres track, using the rotovator and his own Fordson. Up to a point about one mile inside the Chartres boundary, beyond which he does not consider it necessary to rotovate further, Douglas estimates the job will take ten to fourteen days. Government is paying the operator's wages and will meet the cost of fuel.

We are considering the possibility of continuing work with the rotovator and tractor on the Fox Bay - Chartres track when the costs are known.

620 I have written to Keith, enquiring whether he could make a man available for this work and have asked for an estimate of the time and cost. Alternatively, perhaps you could supply a man for the job. I've told Keith that I would put the question to you in case he has no one available.

No doubt you will wish to discuss with Keith and I should then be grateful for your views.

With kind regards,

S. ~~G. Trees.~~

Reply at 626

W. H. Clement, Esq., J.P.,
FOX BAY EAST.

SGT/FH

BU 7.1.5

624

Office.

Then b.u. in a week's time say 15 January if no reply from Mr Keith Clement has been received by then.

BU 15/1/59

6/1/59.

625.

Pol.

In discussing best offices with Dr Marshall this morning he mentioned that Wick Clement was most unlikely to put pen to paper on any subject until he had finished Pensioning (and so doubt recovered from Pensioning)

Bee end of the month

[illegible]
17/1/59

Bee 31/1/59.

[illegible]

626

Fox Bay East,
Falkland Islands,
S. Atlantic

11th.January,1959.

Dear D.T.

623 Thank you for your letter of 19th.December,re Camp Tracks, I did speak to Keith about this matter after receiving your letter, but I find out that the Rotovator at Port Howard is a power driven unit,and at the moment we have no power take-off with either of our two tractors.

However,Keith did say that he would untertake to rotovate the track from Little Chatrres to where necessary in our camp.

The part that needs smoothing is between L.Chartres and the first stream,known as Jimmy Lang's Ditch,this part is very rough.

I have enclosed a list of items owed us by the Medical Dept.

NB

66, sheets Nissen Hut Iron,
108, Pcs. 1½ X 3, S.Point Timber,
104, Posts.

Yours Sincerely

D.Nicholson Clement

The Hon.A.G.Denton - Thompson,Esq.M.C.
Stanley.

627
file and M
WFH

627.

Supt. P.W.

Cannot the tractor we have at Port Howard operate the rotovator?

[illegible]
22/1/59.

628

HCS I see no reason why it shouldn't as P/Sr informed me he had sent a power drive unit to Port Howard to be fitted to the tractor

AGh
23/1/59

B.U. 28/1/59.

[illegible] 24/1/59

629

Chartres
West Falklands
18th January, 1958

Dear Stan,

620 I am sorry not to have replied to yours of 19th December before but better late than never I suppose.

I have just been talking to Douglas and Wick and Douglas is using his own tractor which has a power take off. I have no tractor with one attached and I had supposed the David Brown would be used for the job. I understand everything is at Port Howard for attaching it to the David Brown and if that could be used I could supply an operater to do a further two miles on the Port Howard-Chartres track and a possible four miles on the Chartres-Fox Bay track. There are masses of spare parts for the David Brown here as you probably know.

Providing Government are prepared to pay the Operater's wages to whom I pay £30. per month and are providing the necessary fuel the total cost should not exceed one month's wages.

Wick has no objection to my operating on his camp and I have none to Douglas rotavating I mile inside our boundary. Wick cannot spare anybody to operate the machine this summer.

With kind regards

Yours sincerely

Tim

Hon. S.G.Trees Esq M.V.O.
Stanley

630

Reply at 632, 633, 634

On file.
26/1/58

631

Office.

T/. issue Pilgrim at b.c.

CHJ.
29/1/59.

632

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

SENT

Number	Office of Origin	Words	Handed in at	Date
				31.1.59

To

LUXTON CHARTRES HO A/C

Repeated Pole-Evans Port Howard and Clement Fox Bay. Your letter 18th January to Treas. No objection you proceeding immediately with rotovation as proposed. We will provide fuel and pay operators wages as stipulated in your letter. Please forward accounts to Public Works Department and progress reports to me if possible. Regards

DENTON-THOMPSON

Time AGDT/IM

See 636

633

S/CS

629-632 for inf. pl.

4/2/59.

634

Ltcs

Seen thank you

AGL

5/2/59

Ru. 15/3.

1|A|iv

635

17th February, 59.

To: The Acting Registrar,

Supreme Court,

STANLEY.

From; The Colonial Secretary.

I should be very grateful if you would let me have a short Memo on the legal position that will arise from the following instant -

A group of Stanley residents set off in a lorry to go to Darwin for the Sports. While crossing a small camp bridge, the bridge gives way, the lorry overturns and two or three people are seriously injured. Who, if anyone, is legally responsible? It is assumed, in this case, that the accident occurs on land belonging to Falkland Islands Company.

(Sgd) A. G. Denton-Thompson.

COLONIAL SECRETARY.

AGDT/FH

7/3
Bu. 29

DECODE.

63

TELEGRAM.

From COLONIAL SECRETARY

To LUXTON, CHARTRES

Despatched : 5th March, *19* 59 *Time :* 1500

Received : *19* *Time :*

632 My telegram of 31st January. Camp tracks.
Grateful to know progress. Regards.

Reply at 635.

DENTON-THOMPSON.

P/L:
AGDT/IM

637

DECODE.

TELEGRAM.

From COLONIAL SECRETARY

To POLE EVANS, PORT HOWARD

Despatched : 5th March, *19* 59 *Time :* 1530

Received : *19* *Time :*

Understand David Brown tractor in particular and Buffalo to lesser extent are deteriorating from exposure. If David Brown is not going to be used for camp tracks I propose to arrange for it to be shipped back to Stanley. In the meantime though I fully appreciate your difficulties is there any hope of getting at least the David Brown under cover. Regards.

DENTON-THOMPSON.

P/L:
AGDT/IM

Tel in?

638

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

Number	Office of Origin	Words	Handed in at	Date
20	Foxbay etat	29	0900	6.3.59.

To

Denton-Thompson Stanley

Understand Douglas cannot start his end of track until after dipping stop I will have this end done as soon as equipment reches our boundary regards

Keith

639

On file.
C.B.T.
6.3.59

Time

RNB/

640

B.U. one week.

9.3.54.

Bu. 16/3/54

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

17
641

Number	Office of Origin	Words	Handed In at	Date
186	Fox Bay etat	45	0900	25.3.59.

To
Denton Thompson Stanley

Could collect David Brown tractor about mid April from Port Howard as Douglas will not be using it stop It can be covered at our boundary with its own tarpaulin which is here until such time as other equipment reaches there regards

Keith.

Time

C

64

DECODE.

TELEGRAM.

From MANAGER, PORT HOWARD

To COLONIAL SECRETARY, STANLEY.

Despatched : 1st April, *19*59 *Time :* 0900

Received : 2nd April, *19*59 *Time :* 1000

Intend using David Brown to tow caravan as far as Chartres Boundary while rotovating track. After which will hand same over to Chartres. Will this be in order Luxton agreeable.

HOWARD.

P/L:IM

Reply at 643

643

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				2/4/59.

To

MANAGER, PORT HOWARD — NO A/C

643 Many thanks your telegram regarding David Brown stop Arrangement seems quite suitable regards

DENTON THOMPSON

Time AGDT/EM

644

JAMES LOVEGROVE WALDRON,
LIMITED.

Telegraphic Address:
HOWARD, FOXBAY, FALKLANDS.
BENTLEY'S CODE USED.

Port Howard,
West Falkland Islands.

COLONIAL SECRETARY'S OFFICE
13 JUN 1959
FALKLAND ISLANDS

June 11th 1959.

The Colonial Secretary,
Stanley.

Dear Sir,

Reference your recent telegram stating that Government cannot undertake any more camp track work.

What is the position regarding cement for the bridges concrete buttresses?.

We have the government timber on hand and were asked to erect the bridges using our own cement which government would replace after construction was completed.

We will be shipping the David Brown tractor and bulldozer by "A. E. S." this coming camp voyage. Please note that the tractor has no fan belt and will have the radiator water drained.

Yours faithfully,

JAMES LOVEGROVE WALDRON LTD.

Dudley Evans. FALKLAND MANAGER.

S/W.

645

If we have the money we could ship the cement out now? This will have to be done before 30th June. I shd. be glad of your early observations.

15/6/59

646

H.C.S. I have squared this up and the cement (9 drums) to go out next Philomel. ASL 28/7/59

647

Mr Lovegrove Evans informed by S/W.

648

Rec'd to Kiv. Agreement with Rowlands on 20/8.

10/8/59.

Rec'd. 27/8/59

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

649

W. & S. LTD.

Number	Office of Origin	Words	Handed in at	Date
	Fay etat		21.8.59.	

To

Britain Punta Arenas (H.o. A/c)

610 No.1. Yourlet 511/58 of 13th November 1958 Timber stop Please cancel order

Secretary

Time JB/IM Rep. ok 650 Copy to S/W. KW 648 22/8/59

650

DECODE.

TELEGRAM.

From Britainar, Punta Arenas, Chile.

To Colonial Secretary, Stanley.

Despatched : 22nd August, *19* 59. *Time :* 1520

Received : 24th August, *19* 59. *Time :* 1015

649

Your cable No. 1. Timber outsize pieces specially ordered ready for shipment since October 1958 suppliers insist fulfilment compromise.

Britain~~ar~~.

651

S/W

Looks as though we shall have to take it - can you absorb the cost from unallocated stores? Let me know early as we will have to reserve space on "Darwin" in advance.

(Intld.)
J.B.
24/8/59.

Reply at 654

652

HCS

We must buy on unallocated Stores.

25/8/59

P/L:IM

653

A/A.C.S

Issue telegram then ~~[illegible]~~ ask Shipping Office to reserve space if S/LS hasn't already done so.

26/8/59

654

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
	Fay otat		26.8.59.	

To

Britain Punta Arenas (H.O. A/c)

650 refers

No. 2. In circumstances will lift timber on Darwin September

Secretary

655

NB

Space released on Darwin

Time JB/EM

KIV

BU on 648

656

S/W

How is Rowlands progressing with the overhaul of the Buffalo?

27/8/59

657

HCL I have seen Mr Rowlands and he informs me the Buffalo will be ready for work by the end of September

9/9/59.

658

S/W He will have sign some sort of an *undertaking — will you please therefore suggest anything you think should be included in it.

See 660.

*before he commences work.

659.

San Carlos
14 Sept 1959

Dear Sir

I have been told that if I owned a car etc, I must get permission from Mr. Bonner before I am allowed to go on the Road, which was made by the Government, as it is supposed to of been made for his use only. Would you please write to me and explain if it is a Government Road or did Mr Bonner pay for the making of it himself., I would like this explained please as there are a few people out here has ask me, who the Road belongs to, and if I must ask Government or Mr Bonner permission to use the Road.

Yours Truly
C. Dickson

On file re – 'Camp Tracks'

Reply dr 665.

See Cpl - Dem Carlos - see 668

fs. 660-662 extracted to 1641/c. Hire of Camp Tracks Equipment to J. Rowlands,

Public Works Department,

Stanley, Falkland Islands.

HCS.

660. ..... 19.....

Other than conditions agreed by Sec. and Rowlands there is only one condition that I can see, that is that the whole of the machinery should be returned to government on completion of job in good working condition fair wear and tear excepted

R G Lwemore
Supt/Works
17/9/59.

Office

A/RCS.

661.

Find out from Rowlands when he hopes to depart for the Camp. We shall have to have some some undertaking signed up before he goes.

111 in 1641/B refers

Ag ACS.

662

I have spoken to Mr Rowlands & he hopes to depart sometime between the 18/9/59

See from 659

663

Y.H.

659.

Although it doesn't appear to be laid down I consider the answer here is that the Manager has the authority to close the track to traffic at any time in the interests of its preservation?

664.

I hope that Brown is not going to adopt a dog in the manger attitude over this (I can't believe he would be so stupid) but if he does this we may be in for a difficult time. I have pencilled in one or two suggested alterations.

A.G.T. 23.9.54

1641/A/IV

665

25th September, 59

Sir,

659

I am directed to refer to your letter of the 14th September, 1959, regarding the use of the Government track on San Carlos land and to inform you that the purpose of the camp track scheme was to facilitate and improve travel for everyone and it has never been Government's intention that a camp track should be regarded as the property of any one particular person. So far as Government is concerned, however, Managers have the authority to close a track to general traffic at any time (but usually in the winter only) in the interests of its preservation.

I am,
Sir,
Your obedient servant,

(Sgd.) J. Bound.

ACTING COLONIAL SECRETARY.

Mr. C. Dickson,
SAN CARLOS.

Copies to Manager, San Carlos.
Chief Constable.

JB/LM

K11 661

NOTE:

Folios 666 – 667 transferred to 1641/C – Hire of Camp Tracks Equipment to J. Rowlands.

FH.
16/7/59.

1041/A/5

668

COLONIAL SECRETARY'S OFFICE
- 7 OCT 1959
FALKLAND ISLANDS

British Consulate,
Punta Arenas, Chile.

511/59.

September 24, 1959.

Sir,

654

With reference to your cable No. 2 dated 26th ulto., I have the honour to inform you that the timber referred to has been shipped in the R.M.S. "Darwin".

2. The Agents for the Falkland Islands Coy. here, Messrs. Oficina Dick, have included the timber in the shipments they are effecting for their represented in the Falklands, in consequenc payment for same will be made by them and the the Falkland Is.Coy. will demand payment in the Falklands. This has been done in order to facilitate the export of the timber, as one application for export only has been made.

3. I am enclosing copy of the suppliers bill for the timber and no doubt Messrs. Oficina Dick or the Falkland Is. Coy. will present theirs for loading, freight etc. charges.

I am, Sir,

Your obedient Servant,

A. D. King.
Acting British Consul.

The Colonial Secretary,
Port Stanley.

669

669a

S/W
Tonnie
8/x/59

HCl
Noted by ASL
14/x/59

670

Punta Arenas, 14 de Septiembre de 1959

Señor CONSULADO BRITANICO c/c. GOBIERNO DE LAS ISLAS MALVINAS.-

a Grimaldi & Cia.

Impuesto adicional pagado con el talón.-

DEBE

8 piezas de 8 x 14 x 36 a $ 90.334 c/u $ 723.072

8 pieces 8 x 14 x 36'

Following figures from P.&D:-

£ 262 - 10 - 4

Freight 18 - 10 - 9

£ 281 - 1 - 1

27.12.59

Discussed in S.F.C. & agreed that as the timber was originally ordered for bridging in the Chaco area, it shd. be sent out.

671

Recalled for filing f. 672.

14/10/59.

671A.

NOTE

fs. 672-674 transferred to 1641/C - Hire of Camp Tracks Equipment to J. Rowlands.

FH.
16/X/59.

1630 1663

672

JAMES LOVEGROVE WALDRON,
LIMITED.

Telegraphic Address:
HOWARD, FOXBAY, FALKLANDS.
BENTLEY'S CODE USED.

Port Howard,
West Falkland Islands.

Oct. 27th. 1959.

COLONIAL SECRETARY'S OFFICE
11 NOV 1959
FALKLAND ISLANDS

The Colonial Secretary,
Stanley.

Dear Sir,

We handed over the Government Rotavator to Messrs. Luxton & Anson of Chartres last week.

Extracted to Passport Folder.

Mrs. M. O. Stephens passport.

Would you please hand this passport to the Falkland Islands Trading Co's shipping office, where she will collect same.

Yours faithfully,

JAMES LOVEGROVE WALDRON LTD.

D. Pole-Evans. FALKLAND MANAGER.

Ack'd
11.11.59

673

S/S.
1. Note (672), para. 1
2. Mr. Cibrak tells me there are Buffalo spares at Goose Green. Should we get them in?
7/11/59

3

674A

HCS

I have not been informed until now about Shares at Darwin however I will get them to Stanley as soon as possible

26/11/59

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

674

Number	Office of Origin	Words	Handed in at	Date
	Psy etat			18. 12. 59.

To

Luxton Chartres. (H.o. A/c)

Yourlet 23rd November stop What number of pads and bolts are required stop Timber for bridges being shipped first opportunity

Reply at 675

Colonial Secretary

Time JB/IM

Copy sent to S/W.

675

DECODE.

TELEGRAM.

From Luxton, Chartres.

To Colonial Secretary, Stanley.

Despatched: 22nd December, *19* 59. *Time:* 0900.

Received: 22nd December, *19* 59. *Time:* 1530.

674 Reference your telegram 18th. Parts for Buffalo required pads 128 bolts 1920.

Luxton.

676

Copy to S/W.

(Intld.)

JB

23/12/59.

P/L : IM

677

S/W

Reverse.

If we supply these will it leave the East Darkland Buffaloes short?

14.1.60.

678.

HCL

The pads have been sent to Charters and 700 Bolts. I have some pads left in Stanley that are completely out of bolts

679

HCL

To see from 668.

23/1/60.

21/1/60

680.

Thank you. Pl. hold 673 B. for stats. Watch this

25.1.60

Burns 2/60

681.

COLONIAL SECRETARY'S OFFICE
18 FEB 1960
FALKLAND ISLANDS

Chartres, West Falklands
13th February, 1960

Sir,

I have now received the necessary pads and bolts for re-newing the Buffalo tracks. Since the Philomel arrived we have been too busy with shearing and now West Sports next week to make an a start on the job. It will be started immediately after the holiday.

Would Government consider paying the wages of one man, my mechanic, for doing this with another part time. The wages of the mechanic would be £56. per month plus overtime at 3/- per hour and the part time man £28. per month plus overtime at the same rate. Naturally I would guarantee the machine to be in good working order when I have completed the work for which I wished to hire it.

Timber for bridges was short shipped by 'Darwin'. I understand it is too long for 'Philomel' to carry.

I am, Sir
Yours faithfully

H. Luxton.

The Hon. Colonial Secretary

Stanley

Ackd
18.2.60

Reply at 683.

682.

Y.H.

Reverse.

We have no figures for this - to agree would be contrary to the policy adopted with the East Indians machine. This was put in working order by the time Rowlands without any charge to G.N.E.

19.2.60

Re 1641/A/IV

683

4th March, 1960.

Dear ~~Mr. Luxton~~ Keith,

Would you please refer to your letter of the 13th February about the Buffalo machine. I am sorry I have been so long in dealing with the matter.

Your request puts us in a little bit of a fix because we have no funds, and frankly I do not think we could get them. Certainly so far as the East Buffalo is concerned, we have insisted that the man who has taken it on should do his own maintenance and all the work that was required to put it into running order.

I wonder whether you could possible reconsider your proposal as I am afraid we would find the greatest difficulty in acceding to your suggestion.

I am looking into the question of timber. I am very sorry that it was apparently short shipped.

Very many thanks for agreeing to act as Returning Officer.

The election should be interesting!

Yours sincerely,

~~A. G. Denton-Thompson.~~
Aubrey D.-T.

K. Luxton, Esq., J.P.,
CHAIRES.

Reply at 687

684

AGDT/FH

Rosslands hinted that he might be interested in taking over the West machine on similar terms to the East one - depending of course if the work offering would warrant the service of two machines.

7/3/60.

685

A.C.S.

Then perhaps we could discuss with Rowlands the next time he is in?

8.3.60

686

Bill, the next time Rowlands comes to Stanley, pl.

8.3.60.

Mr Rowland's letter not known.

BU to Kiv
BU 28.3.60

687.

Chartres
West Falklands
10th March, 1960

Dear D.T.,

683 Thank you for your letter of 4th March. I had not expected government to agree to paying the cost in wages for repair of the Buffalo as I understand they were they were let in for quite a large sum for help to Carlyle when the Buffalo was ay Port Howard.

I am prepared to put the Buffalo in running order when I can spare my mechanic to do so and to operate the machine for the same purposes as I wanted it before but I would like some guarantee that having done so it would not be hired to some other person before I have finished with it.

The putting into running order is quite a job as most of the bolts holding the pads to the plates have been rivetted and will have to be burned off. Carlyle did that knowing quite well yhat he would not have to renew the tracks while he was here. I have not been a able to tackle the job up to now as the West Sports held up most other work. It spoils three weeks before and a fortnight afterwards getting ready and then pulling everything down with all hands on the job.

I have one more tractor to attend to and then I hope to get the Buffalo in here where we have the applicances for dealing with the tracks. Would your please confirm that I may still hire it as agreed before when weather permits. I suppose this drought is bound to break soon. At the moment feed is short and prospects for next year are not too bright.

Bill was very keen on operating the machine and wanted me to make a bid and buy it outright but I would not have enough for it to do and it would end as a white elephant. So far, I have not heard that he has arrived in U.K. but no news is good news.

Yours sincerely

Neil

Reply at 688.

A. G. Denton-Thompson Esq., O.B.E., M.C.

Stanley

On file

688

Ref: 164/A/IV

24th March, 1960.

Dear Mr. Luxton,

687

Thank you for your letter of the 10th March, about the Buffalo.

Certainly you can hire the machine on the agreed basis though naturally we would like to see it at work fairly soon. We can also give you an undertaking that it won't be hired to anyone else while you still have a need for it, though again I think it would have to be on the understanding that you are making full use of it. Obviously if you were not using it and other people wanted it, then it would be difficult to resist their application.

Yours sincerely,

(Sgd.) A.G. Denton-Thompson.

luxton, Esq., J.P.
CHARTRES.

AG1/LH

DECODE.

No. 181.

TELEGRAM.

From Manager, Port Howard.

To Colonial Secretary, Stanley

Despatched : 19th March, *19*60. *Time :* 0900

Received : 20th March, *19*60. *Time :*

Could we again rent the large camp tracks caravan. If convenient would like to rent same 12 months as from April 1st 1960. Please reply stating rental.

Howard.

690

Comm Office

28/3/60

Reply at 90

Bu 2

P/L:LH

690

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				29.3.60.

To

Howard Fox Bay (H.O. A/c)

689 Yourtel 19th stop You may rent caravan for 12 months as from 1st April stop Rental £1 per month stop Repairs and maintenance your commitment

Colonial Secretary

Time JB/IH

BU 24.4.60 → to Kiv [illegible] Rowlands [illegible] (690)

BU 8/5/60 (Mr Rowlands [illegible])

BU 13/5/60 (Mr Rowlands [illegible] 12/5/60)

Mr Rowlands is in town today

BU. 20.5.60
BU 10/6/60

691.

Fitzroy
June 2nd. 1960

COLONIAL SECRETARY'S OFFICE
4 JUN 1960
FALKLAND ISLANDS

The Colonial Secretary,
Stanley.

Sir,

I have the honour to put forward for your consideration a suggestion that a bridge be built over the Murrel River at a suitable spot near the Corner Pass. These are my reasons.

1) Several tracks converge at the Corner Pass which are used by vehicles, riders or drovers. These tracks lead to Johnson's Harbour, Rincon Grande, Pt. Louis, Green Patch and even Salvador via Rincon Grande or Green Patch.

2) There are vehicles at all these places capable of using this track and no doubt the number will increase.

3) As far as I know no money has ever been spent by Government to improve a track serving this area.

4) The bridge, built at Government expense many years ago, on the Teal Inlet track will not serve the purpose I have in mind because of the nature of the ground on the West side of the river.

5) The Murrel in spate can be swift and dangerous and the time is surely coming when an accident will occur at the Corner Pass through foolhardy attempts to cross when the river is rising.

I suggest therefore ;

1) That the cost might be born partly by Government and partly by the farms concerned.

2) That the bridge either be made wide enough and strong enough to take a tractor and trailer fully loaded, or, if this is too expensive, only wide enough to take a light machine no bigger than a Landrover.

3) That the interested owners be approached for their opinions also Stanley butchers.

I have the honour to be,
Sir,
your obedient Servant,

F. C. Clement.

Ack'd
JH
4/6/60

Reply at 694.

See 698

Supt. P.Ws.

692

J.691.

What would it cost to build a substantial bridge to take

(a) a tractor and loaded trailer or indeed a loaded lorry and

(b) a landrover.

[illegible]
11. 6. 60.

HCS

693

I am unable to answer A. or B. at the pres[illegible] I will have to go to this place and find out (1) State of River Banks)

(2) Span. (size of timbers are controlle[illegible]

(3) Flow and Speed of Water.

(4) Getting material to site.

I suggest I go out the first available opertunity and make a full report.

[illegible]
S/Works
June 14th 1960

S/W.

694

Please have at least a preliminary report before 27/6. when there will be a S.F.C meeting.

[illegible]

7/9/[illegible]

695

409 We spoke & meeting at 2.30
Mon 25th.
AGL

l by Sp

696

Ref: 1641/4/IV

16th June, 1960.

Dr Mr. Clement,

59

Would you please refer to your official letter of the 2nd June, about a bridge over the Murral near Corner Pass.

The idea is a good one and we will put it to S.P.C. for consideration in due course. Livermore is going out there to have a look at the site and draw up two alternative estimates -

1. for a landrover
2. for a tractor and trailer or loaded lorry.

Then we can approach the farms, see what they are prepared to do about it, and then talk it over in S.P.C.

Yours sincerely,

A. G. Donten-Thompson.
Acting D.C.

See 698

The Honourable
J. T. Clement,
FIERROY

ACD/MF
Copy to: Supt. Of Works.

S/W

Please go out as soon as possible and I suggest you take McPhee with you since he probably knows the track from a landrover point of view as well as anyone

Weather not available
Bu 8.9.60

Bu 8.9.60

697

Hon. S.,

At S.F.C. meeting held on 27/28th September, 1960 he undertook to seek financial aid from the various firms that would benefit from the proposed bridge over the tunnel.

A.C.T.
29. 9. 60.

BU 3.11.60

BU 30.11.60.

for SFC meeting 12.5.61

xtract from Minutes of Meeting of the Standing Finance Committee eld on the 3rd and 4th May, 1961. Original filed in 1040/A/II.

. . . . . .

6. It was decided not to pursue the proposal for a new bridge to cross the Murrel River near Corner Pen Pass.

69 refers.

for
6.6.61

Closed

See Volume V.

BU 24/6/65

LA 13/6

Pa