

CONFIDENTIAL.

UTI/PWD/3#3

SECRETARIAT

(Formerly)

SUBJECT:

PUBLIC WORKS DEPARTMENT

Major Works out to Contract in the United Kingdom.

CONNECTED FILES.

NUMBER	
0825	Public Works Department (complete copy Mr. Pape's report)
0452	Repair of ROADS in and around Stanley
0040/F	Development Programme - Sewerage System.
0491	Stanley Water Supply.
0040/II	Development Policy.

0825/I.

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5
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I.

1A

Extract from the minutes of a meeting of the Executive Council
held on the 11th of June, 1953.

21. Water Supply, Roads, etc. in Stanley.

His Excellency, referring to the ever-worsening man-power position in the Colony recorded his opinion that the major works remaining to be done must be put out to contract in the United Kingdom. He referred particularly to Major Pape's report on the proposed new water supply and the rebuilding of the roads with the associated commitments regarding sewerage, drainage and paving which were all interlocked; it would cost a great deal of money, at a rough guess £ $\frac{1}{4}$ million. The labour situation had deteriorated to the point where it was clearly impossible for these tasks to be attempted by local labour for they would never be finished. He had therefore instructed the Superintendent of Works to draw up a specification of the work required with a Schedule of materials etc. available here and subject to Council's views he intended to forward this at once, together with Major Pape's report, to the Crown Agents for the Colonies to put the project as a whole out to tender. He would propose retaining Major Pape to brief the contractor on local difficulties. He made the further point that part of the Colony's C. D. W. grant had been earmarked for one or other of these schemes and this money would lapse in 1957.

Council unanimously endorsed the proposal.


Clerk of the Executive Council.

J.B.

the H.C.S.

3-4

2. Draft re Development loan s/f.c. - appropriate file is under review.

3. Scrutiny of March Stock Exchange List reveals we could not at present go to India without offering 4%.

As I supposed.

4. Assuming the loan was issued at 4% repayable in 20 yrs our annual recurrent charges over this period would be:-

Interest	£10,000
* Redemption Fund Contribution	9,304
Total	£19,304

* Calculated at 3% interest being received on investment of contributions.

5. Our surplus balance (including Reserve) is about £660,000. The hypothetical saving over the period by utilising loan money instead of our own is £65,448 apart from the consideration of preserving it for use in an emergency.

J.B.
17/6/53

^{4%} Above
I am not sure I have not amended as I am not clear whether J.B. asked C. for a draft despatch or material for a D/O letter which J.B.'s is to write to the C.O.

17/6

CS. I am obliged to Mr. Briscoe.

5. I attach d/o letter to Harry Bonadilla. By the same mail we should send:-

- (a) Formal despatch to S & S in much the same terms (but more briefly put) inviting his approval in principle and saying that the advice of the appropriate Department has

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been sought regarding procedure

7. (b) Letter to the Comptroller forwarding the plan & annexes
21. (c) Copy of (b) and a covering letter to Mr. Pope and
22. (d) d/o letter from me to R.W. Foxlee CMC Engineer-in-Chief of the Comptroller bespeaking his personal interest and help in the project.

2. After the mail goes we must work up a case with full engineering and financial details for me to put to our Consultative Assembly.

MC. 18/
Vi. 53

Sir,

I have the honour to refer to the Revised Development Programme which accompanied my (142) and to inform you that a revised estimate for effecting the undernoted improvements in Stanley puts the total cost ~~of~~ at £300,000.

1. Improvements Stanley Water Supply
2. Improvements Stanley Drainage^{or Sewerage} System.
3. Reconditioning of Roads^{or Pavements}, Stanley.

2. The original estimate for these works was £80,650 of which £40,650 is to be provided from Colonial Development and Welfare Funds, the Colony is therefore ~~forced~~ with finding £260,000 to carry out these very much needed improvements.

3. Whilst the money could be found ~~from~~ surplus balances, to do so would in my opinion bring our reserves dangerously low, and I consider that the Colony's share of the cost would more properly be met by loan expenditure.

4. Your approval in principle to the floating of a loan of £250,000 is therefore sought, and if given I would wish to seek your advice on the form the loan should take.

5. At present there is £700,000 lying idle in the Government Savings Bank, and there can be no doubt that if a loan is to be raised it should be within the Colony. Its people are however extremely conservative, and it is impossible to ~~forecast~~^{forecast} to what extent such a loan would be subscribed, for whilst a higher rate of interest than that offered by the Savings Bank ($2\frac{1}{2}\%$) would certainly be attractive the prospect of immobilizing money for a long period, say 20 years, may well prove a deterrent.

6. I would therefore suggest the loan should take one of the following forms:-

- a. Flotation on the London market with a reservation for local investors.
- b. A local issue with power to go to the London market for any unsubscribed balance.

One point I must mention regarding local investment, is that our poor communications would necessitate the Application List being kept open for possibly two months in order that residents in the Camp might be afforded an opportunity for investment.

GOVERNMENT HOUSE,
STANLEY, FALKLAND ISLANDS.

19th June, 1953.

CONFIDENTIAL

Harry.
Dear Bourdillon,

Being one of the very few Colonies which has no public debt there is nothing on the files here to tell us how to set about floating a loan and I shall be most grateful for your advice.

The need for a loan is to finance an improvement scheme for Stanley which comprises a new water supply (we brought out an engineer to investigate and have accepted his report and accompanying estimate of £50,000); renewal of the entire roads system - ruined by the garrison vehicles during the war, and now disintegrating - together with drainage and paving throughout; sewerage (many houses are still dependent on night-soil removal), and extension of electric light and power cables. There is no labour available locally for a task of this magnitude - there is now indeed barely sufficient for ordinary maintenance, so that the work must be put out to contract in the United Kingdom, the contractor to bring out his own labour.

I have been much embarrassed hitherto in framing my development plan by the absence of any records of costing - there were literally none - but it is quite clear to me that the tentative estimates which were put up in 1950 bear no relation to what is likely and, of course, prices have soared since those estimates were originally framed. The condition of the roads, too, has greatly deteriorated since then because I have never had the labour to tackle them. Since then, again, we have installed a new power supply for which, while we are about it, it is desirable to provide for future needs in the way of underground cables and so forth.

In the light of experience I am satisfied that to have the scheme carried out by a contractor, as it must be, the total cost will be little short of £300,000 towards which £40,650 has been earmarked from our Colonial Development and Welfare allocation. I must therefore find £250,000.

I could in fact find the money from existing surplus balances which stand now at £660,000 but having built this reserve up painfully from about £260,000 in 1946 I consider it prudent to keep this against a rainy day (our economy rests on one product - wool - and it is very vulnerable; we now have meat as well but it will be some years before the freezer gets into top gear) and to spread the load over, say, twenty years.

See 31 *Reply at 52.*

H. T. Bourdillon, Esq., C.M.G.,
COLONIAL OFFICE.

/There

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There is, at present, in addition, a little matter of £700,000 (subscribers' money) lying idle in the Government Savings Bank so that it is clear that the money could and should be raised locally but these are an extremely conservative people and whilst a higher rate of interest than the 2½% they receive from the Savings Bank might prove attractive, the prospect of immobilising money for a long period - even though they were able to negotiate the shares at will - may prove a deterrent. We are not accustomed to such goings on in these parts.

The alternatives which appear to be open to us are

- (a) Flotation on the London market with a reserved quota for local investors who must certainly be given the opportunity or,
- (b) A local issue with access to the London market for any unsubscribed balance,

and it is here as well as on the procedure to be adopted and on the acceptability of such a loan in the market that I would be glad of your advice.

My Executive Council is unanimously in favour of my proposal and I am seeking the Secretary of State's approval in principle on this mail; the engineering project also goes to the Crown Agents in the same mail for preliminary examination preparatory to inviting tenders. As it is a matter of some urgency I shall be most obliged if you can let me have your views by confidential telegram.

7.

I should add perhaps that the Colony's finances are now in stable condition and that as long ago as 1946 I was told by your Department that I could go to the market for £250,000. I am aware that money is tighter now but it would now be a much sounder investment.

Yours sincerely,

(Sgd) Miles Clifford.

7.

Copies to: MR. Pape (See 21).
S.W.

0325/1

18th June, 55.

Gentlemen,

I am directed to refer to your letter N/367/17 of the 5th of March, 1955, enclosing 2 copy of Mr. G. S. Pape's report on the Stanley Town Water Supply. 68 m 0491.

2. In addition to this commitment there are a number of other major Public works in Stanley - renovation of roads, renewal and expansion of drainage and sewerage system and paving - which have long been outstanding, and with most of which Mr. Pape is familiar.

3. On reviewing the situation, it has become obvious that there is neither the labour nor the technical knowledge available here to carry out these works and the only solution which offers itself is to put the whole programme out to contract in the United Kingdom.

8-
4. Details of the requirements are attached and I am to request that you will now call for tenders and advise on the most suitable application.

5. It is more than probable that the information contained in the enclosures will be insufficient for advertising purposes and I am to request that you will advise me telegraphically as to any additional details that may be required.

6. In this connection and in view of his first hand knowledge of local conditions it is desired to retain the services of Mr. Pape as Government's adviser in this matter. Mr. Pape is being approached separately and if he is agreeable, he will be asked to get in touch with you direct and I am to request that you will then negotiate and arrange the question of his remuneration.

I am,
Sir,
Your obedient servant,

(Sgd) C. Campbell

Colonial Secretary.

50
Reply at ~~16~~

The Crown Agents for the Colonies,
4, Millbank, Westminster,
LONDON, S.W.1.

See 101

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APPENDIX A.

Public Works Programme for the Town of Stanley to
be put out to Contract in the United Kingdom.

1. Renewal of Town Water Supply.

It is desired to implement Mr. Pape's report in full. A copy of this report is held by the Crown Agents.

2. Reconstruction of Town Roads.

See Appendix B. 9.

3. Renewal and Extension of Town Pavements.

See Appendix C. 12

4. Construction of Town Storm Water Drainage System.

See Appendix D. 14

5. Renewal and Extension of Town Sewerage System.

See Appendix E. 15.

6. Relaying of Town Telephone Cables.

See Appendix F. 17

Additional Information.

7. Local Labour Position.

See Appendix G. 18

8. Machinery and Materials Available Locally.

See Appendix H. 19

9. Maps of Town of Stanley.

See Appendix I. 20

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Road Requirements.

Attached is a list of the roads which require renovation.

2. The width shown is the actual width of the existing road exclusive of footage allowed for pavements.

3. The main road from Surf Bay to the Wireless Station ($5\frac{1}{2}$ miles) which is bisected by the town is to be 24ft. wide.

Added to this is the main Town Road (Ross Road 1,760 yds. long) which should also be 24ft. wide where possible.

4. All other roads will be governed by the widths shown against them.

5. All roads to be constructed of tar Macadam.

6. The following is an extract from a memorandum on the Stanley Roads prepared by Mr. Pape:-

"An alternative specification providing a durable more flexible and hard-wearing road surface at lower cost and with less labour and materials would be:-

- (a) Scarify the existing road surface, taking care not to disturb the foundations of the road. Collect, screen and grade the scarified material for re-use.
- (b) Provide additional road metal at the rate of about 1 cubic yard to 12 square yards of road surface.
- (c) Spread the mixture of new and salvaged road metal to a loose depth of about 5". Roll to shape, spreading clay hoggin material on a well watered surface in the later stages of the operation. The hoggin would be used at the rate of about 1 cubic yard per 40 square yards of surface to produce a closed and well cemented surface.
- (d) After an interval of some weeks and in fine dry weather clean the road surface by brooming with stiff brooms and apply a surface dressing of cut-back road bitumen (liquid at 50° F) at the rate of $\frac{3}{4}$ of a gallon per square yard.
- (e) Blind the surface with $\frac{1}{4}$ " gauge chippings, preferably, or, alternatively, but not so desirably, with coarse sand. Roll well in.

In my opinion this specification would produce a road surface adequately strong and durable to resist the traffic it will be required to carry and the winter climate of the Falkland Islands for several decades if it is treated at intervals of about 3-4 years with surface dressing of road bitumen as described in (d) and (e) above. It will be appreciated that this specification is the one under which the majority of country roads in the United Kingdom have been developed. The original water-bound macadam surfacing of these roads in general was treated between the years 1912-1925 with a tar - or bitumen - surface dressing - usually applied hot and they have been maintained in their present excellent condition by subsequent surface dressings using either tar or bitumen applied hot or cold.

Before deciding upon a specification - and there are others such as bitumen grouted construction and pre-coated tar-macadam - it will be advisable to give careful consideration to the cost and engineering effort involved in each. No attempts have been made to give comparative costs of concrete slab and bitumen surfaced macadam construction as I have been unable to find in the time available sufficient reliable data on which to base them. It may be, however, that water-bound bitumen surfaced macadam construction will prove to cost about 40% less than concrete slab construction.

Around Port Stanley, quartzite, a tough metamorphic rock forms the rock outcrops, stone runs and beach deposits which are available as sources of stone for road metal. This rock shows varying degrees of hardness depending on the extent to which it has been weathered; metal crushed from it is of good cubical shape, resists abrasion and brittle fracture and can be classified as a good road-stone. Considerable quantities of rock lie around in boulders and smaller stones thus reducing the effort required in quarrying. The beach material at Eliza Cove was, until about 15 months ago, used for building concrete aggregates and roadstone when the two crushers installed there became unserviceable. The intention, I understand, is to rehabilitate at least one of the crushers. The distance the crushed rock requires to be transported is an important factor in the choice of a site for the setting-up of a crusher. For phase (a) of the road programme the site should be as near Port Stanley as possible. The proposed site on the shoulder of Sappers Hill should prove a good one. I suggest that when the crushing plant is erected there, it should be enclosed and protected from the weather, so that work can continue during the winter months. Only in this way will it be possible to produce sufficient road metal to carry on road reconstruction throughout the summer months. Thus the best use will be made of the labour available, providing continuous work through summer and winter and guaranteeing the men the security of a permanent job."

NAME OF ROAD	EXISTING WIDTH	LENGTH
Glasgow Road	21 ft.	70 yds.
Callaghan Road	18 "	810 "
Davis Street	24 "	1,525 "
Fitzroy Road	20"	950 "
James Street	18 "	275 "
Snake Hill	24 "	500 "
Hebe Street	19 "	350 "
Philomel Street	21 "	475 "
Kent Road	19 "	150 "
John Street	20 "	610 "
Dean Street	18 "	550 "
Villiers Street	21 "	560 "
Drury Street	11 "	350 "
Allardyce Street	15 "	270 "
Brandon Road	21 "	600 "
Pioneer Row	12 "	260 "
Moody Street	15 "	240 "
St. Mary's Walk	23 "	350 "
Secretariat	14 "	150 "
Dairy Paddock Road	23 "	350 "
Balketts Hill	21 "	60 "
King Street	20 "	150 "
Reservoir Road	18 "	280 "
Hospital Road	14 "	50 "
Brisbane Road	20 "	400 "
Barrack Street	19 "	155 "
Cable Lane	12 "	120 "
Philomel Place	14 "	100 "
Surf Bay Road to W/T Station	16 "	120 "
Reservoir Road to Power Station	18 "	150 "

Total
 Total = 6 miles 420 yds. 10,980 "

Surf Bay - W/T Station
 (including Ross Road 1,760
 yds. long)

6½ miles

Grand Total = 12½ miles 420 yds.

Renewal and Extension of Town Pavements.

Pavements 4 feet in width to be constructed in concrete along the roads shewn in the attached list.

2. In some instances the pavement will run on both sides of the road and in other instances on one side only.

3. Instances also occur when existing property extends to the road edge and a break in the pavement is necessary.

This explains the discrepancy between the distances shewn in this list and those shewn in Appendix B.

PAVEMENTS.

13

Glasgow Road	130 yds.
Callaghan Road	1,400 "
Davis Street	1,640 "
Fitzroy Road	1,270 "
James Street	540 "
Hebe Street	350 "
Philomel Street	450 "
Kent Road	300 "
John Street	1,200 "
Dean Street	240 "
Villiers Street	1,100 "
Drury Street	100 "
Brandon Road	1,000 "
Pioneer Row	260 "
Moody Street	480 "
Allardyce Street	480 "
St. Mary's Walk	330 "
Dairy Paddock Road	130 "
Halketts Hill	60 "
King Street	150 "
Brisbane Road	380 "
Reservoir Road	75 "
Ross Road	1,200 "
Total	<u>13,265 "</u>

APPENDIX D.

Storm Water Drainage.

Provision must be made for storm water drainage to link up with the road and sewerage programmes.

Renewal and Extension of Town Sewerage System.

There are 6½ miles of sewerage which require to be renewed and relaid in accordance with Mr. Pape's recommendations.

2. The existing sewerage pipes are 9" and 6" in diameter but the Crown Agents for the Colonies may consider that 12" pipes with 6" connections are advisable.

3. The following is an extract from a memorandum prepared by Mr. Pape:-

"The main drainage of Port Stanley is on the combined system of carrying sewage and surface drainage in the same sewers. Disposal is by discharge, without treatment, into the harbour at some five or six points along the water-front. The gradients down to the discharge points are steep and the system appears to work reasonably well. About 200 houses are not connected and a night-soil collecting scheme still operates on the bucket system. The desirability of connecting these houses to the sewers and dispensing with night-soil collection is obvious but, as the latter is provided free of charge to the householder, there is no strong incentive and not more than three or four new connections are made yearly. Compulsory connection by enacting legislation has been proposed but has not yet been carried through. One aspect is the ability of the sewers to carry the extra load which would result from the connection of a further two hundred, or so, water-closets. A detailed study of the drainage system would be necessary before a definite opinion could be given and doubtless some, at least, of the smaller sewers would require to be relaid to larger sizes and others extended and lowered. It may well be, however, that the main sewer lines, which at present adequately carry surface water during heavy storms have the comparatively small extra capacity to absorb the additional sewage flow.

The sewerage system differs in some degree from the full requirements of good practice. In particular, the surface flow from the town roads is discharged direct into the sewers without the conventional trapped gulley pot intervening between the road grating and the sewer connection. There is thus nothing to prevent sewage odours rising from the sewers into the streets. At the same time it is desirable and usual to provide free ventilation to sewers by ventilation pipes installed at the head of each house drain. The position then is the sewers are ventilated through the road gratings

instead of through ventilation pipes carried up above roof level. A smell nuisance does not arise at present because, owing to the comparatively few houses connected, the ratio between sewage flow and surface flow is low, very considerable dilution taking place. If sewage flow were increased by about two hundred additional connections the smell nuisance may arise.

It appears that the sewers have not been laid on concrete bases and there is evidence, at some parts of the system, that pipes have collapsed for this reason. The extent of the collapse is not apparent by visual inspection but if it is considerable then a good deal of the flow in these sewers must be soaking away into the ground. Relaying of sewers should be undertaken wherever there are indications that they have collapsed or are leaking to any great extent. It is most desirable that, when new connections or repairs to existing sewers are made, the pipes shall be laid on a bed of weak concrete (1.8 mix.). It is also very desirable that new and reconstructed sewers should be tested for water tightness under a head of from two to eight feet before they are put into service; this should be enforced particularly in the case of house drains constructed by building owners."

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Relaying of Town Telephone Cables.

Three and a half miles of armoured telephone cable to be laid along certain roads in trenches two feet deep.

Cable to be supplied by Government.

Labour.

The Contractor should work on the assumption that no local labour is available, and it is not desired that he should attempt to employ any that might be. There is a chronic labour shortage in the Colony and if local resources are tapped it will only be to the detriment of existing Town Services and the Sheepfarming industry (from which the bulk of the funds for this major works programme will be derived).

2. It is appreciated that the contractor will almost certainly have to pay his gang at a higher rate of wages than that prevailing locally. It will be necessary therefore, in order not to upset the local wage structure, to require him to pay his men locally at the existing rates and to give them the balance on the completion of their contract in the form of a bonus.

Details of local rates which include the current cost of living allowance are as follows:

Tradesmen	) 45 hour	2/8	per hour of	£512	p.a.
Labourers	) week.	2/3	" " "	£265.	5.
					p.a.

Overtime (week days)

Tradesmen	)	3/8½	per hour
Labourers	)	3/1	" "

Overtime (Sundays)

Tradesmen	)	4/9	per hour
Labourers	)	3/11	" "

3. Accommodation. It is assumed that the Contractor's gang may number about 40 men. There is no available accommodation in Stanley and it will be necessary for the Contractor to construct a temporary camp on arrival. A suitable site (ex Army) is available to which water and light can be laid on.

4. Shipping. The Crown Agents for the Colonies will be aware of the limited passenger shipping facilities to and from the Colony and of the possibility of direct shipment of freight by Falkland Islands Company charter vessel which has great advantages, but even this may be insufficient and it may be more economical to charter a vessel to transport some of the men and materials if the quantity of material so warrants.

5. Workshop. Limited facilities (as known to Mr. Pape) are available in the Public Works Department.

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Machinery and Materials Available Locally.

- 2 Fixed Stone crushers 12" Jaws.
- 1 Portable Stone Crusher 8" "
- 2 Concrete Mixers size 10/7
- 1 Ten ton Steam Roller *(New said to be u/s.*
- 1 Three ton Diesel Roller.

Unlimited crushing stone of good quality within $\frac{1}{2}$ mile of the town (Sappers Hill) but it will require quarrying. There is also unlimited sand available at Surf Bay.

2. In addition the Government is in negotiation with the Colonial Development Corporation at Ajax Bay for the purchase of a compressor.

3. There are also two Fordson 3 ton lorries which would be available at the end of the peat-hauling season i.e. from April to October.

4. All the above items can be made available on hire or replacement terms as may be desired.

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APPENDIX I.

Maps Attached.

Main Map.

Existing sewers shown in RED.

New sewers to be laid shown in GREEN.

Small Map.

New sewers to be laid shown in RED.

19th June, 1953.

Dear Mr. Pape,

See 0491
After considering your very excellent Water Supply Report and our other Public Works requirements in Stanley, His Excellency has decided that the only practical method of carrying out these improvements is to put the whole works programme out to contract in the United Kingdom.

7
As you are in the unique position of possessing the requisite technical and local knowledge His Excellency has directed me to approach you and enquire whether you would be prepared to act as our adviser and liaison officer in this matter until such time as the contract has been arranged or the project has had to be abandoned.

8-20
We have started the ball rolling with a letter to the Crown Agents containing certain details and I enclose a copy for your information. ~~The Colonial Office have also been sent a copy.~~

If you feel prepared to take on this assignment I would be very grateful if you could advise me as soon as possible and make the necessary arrangements with the Crown Agents for the Colonies.

Yours sincerely,

(Sgd) C. Campbell

Mr. G.R. Pape, B. Eng. M.I.C.E., M.I.W.E.,
Hill-Cot,
Steeple Claydon,
Bletchley,
BUCKS.

Reply at 46.

GOVERNMENT HOUSE,
STANLEY, FALKLAND ISLANDS.

19th June, 1953.

Dear Foxlee,

There are outstanding in the Town of Stanley a number of major development works which we have been unable to tackle owing to chronic labour shortage in the Colony and the lack of qualified technical supervisors; the works in question are renovation of the roads and paving, renewal of the sewerage system, improvement of water supplies, storm drainage and underground telephone cables.

You will recall obtaining the services of Mr. G.R. Pape last year to advise on our water supply system and that he produced a very able report which we propose to adopt in toto.

As, however, it forms an integral part of our major works requirements it is clear that the only economical method of implementing it is to tackle the whole programme at one bite and because of our labour shortage the only practical solution which presents itself is to put this programme out to contract in the United Kingdom. There is the further consideration that Colonial Development and Welfare grants, which finance some part of it, expire in 1957.

I have accordingly sent preliminary details off to the Crown Agents and have asked them to call for tenders. I have at the same time written to Mr. Pape to ask him to act as our special adviser and liaison officer with you and with any contractor who may be engaged in view of his unique knowledge. We have no qualified engineer here and our requirements, as submitted, may need some interpreting.

The purpose of my letter is therefore to acquaint you with the brief facts and to enlist your personal interest and assistance in this problem. One of my main concerns is to avoid all possible delay for I have to float a loan to finance the scheme and the sooner we do this the better; I am hoping that about £300,000 will cover it.

Yours sincerely,
(Sgd) Miles Clifford.

Reply at 48

R.W. Foxlee, Esq., C.M.G.,
Engineer in Chief to the Crown Agents,
4, Millbank, Westminster,
LONDON, S.W. 1.

*Copy of Dec 110, f
in copies, plus be
herewith*

20th June, 1952.

Original filed in
0040/H

FALKLAND ISLANDS.

No. 110 COLONY.

CONFIDENTIAL

Sir,

0040/H at 142

I have the honour to refer to my Despatch No. 93 of 31st July, 1950, on the subject of the revised Development Plan for the Colony.

2. Last year I was able to secure the services of a water engineer, Mr. G. E. Page, to investigate and advise on our water supply problems and he has produced a very able report which I have no hesitation in adopting. Mr. Page however made it clear in this report that minor improvements will not solve our difficulties and that the only satisfactory course would be a complete renovation of the existing system at an estimated cost of £50,000.

3. The opportunity was taken, also, of seeking Mr. Page's advice on the re-making of the Stanley roads and the improvement of the drainage and sewerage systems. His report again made it clear that the entire sewerage system urgently requires replacement and expansion and that our original estimate for road conditioning bore little relation to present day costs; this latter I had to some extent anticipated. As you are aware the roads were ruined by military vehicles during the war and since I could not give them any priority, have steadily deteriorated.

They

4. As all these works, to which must be added paving and relaying of telephone cables to provide for future expansion, are interlinked, it is evident that they must be undertaken at the same time.

5. Owing to the absence of qualified technicians and the chronic and worsening labour shortage in the Colony - we have barely sufficient for day-to-day maintenance needs and the farms are under-manned - it is as impossible as it would be undesirable to embark on the programme with only local resources. The proper and indeed the only possible course is to try and put the work out to contract in the United Kingdom and to require the contractor to bring his own workmen.

6. It is very difficult to frame an estimate for this programme but I feel that the figure may not be far short of £500,000 which, with the Colonial Development and Welfare assistance already earmarked for roads and water supplies, would require the Colony to find about £250,000. This sum could be found from surplus balances which now stand at £660,000 but this reserve has been painfully built up from £260,000 in 1946 and I am unwilling to reduce it; the boom days of wool are unlikely to return and although the finances of the Colony are stable its needs in the matter of salaries and social services have grown. I consider it prudent therefore to maintain its reserves.

7. I accordingly seek your approval in principle for the flotation of a loan of £250,000 to be subscribed in part from local

sources

THE RIGHT HONOURABLE
OLIVER LYTTLETON, P.C., D.S.O., M.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES.

sources. There is some £700,000 lying idle in the Government Savings Bank, and some at least of this should be attracted by a higher rate of interest.

de mi-officially 8. Details of the engineering project have been sent to the Crown Agents and advice from the appropriate department in the Colonial Office has been sought regarding loan procedure.

9. The matter has been put to my Executive Council who are unanimously in favour of pursuing the course which I have outlined. I shall be grateful for an early reply.

I have the honour to be,
Sir,
Your most obedient,
humble servant,

(Sgd.) MILLS CLIFFORD

GOVERNOR.

CS.

Y/C wished to see (2c).

Thank you; seen & I think we have done all we can do at this stage. Where is the d/o to Bandella filed? *13/6* *(5)*
MC. 23-vi
W. G. ...

DECODE.

26

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 30.7.53 Time: 1500 Received: Time:

23

No 139. My despatch No 110 Colony of 20th June.
Stanley improvements.

At informal conference Executive Legislative Councils held 27th July my proposals were unanimously supported both as regards work to be done and payment from loan funds thus ensuring unopposed passage through Legislature. I wish therefore to put matters in train without delay more particularly as I understand Falkland Islands Company are negotiating for new ship which might provide unique opportunity to contractors for shipment of materials and small labour force.

B. GOVERNOR

ACF I only learned of (76) through casual conversation with H.E. - pre ensure that I see such telegrams in future when they are issued. *Bill* 30/8.

H.E.S./ as 25 came to me through some channels, I assume you had

27

Bu. 30/8

Li

(26)

No reply has been received, but it doesn't specifically call for one. Draft telegram at once etc.

Should we still hold up the application for cow funds until we hear from S/S?

S/S

1. Issue.
2. Application should go on this mail.

Mc 11 VIII

ACF
 To issue - pze Bu.
 the cow funds plus early
 @
 v/s

DECODE.

Original filed, in 0825/I. Copy in 0825/H

28

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for the Colonies.

Despatched : 18th August, 19 53 Time 1500

Received : 19 .. Time :

7

My letter 0825/I of 18th June, 1953. Contract
for Major Works. Please note that ten ton
Steam Roller mentioned in Appendix H is not
now available.

SECRETARY

When Mr. T.P. Jones was over here last year he expressed the view that we could get a Chinese contractor to bring labour over and do the Stanley roads but admitted that it might be somewhat expensive and there are, of course, other considerations which will be obvious to you.

What we may have to do, in fact, is to employ an Engineer for the water scheme, drainage & sewerage and to import labour for the roads etc. from Western Germany some of whom might settle here permanently.

me, 20^{...}
viii

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 24.8.53 Time: 1200 Received: Time:

31

No 154. Your telegram No 111. Stanley Improvements.

As next in mail not due till 20th September very grateful brief telegraphic resumé of difficulties experienced and costs and suggested alternative approach.

GOVERNOR

Reply at 37

Recd. 21.8.53
24/8.

34 ^{4/11}

Minister on Development file that we should telegraph
for further information in view of recent development.

This has already been done at (33).

30/8

Thank you.

MC 30
VIII

60. 2/9

3/8

Confidential

Urgent

35

Slw

Major works

I mentioned to you that we had heard that it will be difficult to find a contractor in UK.

2) Can you please give me your opinion on

a) How many labourers need to be imported in order to complete the whole programme in three years.

b) How many men could you spare ^{during non periods} permanently on the crusher gang.

c) Would it be possible to get all these men billeted round the town.

24/5

36

HCB

B

In my opinion H.C. men would have to be imported. I think the counter gang could be kept gang outside of beat 81000, I have thought about the ability of these men and have come to the conclusion they could not be utilized in Stanley.

[Signature]
28/8/53

C.

[Signature]

Reverse

Y.E. called for this information - I think we might billet half a dozen but even this is doubtful.

ASF has the problem distributed by fixing up 4 Prod. recently and eventually two had to go into the P.C. bachelor mess at Church House.

2) I do not think an appeal to the populace would do much good - the billeting done in the war was, I believe, forced on them by requisition.

3) I fear that the only solution would be to start off in the Naval Wireless Station & Messengers. Make their first job construction of ~~billable~~ granaries up on the farm near the town.
RE Camp for preferences.

[Vertical note]
If necessary, requisition might be used instead of requisitioning.

[Signature]
BVF

Please file in BU for discussion. HCB 31 VIII

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 3.9.53

Time: 1530

Received: 4.9.53

Time: 0845

CONFIDENTIAL.

NO 117. Your telegram No 154. Stanley Improvements.

Crown Agents consider prospects of obtaining United Kingdom contractor to undertake project are slender and can see no prospects of competitive tendering. In unlikely event suitable firm being found contract would inevitably be on "costs plus" basis under which it is impossible

- (a) ensure strict economy is being exercised
- (b) arrive at likely cost of project until it is nearly completed.

2. In any event considerable preliminary work in the Colony essential before proposal could be laid before contractor as information provided by Pape on roads and sewerage is useful but insufficiently comprehensive.

3. Crown Agents propose therefore that consideration should be given to possibility of gradual build up of departmental works potentially based on the programme of investigation and design prepared by resident Civil Engineer with assistance in the preliminary stage from Pape. Labour force would consist imported artisans with small amount local labour. First task of such organisation would be to implement water supply project proceeding later with remaining items of Development Programme.

33

See 69

Yes
Pre see (37)

37

I do not think that this need effect the despatch at 0040/11 which is resubmitted with one or two minor amendments - yet has mentioned in the Scheme that the work will done by contract or some other expedient.

2) As regards (37), I suggest we await the full come of the next mail. The wording is not quite clear but if they think we already have a resident Engineer they must think again.

They know perfectly well that we have not.

3) I find it difficult to decide on our next course. Possibilities which suggest themselves are

a) Import Civil Engineer to obtain detailed specifications for contractors. This leaves us little better off.

b) Import Civil Engineer & a few artisans & rely on, say, Barnes' gang for the heavy masonry. This means ~~or~~ a protracted programme & is bound to attract labour from elsewhere.

c) Import Civil Engineer who should put & bring his own gang of artisans.

An obvious solution but what sort of labourers will we get? & Ayat Bay types who will quickly learn the local habit of taking the time from the slowest & withdrawing to shelter on the first drop of rain?

And how will we pay them? They must have an incentive to do the job

Agree.

The best solution I think.

d) Take the bull by the horns

import from Europe.

39

489

Despite my issue as amended: there is
no possibility of attempting this programme with
local resources and we must take an expert
Civil Engineer (with ~~experience~~ etc) and import labour for
the project. We should hear from Pope in next
mail.

me 5.
IX

4th September, 1953.

*First copy in 0040/II
copy in 005 0491 - Water*

FALKLAND ISLANDS.

No. 162. COLONY.

Sir,

142 in 0040/II

I have the honour to refer to my Despatch No. 93 of 31st July, 1950, on the subject of the Colony's revised Development Plan and to submit formal applications for grants from the Colonial Development and Welfare Fund in respect of

*42
43*

- (a) Improvement of Water Supply, Stanley 25,000
- (b) Reconditioning of Roads, Stanley 254,000.

23 herein

2. The basic plan for carrying out these projects is outlined in my Despatch No. 110 of 20th June, 1953, and I would like, in particular, to invite your attention to the question of water supplies.

142 in 0040/II

In my Despatch No. 93 of 31st July, 1950, I visualised that minor improvements would suffice to give the town of Stanley a water supply of adequate quantity - if not quality - but it is clear from the report of Mr. Page the Water Engineer a copy of which I am asking the Crown Agents to send to you direct, that the actual source of supply is insufficient and also that all existing piping requires renewal at an early date.

If purifying machinery is included, which Mr. Page considers an essential part of the scheme (and I accept his view) then the work will cost something of the order of £50,000.

23 herein

3. Turning to the question of roads, I have been forced on grounds of economy to abandon my original intention of reconstructing the main road in concrete and I now propose to resurface all roads in tarmacadam. Even so the cost must far exceed the original estimate, which as I have observed before, bears little relation to the present day costs of labour and materials.

39 herein

4. As you will appreciate from my Despatch No. 110 of 20th June, 1953, it is extremely difficult to make even an approximate estimate of the whole major works programme since the labour is not available here to undertake the work and it has proved necessary to call for tenders in the United Kingdom. I have since heard (your telegram No. 111 of 19th August, 1953, refers) that the Crown Agents consider my proposal to put the work out to contract to be impracticable. I do not know on what grounds they have reached this conclusion or what alternative they have in mind: but whatever it may be the realisation of this programme must depend on the importation of labour and supervisory staff so that all we shall save is the contractor's profit.

commitment

I have mentioned a figure of £300,000 but even this may prove to be a conservative one and in any event the final cost will constitute a formidable (in relation to the general state of the Colony's finances so that it will be essential to spread the load over 20 years.

5./

THE RIGHT HONOURABLE
OLIVER LYTTELTON, F.C., D.S.O., M.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES.

213 in 0040/II

5. I have to enquire therefore whether in view of the terms of your Circular No. 602/53 this Colony could expect any additional assistance from Colonial Development and Welfare Funds over and above the sums already hypothecated. My main grounds for the application is the heavy and inevitable cost of the water scheme. I do not regard the roads and paving in quite the same light for whereas the water scheme is essential to health and well-being, the road programme is not so vital and the Colony should pay for this itself.

6. I would suggest that the first £40,000 of the water scheme might be met from Colonial Development and Welfare Fund and that the balance of the major works programme less £34,650 for roads be found from loan monies.

7. In my opinion this would be the last reasonable demand which the Colony could make on Colonial Development and Welfare Funds, as I cannot visualise any further projects which would properly fall within the scope of your Circular No. 601/53.

208 in 0040/II

The only real contribution the Colony can make towards increasing productivity and assisting the balance of payments is through the sheep industry and the buoyant wool prices in recent years have provided the Farms with ample funds for development work if they chose to make appropriate use of them; nor can one overlook the fact that the Colony has been generously treated with the provision of a Freezer.

I have the honour to be,
Sir,
Your most obedient,
humble servant,

(Sgd.) MILES CLIFFORD

GOVERNOR.

42

APPLICATION FOR ASSISTANCE FROM
COLONIAL DEVELOPMENT AND WELFARE FUND.

(1) Colony Falkland Islands.

(2) Description of Scheme.

Although the population of Stanley is not increasing, the demand for water is, because more and more houses are installing baths and water closets and this is highly desirable. The present supply is insufficient and every summer the reservoir runs dry and water has to be pumped from a considerable distance.

The quality of the water also leaves much to be desired; gastro-enteritis is endemic and it may be that the poverty of the water supply has something to do with it. It is therefore proposed to extend and improve the water supply of the Town of Stanley in accordance with the recommendations contained in the report submitted by Mr. G. A. Pape, Water Engineer.

(3) Earliest Estimated date of Commencement.

23/11/53
On receipt of the Secretary of State's approval of the Major Works Programme (my Despatch No. 110 of 20th June, 1953 refers) and when the necessary agreement has been entered into with a United Kingdom Contractor or some other expedient has been decided upon, but presumably not later than March 1954.

(4) Approximate period of Scheme.

Two years.

(5) Detailed Estimates of Total Cost.

£50,000 as shown in Mr. Pape's report but the final figure depends on the terms of the contract.

(7) It has not been possible to undertake the work before owing to

- (a) Absence of a qualified engineer's survey
- (b) Lack of skilled and unskilled labour.

(8) A free grant of £6,000 from Colonial Development and Welfare Fund is sought to finance the capital expenditure.

(9) The advantage of the proposed scheme is the provision of a pure and sufficient water supply for the Town of Stanley and for shipping. Net revenue will be offset against running costs.

(10) (11) A direct grant from the Fund is required - see (8).

- - - - -

APPLICATION FOR ASSISTANCE FROM
COLONIAL DEVELOPMENT AND WELFARE FUND.

(1) Colony. Falkland Islands.

(2) Description of Scheme.

Reconditioning of Roads, Stanley.

The roads in and around Stanley were entirely ruined by tracked and other heavy vehicles used by the Army garrison during the war years for which compensation was not sought in time. These roads, approximately 13 miles in length, must now be remade and it is proposed to surface them with tarmacadam.

(3) Earliest date of Commencement.

23 herein

On receipt of the Secretary of State's approval of the Major Works programme (my Despatch No. 110 of 20th June, 1953, refers) and when the necessary agreement has been entered into with a United Kingdom contractor or some other arrangement has been concluded but presumably not later than March 1954.

(4) Approximate period of Scheme.

Four years.

(5) Detailed Estimate of Cost (including paving, drainage, sewerage and cable-laying).

From £200 - 250,000 but firm estimate not yet available.

(7) It has not been possible to undertake the work before owing to lack of plant, materials and labour.

(8) Free grant of £34,650 from Colonial Development and Welfare Fund is sought towards the capital expenditure.

(9) The advantage of the proposed scheme is to provide adequate and properly drained roads for the Town of Stanley which can be easily and inexpensively maintained.

(10) (11) A direct grant from the Fund is required (see (8)).

5th September, 53.

Gentlemen,

0471.

I am directed to refer to the report submitted by Mr. C.R. Tape, Water Engineer, on the Stanley Water Supply which was forwarded under cover of your letter 20/367/17 of the 5th of March, 1953, and to request that you will be so good as to furnish a copy of the report direct to the Secretary of State as soon as possible, quoting as a reference my despatch No. 162 Colony of the 4th of September, 1953.

I am,
Gentlemen,
Your obedient servant,
(Sgd) C. Campbell

COLONIAL SECRETARY.

The Crown Agents for the Colonies,
4, Millbank, Westminster,
LONDON, S.W.1.

45

5th September, 1953

31. Please refer to the Secretary of State's Confidential telegram No.117 of the 3rd September, on which I thought I should let you have a word. Pape appears to have forgotten how exceedingly acute the labour situation here is and his suggestion that "some local labour" might be available is quite beside the mark; I was going through our labour state today and find that we have exactly sixteen unskilled labourers available, of whom at least half are between the ages of fifty and seventy. It is true that there is a certain amount of floating labour, i.e. between Ajax Bay and the Camp but the shortage in the Camp is even more serious and it would be unthinkable to try to lure any men away from the farms.

It follows, therefore, that the labour for this programme MUST be imported from overseas, nor is it the slightest use Pape suggesting that we should start off with the water scheme and then deal with the rest of the programme at leisure; the roads are rapidly disintegrating and the longer they are left the more expensive and laborious will be their ultimate repair.

As I see it we shall have to import a resident engineer (we have here only an unqualified Superintendent of Works and need nothing further as a permanency) to supervise the programme and, say, forty energetic labourers. I do not know if there is any "energetic" labour left in the U.K. - if there is not we would do well to seek it in Western Germany, where also the farms may yet be compelled to look. In a return for which I called from them I note that they need sixty-five single and twenty married farm workers and that they have, at the moment, twenty-two shepherds' houses untenanted. If they are to derive maximum benefit from the Freezer at Ajax Bay they will need even more men since they will have to start farming in earnest (i.e. improving their land) and not just keeping sheep.

We have had no mail for a month and cannot expect to receive any for a further two weeks so I am a little in the dark but I thought it best to put you in the picture about this major works project as soon as possible.

Mr. W.A. Morris,
COLONIAL OFFICE.

Bul. 31/10

HG
"Hill-Cot",
Stepple Claydon,
Bletchley,
Bucks.

Ref:- 0825/I.

4th August, 1953.

Dear Mr. Campbell,

21. thank you for your letter which reached me on the 2nd of July enquiring whether I would be prepared to act as engineer adviser and liaison officer in the matter of putting out to contract, in the United Kingdom, the whole works programme of the Falkland Islands Government. I had an interview with the Engineer-in-Chief and the Chief Engineer, Crown Agents, yesterday to discuss the practical aspect of the proposal.

22. Several difficulties arise in tackling the programme in the way His Excellency envisages and I understand, Mr. Foxlee will be explaining them in his reply to your letter of the 18th of June to the Crown Agents.

X | For my part, let me define the limited scope of the assistance which circumstances would allow me to give. I am engaged in supervising a civil engineering contract at the Base Ordnance Depot, Bicester, valued of £1 million, likely to last two and a half years and to be followed by other contracts over seven or eight years. It is probable, therefore, that I shall be employed for five days of the week almost indefinitely. This prevents me from undertaking the very considerable work of preparing the detailed designs, plans and specifications for the road, pavement, sewerage and cable laying schemes even if the information needed to do this could be supplied to me here in England by the P.W.D. Port Stanley.

On the other hand I have a real interest in the water supply scheme and would be prepared to devote my weekends to carry it forward, with the assistance of the Crown Agents, from its present-report-stage to the point where construction begins, providing that it could be done in the manner outlined below.

You will recollect that I recommended that a water engineer should be engaged to supervise the construction of the scheme. I had in mind that he would bring with him to the Falklands about six artisans to supply the skilled labour and that six semi-skilled building labourers could be found locally. I consider that such a labour force could complete the scheme within a reasonable period of time. I feel that the labour resources of Port Stanley would not be overstrained and that the difficulty of inducing a United Kingdom Contractor to come to the Falkland Islands would be avoided for the water supply scheme. I realise that this would not help the other parts of the work programme forward but I feel that the prospects of finding a contractor willing to undertake

cont'd.

47

the whole works programme on any basis which would be acceptable are slender and that the water supply scheme should not be held up on this account.

The preliminary designs and estimates for the pumping and treatment plant have been prepared by the Paterson Engineering Co. Ltd., and I recommend that they be asked to complete the detailed design, including that of the building for the pump and treatment plant. Then, after they have submitted a firm bid, the order for the pumps and treatment plant and all the building fittings should be placed with them. They would then supply the working drawings of the pump and treatment building at Moody Brook as well as the working drawings for the erection of the plant which will be housed there.

Admin
as
proposed.

If it were agreed to carry out the scheme in this way, I would be prepared to act as liaison officer and engineer for you in the U.K. I would supply the Crown Agents with the detailed information necessary to enable them to design the roofs over the service reservoirs and to order the pipes, valves etc. for the pumping main and everything else for the scheme outside the main pumps, treatment plant and building at Moody Brook. I would also supply the Paterson Engineering Co. with the detailed information they still require regarding that part of the scheme.

I think a fee of $\frac{1}{2}\%$ of the value of the scheme - say £250 would be fair remuneration for such work - my travelling, telephone and typists expenses being reimbursed.

Quite fair

I have discussed my proposal with the Engineer-in-Chief, Crown Agents and he will be giving his views on it in his reply to your letter to the Crown Agents.

50

Please give my regards to His Excellency and express my regret that I am unable to assist with the other parts of the Public Works Programme.

With kindest regards to yourself and Mrs Campbell.

Yours sincerely,

G. Rawlings Fape, BENG M.I.C.E.

These is | *Prx see above - there will be other correspondence in the mail. The Paper's suggestion is in a way reasonable as regards the water but he does not appreciate our urgent need if a 'combined operation'.*
No - and this we must have.
M.C. 20 ix 2.29



48

4, MILLBANK,
WESTMINSTER,
LONDON, S.W. 1.

7th August, 1953.

Dear Sir Miles Clifford.

22

I am writing in reply to your letter to me of 19th June about the Water Supply and other Development Works at Port Stanley. I have not been able to answer it earlier as it has been necessary to discuss the matter with Pape.

I note that you contemplate putting the whole of the work out to contract in the United Kingdom but I should say at the outset that United Kingdom Contractors do not appear at present to be very enthusiastic about overseas work, which is remote and offers difficulty and inconvenience in execution. I fear that I can see no prospect of competitive tendering, and the chance of finding a good and reliable firm of contractors to undertake the work on a specially negotiated contract that would be acceptable, is slender.

No gain at all.

In the somewhat unlikely event of it being practicable to find a firm willing to operate in the Falklands, the only kind of contract that they would consider would be on a cost-plus basis, whereby the firm is reimbursed everything they consider it necessary to spend and receive in addition a fee or percentage charge. We do not like this kind of contract, nor do the Treasury if the question of Colonial Development and Welfare funds is in issue. Even with skilled and intensive supervision, it is most difficult to ensure that economy is being exercised, and furthermore the likely cost of the work cannot be properly assessed until it is nearing completion. I gather that not even a reasonable amount of unskilled labour would be available, which is another adverse factor. The cost of the work under such a contract would be very high indeed.

Sir Miles Clifford, K.B.E., C.M.G., E.D.,

Reply at 54.

In any event there would be a good deal more preliminary work to be done in the Falklands before it would be practicable to lay the matter before any Contractor, even on a cost-plus basis, as the information so far available is not comprehensive enough. Plans and specifications showing exactly what is to be done, would be required. Mr. Pape's memoranda on the Roads and Sewerage proposals are informative but are not sufficient of themselves.

So far as the Water Supply is concerned, Mr. Pape has sent us a copy of his letter of 4th August to Mr. Campbell and, as you will see, there is still an amount of design work to be done before construction can become an immediate issue. As Mr. Pape points out, the matter is at present only at the Report stage.

His letter indicates that he is in a position to assist with the preliminary work necessary to the implementation of the scheme, provided that the construction is undertaken Departmentally, which implies the appointment of an Engineer for service in the Falklands, and the recruitment of Artizans later. I think that this method of procedure offers the best chance of getting the water supply satisfactorily carried out, and I consider that Mr. Pape's suggestion that he should be paid a fee of $\frac{1}{2}$ of 1 per cent plus reimbursement of actual expenses, is a reasonable one.

The Engineer appointed should also be able to do the work necessary in connection with the Surveys, Designs and Specifications for the other items of your programme, i.e. Roads, Pavements, Drainage etc., and the possibility occurs to me that he, with the Artizans and a small amount of local labour, might be able to carry out departmentally the construction of these items in an ordered sequence, the necessary materials being obtained through us.

If this were feasible, it would obviate the difficulties and frustration that seem likely to occur if a search for a Contractor is made, and the work would certainly be very much cheaper.

If you think well of this suggestion, the appointment of the Engineer might be made at a reasonably early date, the appointment of the Artizans following later, as the Engineer's appreciation of the situation dictated.

We are replying separately to the Colonial Secretary's letter to us of 18th June, and he will no doubt advise us in due course of the conclusions which you reach.

Yours sincerely

He must be.

Should be done at once.

7.

50

Reply on this mail. A discuss early. Rev. 24/6

MC 21 ix

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.



4, MILLBANK,

LONDON, S.W.1

EC/367/17

TELEGRAMS (INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.

11th August, 1953.

Sir,

4. We have the honour to refer to your letter No. 0825/I of June 18th, in which it is stated that the only means by which the public services of Stanley could be extended and improved to meet modern requirements would be by the introduction of Civil Engineering contractors from the United Kingdom, who would be required to supply, not only the necessary plant and equipment, but also all labour, both skilled and unskilled.

8-20. 2. You have, therefore, requested us to invite tenders from such firms, on the basis of the information supplied in the schedules which accompanied your letter; to be supplemented, if necessary, by such additional details as would be obtainable from sources of information already available in the Falkland Islands.

46. 3. Before commenting on this request we would explain that, in accordance with the last paragraph of your letter, we have discussed with Mr. Pape the proposal that he should be retained as an Adviser and Liaison Officer for the execution of this development project. We see no reason to doubt, that, as proposed in his demi-official letter of August 4th to the Colonial Secretary, he might endeavour, with some hope of success, to bridge the considerable gap that exists between the report stage which has been reached in the case of the Water Supply, and a programme for the departmental construction of this scheme under a Resident Engineer to be employed by the Government of the Falkland Islands. He could, however, see no prospect that the limited measure of assistance which he would be able to give in this country could enable proposals for the extension of other public services to be developed to a state at which it would be reasonable and economical to employ contractors.

4. The negotiations with Mr. Pape lead, therefore, to the conclusion that his engagement, in the strictly limited range he describes, should enable the Water Supply to be constructed departmentally, under the supervision of a Resident Engineer, employing a nucleus of imported artisans. For such an arrangement we consider the fee he proposes to be reasonable.

5. Turning now to the conclusion which is reached in paragraph 3 of your letter, that the only solution to your problem would be to put the whole programme out to contract in the United Kingdom, we feel bound to observe that all the experience we have gained in our dealings with United Kingdom firms of Civil Engineering Contractors since the last war, leads us to think that your major development problem could not be solved by such means.

6348. 7. 6. We strongly advise therefore that, having regard to the views expressed in this letter, and also in the demi-official letters which have recently been addressed to His Excellency the Governor, and to the Colonial Secretary, on this subject, the policy decision contained in your letter of June 18th should be re-considered, and the possibility of a gradual build up of departmental works potential examined. This would be based on a programme of investigation and design, to be prepared by a resident civil engineer and would develop by the establishment of a departmental works organization based on a nucleus

of/

The Colonial Secretary,
Stanley,
FALKLAND ISLANDS.

AJH

of imported artisans, to be recruited (as they have been in the past) in the United Kingdom. The first task of this departmental organisation would be to implement Mr. Pape's proposals for the Water Supply with such assistance as he has offered to give as Liaison Officer and Adviser in this country.

7. The momentum gained by the satisfactory execution of this first project should, we suggest, enable this works organisation to proceed to deal with the remaining items of the development programme in an orderly and economical manner.

8. We understand that the Falkland Islands Government have made representations to the Secretary of State in regard to funds, and we propose therefore to forward a copy of this letter to the Colonial Office.

We have the honour to be,
Sir,
Your obedient servants,

D. Bailey

for the Crown Agents.



Colonial Office,
Sanctuary Buildings,
Great Smith Street,
London, S. W. 1.

52x

Our Reference: MED 13/2/01

15th August, 1953



Dear Miles

Many thanks for your letter of the 19th June asking for information about borrowing in London to finance your local Public Works.

2. We have been in touch with the Crown Agents, from whose comments on your proposals it appears that some time is likely to elapse before it is decided definitely how much your works are going to cost from year to year and over what period. It may or may not prove desirable in any case to finance a considerable proportion of the total work envisaged by borrowing, but it does not appear to be likely that you will need to borrow in the very near future anything like the sum envisaged in your letter or in the despatch on the same subject. However, I am sure you would expect us to provide the general information you want even if, as now appears to be the case, it is not so urgently required. At least, if there are more questions you would like to ask or points on which you would like to have further clarification there would seem to be ample time now for us to go into them. Meanwhile, I offer herewith a few general comments on the financial position on the supposition that sooner or later you will be wanting to borrow relatively large sums.

3. The position as regards our general programme of Colonial borrowing in London at present is that we have got a very full list of applicants which takes us from now to the end of 1954. In other words we could not at the moment give a firm promise of being able to raise money on behalf of a new applicant before 1955 though this would not prevent us from obtaining approval in principle to the general proposal of raising London money. If, in fact it was important to start the work earlier than that the approval in principle and the passing of the necessary local legislation would enable the Crown Agents to advance money for immediate purposes on the security of the loan prospects and legislation so that, in principle, any practical money market difficulties we might experience here in raising the loan itself need not prove an insurmountable obstacle to getting on with the work. Such advances from the J.C.F. would be at 4%.

4. However, in examining a loan proposal which, if approved, adds however slightly to the burden on the loan market here (which as you will appreciate is supported by a relatively limited class of investor) we have, amongst other things, to satisfy ourselves that every possible local resource has been first tapped. In the case of the Falklands there are two sources of which we will expect to see some use made before calculating the amount which might have to be borrowed in London. The first of these is obviously the surplus Revenue balances. We appreciate to the full, of course, that the very narrowly based economy of the islands requires that rather more generous revenue balance needs to be maintained than we would expect if there were a more diversified economy. Nevertheless, I think we should find it very difficult to agree that the present highly satisfactory balances should not be used to a substantial extent to finance works of the nature envisaged.

5. The second source of finance at which you have yourself hinted is the Savings Bank Fund. This Fund appears to be so large that it could safely underwrite a local loan covering a very large fraction of your requirements. By underwrite I mean that in issuing a local loan, to which it might be hoped that the Company and perhaps even the general public might contribute to some extent, any balance so not taken up would be covered by contribution from the Savings Bank Fund. This might

SIR MILES CLIFFORD, K.B.E., C.M.G., E.D.,
GOVERNOR,
FALKLAND ISLANDS.

/ involve

See 59.

Q
 H. consider early with
 Treasurer. The point has not
 yet been grasped —
 it is essential to
 complete the Stanley
 programme within 3
 years otherwise we
 will be back on
 "maintenance" before
 we're half-way through.
 (2) We will still
 have to inspect Robinson
 to get the job done.
 (3) Our only saving
 by setting up an
 organisation is the
 Governor's profit
 which may well be
 quite substantial but
 (4) The total cost
 will be quite
 substantial too
 and we need to
 spread it over 20
 years since
 (5) We don't wish
 to run down our
 balances.

file 21
 - 3x



53

involve a small loss if any existing investment of the Fund had to be realized in order to make the cash available for investment. But if, as seems likely, some time is going to elapse before the necessity of raising the money arises, it is probable that sufficient cash funds would be available for the purpose.

6. Taking the possibilities of using surplus balances and Savings Bank Funds together on the lines indicated above it seems to us that you could probably find all your requirements, particularly if these requirements are to be spread over rather a longer period and in rather a different way from those envisaged in your letter, without recourse to any kind of London borrowing at all. Certainly it would appear that the amount which you would have to borrow in London need not be anything like the figure you had in mind. However, if, on balance of argument, it transpired that finance was still needed after making the maximum reasonable use of surplus balances and the maximum reasonable investments locally of the Savings Bank Fund, and that some relatively small amount of borrowing in London would therefore be unavoidable, then I suggest that the needs would be met by a small inter-Colonial loan. I don't know whether you are aware of this particularly useful mechanism which is available through the existence of the Crown Agents. All it means is that, instead of floating a loan in the open market in London, the Crown Agents through the many funds of the Colonial territories which they manage are able to lend the monies of one territory to another. This means that actual market costs etc. are eliminated or greatly reduced and charges generally are lighter. The only snag is that the Crown Agents' practice requires that a fully redemptive sinking fund should be maintained. However, this should not be very difficult and, would in any case probably on general grounds be desirable in the Falklands context. Incidentally, a loan of this nature of not more than £50,000 would facilitate the initial processes leading to its approval, since we should not have to make any approach to the Capital Issues Committee.

7. I refrain from going into these matters in any greater detail for the moment, though of course we should be very happy to let you have any further information that you may require on any specific point. As I understand the position at the moment, however, if you follow the advice of the Crown Agents on the general approach to the problem on the ground, your financial requirements are likely to be of a different order and of a different nature. In the circumstances it would seem advisable to leave further specifically financial comments until we have your revised proposals on the general project.

Best wishes

Yours ever

Harry Boardman

C.T. (46) - (53)

Can you please let me have your views on (53) & bring the W. Ex. if you have not been able to do so by then.

12/9

TELEGRAM.

From Colonial Secretary,

To Crown Agents for the Colonies,

Despatched: 26th September, 19 53. Time: 1220.

Received: 19 ... Time: ...

48 CONFIDENTIAL. For Foxlee from Governor begins. Many thanks your letter No. E.C. 367/17 of the 7th August, 1953. I agree generally your suggestions for tackling major works scheme but must emphasize need for combined operation by substantial labour force as opposed to ordered sequence (i.e. "nibbling" with few available local men).

- (a) As works are closely inter-related
- (b) Time limit factor of Colonial development monies
- (c) Otherwise we will be back on maintenance before scheme is half completed.

2. Am hopeful that solution labour problem may be found West Germany.

3. Grateful you proceed recruit Engineer competent supervise all branches of work at commensurate salary. A retired Colonial Officer of Pape's calibre would be very suitable. It is clearly desirable he should both prepare & implement schemes and contract should be for three years if possible. Priority passage can probably be arranged December FITZROY but even more desirable if he could fly and catch Biscoe end of October.

4. Recruitment artisans will depend on his appreciation.

5. Grateful you accept Pape's offer liaison at $\frac{1}{2}$ cost water scheme and request early steps be taken complete arrangements with Paterson Engineering Co. for order and supply plant and equipment. Ends.

Secretary.

Off.

Issue - then file back to me.

(Intld)

C.C.

26.9.

See 62.

See 69.

DECODE.

Original - 0491.

55

TELEGRAM.

From Colonial Secretary,

To Crown Agents for the Colonies, London.

Despatched : 30th September, 1953. Time : 1004.

Received : ,..... 19 .. Time :

68 in 0491
54

Your letter E.C./367/17 of the 5th March para 5 and my telegram of the 26th September. Improbable surveyor can undertake this work for some months. Is survey prior to placing orders essential or can approximate quantities be ordered in first instance on information available query.

SECRETARY.

See 62, 73

G.T.C.
CGG

56

H.C.S. / 53.

Answer is in para 5 (52).

Briefly.

Take power to float loan

Underwrite from Savings Bank.

Obtain approval of Legislature to

charge expenditure to 'advance of'

pending raising of loan.

(Savings Bank could provide £250,000)

J.B. 6/1/53

OS

We must send a
brief d/o act^{ly} reply to
Boudellier correcting the wrong
impression he has obtained from
OS, telling him what we
propose to do.

For myself, I believe we
would get the bulk of the
money locally. I see Bank Rate
is down: we ought to be able to
float at $3\frac{1}{2}\%$? the $5\frac{1}{2}\%$

Yes

(52) (56) (57)

58

Have we already asked for this and submitted schemes?

I have discussed with C.T. and if we get £74,000 odd from C&W as asked for (or even the original £40,000) we will ^{also} have £250,000 available from the S.B. (Mandatory $\frac{1}{2}$ which may be invested locally) to make up any deficiency in local investment. That may well cover the whole cost.

I will discuss with Young when he comes out.

2) I fear I am not very knowledgeable on ^{open} rates but C.T. thinks we might interest people at $3\frac{1}{2}\%$ - though I wonder if P.C. would come in.

3) Draft to Berrington etc. at cover. Does it work anything further sent to Foxlee over & above (54)?

No

Q
6/10

Fair draft pt.

he 7
X

Dear Henry,

52. Many thanks for your very helpful letter No. No. 13/2/01 of the 19th or August, 1952, in reply to my queries about borrowing in London to finance Public Works here.

In the light of your advice I think that our best course will be to raise the amount required over and above the Colonial Development and Welfare money by means of a local loan and to underwrite the balance from the Savings Bank Fund as I am most reluctant to run down surplus balances. We will have up to about £250,000 available for this purpose which may well be sufficient for our requirements even if the response is not very good.

With the limited opportunities for local investment I hope to be able to float at 3½% or slightly higher.

As regards the actual execution of the Major Works Scheme though we will have to discard the idea of interesting an outside contractor we cannot proceed "in ordered sequence" (i.e. nibbling with the few men available locally) as the Crown Agents suggest since (a) the different works are so closely interrelated (b) there is a time limit imposed by the Colonial Development and Welfare Act, on which benevolence we rely for part of the money and (c) we would be back on maintenance before the scheme was half completed.

R. T. Bourdillon, Esq., C.M.G.,
COLONIAL OFFICE.

We must therefore stick to the original plan of importing technicians and labour and we would employ our own supervising engineer instead of a contractor thereby saving the latter's profit. We must also aim to finish the job within three or four years.

The Crown Agents - possibly misled by Pope - have failed to grasp the fact that we have virtually no local labour available. The Farm Settlements are woefully short at the moment and it would be iniquitous for us to do anything which might deplete our "production force" still further.

We are therefore pressing on with engaging staff and ordering materials and we will consequently require to float the loan in the not very distant future, and as the total cost of the whole programme will be substantial I consider that we should still aim to spread it over a 20 year period.

Yours sincerely,

(Sgd) Miles Clifford.

Yf: You revised survey on (58) para.
Yes. See. See see (40).
8/10

Chankya: I thought that we had had
was not quite certain. We must now
approach S of S on the question of importing
labour. Mc 9/8

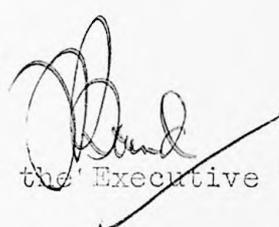
9/10/50

Extract from the Minutes of a Meeting of Executive Council
held on 24th September, 1953.

14. Major Works.

His Excellency informed Council that discouraging replies had been received to his enquiries regarding contractors from the United Kingdom to carry out the Water Supply, Sewerage and Roads schemes. The only alternative was to import a Civil Engineer capable of preparing plans and close estimates and of supervising the whole project and it would be necessary later to recruit artisans and labour from overseas. The Engineer should be engaged and flown out as soon as possible.

Council concurred.



Clerk of the Executive Council.

See 0041/II



Be. 31/10/53
S. J.

DECODE.

64

TELEGRAM.

From Crown Agents for the Colonies.....

To Colonial Secretary.....

Despatched: 27th October, 19 53 Time: 1438.

Received: 28th October, 19 53 Time: 0845.

62 Your telegram October 23rd. Works survey and placing of orders. Regret delay due inability contact Pape whose advice on reply we consider essential.

P/L
CGC

CROWN.

See 70

Y.E. to see above reference (55)

OS

J.L.B.
28/10/53

See 73

V. unsatisfactory - he is presumably in the country, see X on 46, and I wish to be in a position to tell Council that the wheels are turning. In any event I would not have thought it necessary for them to seek Pape's advice on engagement of Surgeons. Remind weekly. MC. 13/4

65

G.P.

(64)

I am afraid G.P. has misread.
Advice C.A.A require is to what
extent materials can be ordered
immediately without waiting for
complete specification from the
engineer.

J.P.B.
28/10

Thank you - 64 refers me to 62 which appeared -
"Week's survey" - to include both engagement of engineers
(an essential preliminary) and delivery of materials.

M.C. 29/X

● DECODE.

TELEGRAM.

66

From Crown Agents for the Colonies.

To Colonial Secretary.

Despatched: 28th October, 19 53 Time: 1740

Received: 29th October, 19 53 Time: 0845

Your telegram October 23rd. Works Survey and Placing of
Orders. Page considers possible for him provide schedule for
6inch main pipes with essential number specials and extra assorted
bends for sharp grade changes. This he considers would be wasteful
in material and inadvisable unless no surveyor likely become available
before proposed water engineer arrives. He points out 6 inch main
only part scheme and considers placing orders on above suggested
approximate schedule would probably not greatly advance timing of
scheme. Letter following.

62

Y.C.

ORCNT.

See 67

above.

*a point which appears to have been overlooked
This end is that the only provision existing
for the Water Scheme is made under C.D & W &
We cannot incur liabilities against this until
the Scheme has been submitted to SFS & been approved.*

P/L
CGG

*Not by me - I
have previously commented
about presentation of Scheme.
If not done should be done
at once.*

*What is this talk
about a surveyor?*

inc. 30/10

30/10

DECODE.

6-1

TELEGRAM.

From Crown Agents for the Colonies,

To Colonial Secretary.

Despatched : 4th November, 19 53 Time 1750

Received : 5th November, 19 53 Time : 0845

63

Your telegram 28th October. Recruitment of Engineer. Following from Voxlee. Matter previously referred to Colonial Office as to method of recruitment. Will advise you as soon as information received.

CROWN.

Y.E. above.
Prelim pp. is (54) issued 5 weeks ago,

926 5/11

*The CA. appear to have no sense of urgency at all.
Please draft let. to SJS asking what position is
and emphasizing urgency.*

mc 5/Xi

P/L
CGG

68

A

y.e. (67) draft s.f.c.

(66) a Scheme has been submitted

a (60) - but approval awaited

b Word "Surveyor" just appeared in ours at

(55) & refers to the necessity for a detailed survey to be made in respect of laying water main. This survey

can of course be made by the engineer we propose recruiting.

J.P.
6/11

B

Yes - I had not seen this at the time. I can probably make a Surveyor available as FIPS to assist the Engineer and this should speed things up.

Issue tel.

me 6
xi

69

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 7.11.53 Time: 1105 Received: Time:

57
54

No. 205. CONFIDENTIAL. Your telegram No. 117. Stanley Improvements. Crown Agents were requested to recruit resident engineer in my telegram to Foxlee dated 26th of September. Am now informed matter referred to you for advice on method of recruitment. Must stress urgency this appointment as detailed estimates for work and for C.D.&W. grant dependent thereon I will be grateful to learn progress.

GOVERNOR.

GTC
CGG

Reply at 710.

See 16/11
(in case of ...)

DECODE.TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched : 12.11.53 Time : 1150 Received : 12.11.53 Time : 1345.

69 No. 150. Your telegram No. 205. Stanley Improvements.

Crown Agents referred question of engineer to us as they understood that Colonial Development and Welfare moneys were involved.

Presume that you intend appointment to be charged to Colony Funds in the first instance. Consideration could be given to preparation of a subsidiary Colonial Development and Welfare scheme within main allocation to finance appointment of engineer if required.

Grateful for your views.

SECRETARY OF STATE.

Y.E. It is the engine we require - whether he is paid from Coly or C.D & W. Funds is not material.

draft. s.f.c.

JLB 13/12

I. name

Reply at 71

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 13.11.53 Time: 1454. Received: Time:

76
40 No. 209. Your telegram No. 150. Stanley Improvements. Grateful for your offer of subsidiary scheme but as bulk of money required will be found by Colony (see my despatch No. 162/1953 Colony) no advantage would appear to accrue in accepting.

2. Funds are available to meet cost of engineer and grateful you expedite action to recruit.

GOVERNOR

See 75

G.T.C.
CGG

73



ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.

4, MILLBANK,

LONDON, S.W. 1.

E.C. 367/17



TELEGRAMS | INLAND: "CROWN SOWEST LONDON."
| OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.

30th October, 1953.

Sir,

55
62

We have the honour to refer to your telegrams of September 30th and October 23rd on the subject of the works survey and placing of orders for materials required in connection with the water supply scheme proposed in Mr. Pape's report on a water supply for Port Stanley.

64
66

2. As stated in our telegram of October 27th, we considered it essential to obtain Mr. Pape's advice on the point at issue and, having obtained this on October 28th, despatched a summarised version of it by telegram on that day.

3. We quote below, 'in extenso' the relevant portion of Mr. Pape's letter of October 27th and would add that we agree with his opinions and suggestions. We would, of course, be prepared to place an order based on a schedule to be prepared by Mr. Pape, on the lines he describes, should you authorise us to instruct him to do so.

68 am
0491

"The proposal set out in paragraph 5 of your letter of the 5th March, 1953 to the Colonial Secretary is the desirable method of procedure. However, so far as ordering pipes and fittings for the 6" dia. main goes, it would be possible for me to give you a schedule within ten percent of the lengths of plain pipes and an essential number of bends, valves, tees and other fittings. It would also be possible to order an extra number of bends of various types to allow for sharp changes of gradient. This method would be wasteful of material and would only defer the date of the survey which would eventually have to be made. Also the 6" main in itself is of course only part of the scheme and action on the other parts should proceed concurrently with action on this part.

"In short, I think that if orders were placed for pipes, valves and specials, on my approximate schedule, the timing of the scheme would probably not be greatly advanced. There would be the chance that on one hand unnecessary material would be ordered and on the other hand that essential parts would be omitted. If therefore a Surveyor will be available after some months, I consider it better to wait. On the other hand if no Surveyor is likely to be available until the proposed Water Engineer reaches the Falkland Islands, then we might be justified in taking a chance."

We have the honour to be,
Sir,
Your obedient servants,

for the Crown Agents.

The Colonial Secretary,
Falkland Islands.

Bu on 11/12/53
24/10/53

Yes

(73)

As there is no sign of the
engineer's February would be the
first boat. I suggest we ~~post~~ take
their advice & postpone ordering until
blackhood is available.

Acay

2) (71) is the last folio on the engineer.
we should send them a reminder?

Please

2/12

mc 2/21

DECODE.

TELEGRAM SENT.

76

PRIVITY.

From SECRETARY OF STATE to GOVERNOR

Despatched: 9.12.53 Time: 1300 Received: 9.12.53 Time: 1430

75

CONFIDENTIAL. No 169. Your telegram No 234. - Stanley Improvements.

Recruitment engineer has been under discussion here and with Crown Agents. We do not know yet what salary you would be prepared to go up to on 3 years contract. Crown Agents have no likely candidates in view and it would be normal for post this kind to be recruited through Colonial Office. Crown Agents and recruitment division here say it would be necessary to offer at least £1500 per annum and possibly go up to £2000 to attract a real experienced engineer of type wanted. Do you approve offer of salary of this order and agree to recruitment by Colonial Office? Urgency appreciated and every effort will be made both by advertisement and otherwise to find somebody suitable on receipt your reply.

Reply at 78

I don't care in the very least who recruits him though had assumed that since it was purely a work and post it would fall naturally to CA - he is not superseding S/W. We must

SECRETARY OF STATE.

GTC
SS

D Leave salary to them

YE Draft etc. as ever.

MC 9/11

ye Above
I suggest that we leave
no option but to go to £2000
or higher if necessary.
2) we should agree to co recruitment?
It has taken them a long time
to get them far. 9/12 A whole month!

77

Check last line para 1 and issue if correct.

inc. 10
xii

Concl. @

the
one.

①
12/12

78

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 11.12.53 Time: 1030 Received: Time:

76

CONFIDENTIAL. No 240. Your telegram No 169. Stanley Improvements. As appointment is temporary and related solely to water and roads scheme (engineer will not supersede Superintendent of Works) I thought that Crown Agents who engaged Page would be proper source for recruitment and am surprised that it should have taken them over two months to discover that they are not.

2. Am agreeable to recruitment by Colonial Office and equally willing leave question salary your discretion. My only concern is that really capable man should be engaged and that he should come out as soon as possible. Intention is that he should have his own office and separate organisation.

GOVERNOR

*Yes Above
we should send them another
cheque or leave for a week?*

*BW 1 week
11/12
BU 24/12
BW 5/1/54
1 week
29/12*

See 79

*29/12
only. HQ 29/12*

HTC
35

Extract from the minutes of a meeting of the Executive Council
held on the 7th January, 1954.

3. ARISING OUT OF PREVIOUS MINUTES.

(i)

(ii) Major Works Programme.

His Excellency informed Council that the Secretary of State had been asked to recruit an Engineer to carry out the major works programme and to send him out as soon as possible. His Excellency added that the Engineer's salary would probably be in the region of £1,500 to £2,000 - perhaps more, and we were not in a position to argue.



Clerk of the Executive Council.

Yes.
79 - a fortnight has passed & no reply forthcoming.
There was nothing on the mail.



21-
DECODE.

82
TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 23.1.54

Time: 2030

Received: 24.1.54 Time: 0845

81 No 17. Your telegram No 24. Stanley Improvements.

Post has been advertised and reasonable response has been received.

Arrangements are in hand for interviewing prospective candidates when full field is assembled and all particulars received.

Will keep you informed.

SECRETARY OF STATE

YE
See 85, 89

See see (82) which
was read by me over the phone
2/1

Seen - satisfactory; I hope they
produce a really good man and with
Sir N. Walker keeping an eye on the selection.

83
(he is CO Adviser on Bud. appointments) I think
that they will. Once selected, we must get
him out here as quickly as possible as having
made his ~~accommodation~~ ~~and~~ survey it will
probably pay us to send him back to assemble
equipment materials and select a det. of. workers
and recruit labour. SJS hasn't replied to our
query about recruitment in Germany and we should
bear in mind that Young is going to (?) Flersheim
where we know that there is a community and anxious
to come here and he could take soundings for us. He
would also be helpful in checking one of these Danes or

Dutchmen to bring out the considerable volume
 of materials needed & possibly workers - returning with
 us so that we do not have to pay both ways.
 This should be K.I.V.

the 29
 1-54

By 2 weeks
 29

By 12/2/54

By 2 weeks
 26
 By 26/2/54



COLONIAL OFFICE,
CHURCH HOUSE,
GREAT SMITH STREET, S.W.1.

My Reference - MED 235/2/01.

2nd January, 1954.

My dear Clifford,

78
81
I am writing with reference to your confidential telegram No. 240 of the 11th December, about the engagement of an engineer for your public works programme. The present position is that the recruitment of a really first class man is being pressed ahead with very actively by our Colonial Service people; advertisements have been placed with nine daily newspapers and five technical periodicals. Every effort is also being made to interest other suitably qualified ~~as~~ civil engineers, and the possibility of finding an ex-Colonial Service man with suitable experience is also being followed up. I am sorry that we rather fluffed the question of whether the engineer ought to be recruited by the Crown Agents or ourselves, and as you express some surprise about the delay in your telegram, I think I must in justice to the Crown Agents say that it was really our fault in the Department. We were asked to look into the question of whether C. D. and W. money was involved. I had myself thought at first that your own proposal of recruitment by the Crown Agents might be speedier, but I eventually found, not only that our Colonial Service Division regarded recruitment for this kind of post as their function, but also that these birds were hard to come by, and our C.S.D. people would probably be able to tap a wider field than the Crown Agents normally could. I hope that we shall soon have some more information to give you, and we do fully understand how anxious you are to get the engineer out and a start made.

Yours sincerely,

William Morris

(W. A. Morris)

82

110

We should have heard something long ago!

Pr

Sir Miles Clifford, K.B.E., C.M.G., E.D.

Be 241 (54)

MINUTES OF
EXTRACT FROM LEGISLATIVE COUNCIL MEETING HELD ON THE 8th JANUARY, 1954.

The Honourable Colonial Secretary moved the following Resolution which was seconded by the Honourable Mr. J.E. Briscoe and adopted:-

RESOLUTION.

WHEREAS there is an urgent need to carry out a number of inter-related public works in Stanley.

BE IT RESOLVED that this Council approved:-

- (a) The engagement of a qualified engineer to plan and supervise these works, and
- (b) That the cost of these works, which can only be estimated very approximately as in the region of £300,000 should be met wholly or in part by the raising of a public loan.


Clerk of the Legislative Council.

DECODE.

TELEGRAM.

87

From Cooper, 66 Kingsley Grove, Reigate.

To LT Colonial Secretary.

Despatched : 16th March, 19 54 Time 1245

Received : 16th March, 19 54 Time 1430

If nothing yet finalised am prepared to undertake roadworks and ancillaries Port Stanley as contractors. On receipt your cabled reply will make suggestions programme. Conditions of contract etc. Regards.

COOPER 66 KINGSLEY GROVE, REIGATE

Reply at 88
Agcs Telegram at 6. to issue.

2) As regards (87) - I don't quite see what he is after - he has neither the capital (presumably) or organization to contract, so I assume he merely wants to a contract for the Engineers job. He shall be informed that details are with Colonial Office to whom he shall apply. @3 Nov, I think, that we were embk

P/L.

SM

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

Number	Office of Origin	Words	Handed in at	Date
				19. 3. 54
To				
COOPER 66 RINGSLEY GROVE REGIMENT			(H.C. Account)	

STANLEY WORKS WILL BE UNDERTAKEN BY DIRECT LABOUR STOP DETAILS OF FORCE MAY BE OBTAINED FROM DIRECTOR OF RECRUITMENT COLONIAL OFFICE.

COLONIAL SECRETARY.

See 87

Time

HER MAJESTY'S COLONIAL SERVICE
 Applications are invited for the following post:-
CIVIL ENGINEER, FALKLAND ISLANDS.
 Duties will include organizing the construction of a new water supply for Stanley and reconstruction of the island's road and sewage systems, together with general maintenance of a civil engineering nature.
 Appointment is on agreement for three years with a fixed salary (according to professional experience and ability) between £1,500 and £2,000 per annum, plus a temporary variable cost-of-living allowance of £107 5s. per annum.
 Candidates, who should be not less than 35 years of age, must hold a recognized University degree or diploma in Civil Engineering which carries exemption from Final Parts I and II of the A.M.I.C.E. examination, or be A.M.I.C.E. or A.M.I.Mun.E.
 Previous colonial public works experience would be advantageous.
 Apply in writing to the Director of Recruitment, Colonial Office, Great Smith Street, London, S.W.1, giving briefly age, qualifications, and experience. Mention the reference number CDE.112/40/01.

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 28.3.54 Time: 0955 Received: 29.3.54 Time: 0845

89

No 70. Your telegram No 90 Stanley Improvements. Advertisement produced only two formal applications and both candidates have been interviewed. Of the two only one was considered in any way suitable and he is being kept in reserve.

Other enquiries have been received from (a) D.B.O'Shea an ex D.D.P.W. Nyasaland; arrangements are being made interview this officer. These were unfortunately delayed owing to his indisposition and (b) Mr. R.A. Roberts at present serving East Africa with Commercial concern. Arrangements have been made for him to be interviewed locally. This person has some knowledge Falkland Islands having lived there for some years when his father served as Engineer in the Colony.

SECRETARY OF STATE

*H. H. informants
B.V. 2/4/54*

See 984126

Y.H.

Major Works Programme

92

Y.H. will wish to see this file and 0491 (with Pape's report at back cover) attached.

- 2) As regards an engineer (91) is the latest information. An ex DDPO Masaland sounds a good bet as he will be used to colonial 'form', accounting etc, & also to improvisation. If he is a pensioner we may get him at our figure £1500 - £2,000 otherwise we must raise the ante.
- 3) As regards labour Y.H. will wish to see form (124) in 0041/5 attached. I am not very happy about the progress in this direction & fear we may find ourselves with an Engineer, money & machinery but no going.
- 4) As regards finance a copy of the despatch asking for additional C&W money over & above the £6000 for water supply & £34,000 for Roads already allocated is at (82)^A 0491 attached. We have never had a reply and should perhaps give them a jolt at this stage.

As regards the method of financing the balance, (5) (52) & (59) on this file are part in ext. It is extremely difficult to make a plan, until the Engineer

can give us some better estimate than our present cost of £250,000 - £300,000. but as wool prices are going at present it does appear that we can do a lot from annual revenue.

5) Y.S. with no doubt with a discuss after perusal.

Q
8/4

Please remind by telegram about sent 1/4/52
P2A in 0491 & speak. 0000/II

(My experience of terraces where salt water can splash onto it has been bad. Concrete is cheaper, but that is for the Engineer to advise us on)

MHA
22/8/4

H.C.

We spoke. Please see ask J/S What is the position about labour 12/4

Action taken from 0001/II

B
24/4

02-72

94

CONFIDENTIAL MEMORANDUM

20th April, 1954

From: The Colonial Secretary.

To: All Members of Executive Council.

Subject: Major Works Programme.

It is now seven months since an "indent" was placed for an Engineer to supervise the Major Works programme and no candidate has yet been recruited.

2. At the same time enquiries were made regarding the possibility of recruiting a labour gang from Germany. The Secretary of State is not attracted by this suggestion and is anxious for British labour to be recruited if possible. He has therefore enlisted the aid of the Ministry of Labour on our behalf.

3. In the meantime the Stanley roads continue to deteriorate and the town water supply becomes increasingly inadequate and expensive to provide. It is therefore proposed to review the whole matter in Executive Council and to consider alternative methods of approach.

4. It is obviously possible to make a start or even to complete the programme after a fashion without the services of an engineer but the importation of a labour gang is an essential prerequisite.

5. It is thought that the Ministry of Labour's efforts may take a long time to bear fruit and that any labour gang thus obtained would be of unknown quality and would contain a proportion of "rejects". It is for consideration therefore whether it would not be prudent to fly the Superintendent of Works home as soon as possible to vet and recruit a type of labourer most suited to local conditions and requirements. The cost of his passages would be offset by the savings on repatriation of "rejects".

6. Even if the men preceded the engineer there would be plenty of preliminary work which could be done in the way of stone crushing, erection of quarters etc., before embarking on the actual programme.

7. Alternatively if a simple form of water bound road (as suggested by Mr. Pape) is adopted the Superintendent of Works could order in consultation with Crown Agents' engineers minimum machinery requirements and a start could be made on stretches of road outside the town.

8. Again, assuming that we cannot recruit a suitable engineer and must consequently carry out the programme with local resources, the Superintendent of Works would take the opportunity of discussing the plans with Crown Agents Consulting Engineers and obtaining their advice on the machinery and

equipment/

equipment required, the method of tackling the various jobs and the estimated cost.

9. There are also a number of ancillary problems to be considered, irrespective of who supervises the work, such as cargo space for equipment, passages for labourers and local accommodation. As regards passages and cargo space we can only enlist the good offices and co-operation of the Falkland Islands Company and, as regards accommodation, we must either build a temporary camp or appeal to local residents to lodge these men.

10. Another problem to be considered is wages and it seems probable that the principle must be accepted of paying local rates and making up to U.K. rates in the form of bonus on completion of contract. Alternatively, if a camp is erected, local rates plus free messing might be offered.

11. Finally the question of financing the programme will require review.

C Campbell

Colonial Secretary.

COPY
DECODE.

Original in 0040/II

96

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 21.4.54 Time: 1605 Received: 22.4.54 Time: 0845

232 in
0040/II

No 82. Your telegram No 98 Colony of April 1st.

Stanley improvements plan application for Colonial Development and Welfare grant.

Proposals for expenditure from existing allocation approved in principle.

Savingram follows.

SECRETARY OF STATE

CT has seen pl. see 233 in 0040/II

B4 9/5 rail
1600

Extract from the Minutes of a Meeting of Executive Council
held 20th April, 1954.

0825/I.

74

2. MAJOR WORKS PROGRAMME.

Council considered the Executive Council Circular of 20th April and advised

- (a) That even if labour were obtained, the supervision of the major works programme or part of it should not be entrusted to the present Superintendent of Works
- (b) That, if a suitable British engineer could not be obtained in the near future, a German engineer should be appointed provided that the gang was also German.
- (c) That German labour should be engaged if suitable British labour could not be secured for the wages paid.

See 117

His Excellency agreed to defer the matter until a further communication had been received regarding recruiting prospects in England and in the meantime he asked the Honourable Senior Medical Officer to write to German contacts and the Honourable Mr. Barton to write to Mr. Young enquiring about the prospects of recruiting a German engineer and gang.

The Honourable Mr. Barton stated that given reasonable notice and depending on the time of year his Company could arrange transport for the labour and materials.

Wintle

Acting Clerk of the Executive Council.

A. G. S.
 File shd. now be "CONF (NB to leave office)"
 pe.
 Wt 10/5 Yes
 mail. 96
 No mail yet
 96 BU 26/5 inane

No. _____

MEMORANDUM.

99

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



18th May, 1954

From

To
The Hon. Colonial Secretary.

Supt Works, P.W.D.
Stanley, Falkland Islands.

Secretary.

SUBJECT:- Purchase of road machinery.

I have the honour to suggest that the following items are ordered for the Road Scheme;

- Diesel Road Roller, 7-8 Tons.
- Oil fired Tar Sprayer.
- Water Cart with Sprayer.

[Signature]
Supt Works.

25 (99)

Draft telegram at once submitted for

150

tel

Issue telegram at cover
of the same or copy to his. with
a request that he prepare
an incident.

21/25

Copy in I/87/54.

101

DECODE.

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for Oversea Govts. & Admins.

Despatched: 25th May, 19 54 Time: 1615

Received: 19 .. Time:

7

My letter 0825/I of 18th June 1953. Major Works Programme. Appendix B describes the type of water bound road it is proposed to construct. I now wish to order essential equipment as it may be possible to make a start on small sections of road with local resources. Our requirements are one diesel road roller with scarifying attachment and Cab, weighing 7-8 tons unless you advise to the contrary, one oil fired Tar sprayer and one water cart with sprayer. Please order and arrange early shipment. Indent follows.

Reparations

SECRETARY

See 100.
Copy should commence indent
(Intld) W.H.

Done. See indent 87/54.

GTC
SM

EXTRACT FROM LETTER FROM SIR WILES CLIFFORD TO HIS EXCELLENCY
THE GOVERNOR OF 29. 4. 54.

.....

They still haven't got an engineer for us and the only likely applicant is one Roberts (now in Tanganyika) - son of the old man who used to be head of the Public Works Department some 20 years ago which they seemed to think was an additional recommendation. I'm not sure that it would be - but it is pretty discouraging and I would have thought they might have got someone on secondment at the figure we are offering. I am seeing Walker next week and will explore that possibility with him.

.....

Can this please be typed and put on the file early.
We must consider it at once.

(Intld) O.R.A.

Res
Bo. for E.Cs.
25/5

25/2
DECODE.

X 103
TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 25.5.54 Time: 1716 Received: 26.5.54 Time: 0845

98
No 103. Your telegram No 142. Stanley Improvements.

Offer was made to suitable candidate who for no apparent reason declined the appointment. Further candidate being interviewed this week and will inform you of result.

SECRETARY OF STATE

B.U.F.
(Intld) c.c.

See 103

KIV 102

+ 124

104

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 28.5.54 Time : 1500 Received : Time :

103

No 159. Your telegram No 103. Stanley Improvements. As it is necessary obtain really suitable candidate who could adapt himself to and make the most of local conditions grateful if Mr.L.W.H.Young Chairman Balkland Islands Company could be asked to assist in interview. I have already advised him that I am suggesting this.

GOVERNOR

DECODE OF TELEGRAM FROM COLONIAL SECRETARY TO Mr. L. W. H. YOUNG
DATED 28th MAY, 1954.

Colonial Office have been trying unsuccessfully for 8 months recruit suitable engineer carry out major works programme salary offered from £1,500 to £2,000 but we would agree to increase for really competent man fullstop I think that sources explored by Colonial Office are limited and wondered whether you would kindly assist by throwing out feelers possibly among County Councils fullstop If in the meantime Colonial Office find someone would you be prepared to interview him with a view to ascertaining suitability local conditions and capability handling men fullstop Can supply further information if required.

COLONIAL SECRETARY.

Reply at 118

Original in I/87/52

107

DECODE.
No. 47.

TELEGRAM.

From The Crown Agents

To The Colonial Secretary.

Despatched :	28th May,	19 54	Time 1746
Received :	29th May	19 54	Time :

101

Reference His Excellency's telegram 25th May Major Works Programme. Have consulted Page and best plant for your purpose seems as follows

- (a) Aveling Barford 6 ton approximately roller with 2 tine scarifier cab electric starting and drawbar £2,247 delivery 3 weeks.
- (b) 160 gallon oil fired tar heater only £220 with hand spreading by cans and brooms alternatively you may prefer similar size heater with spraying attachment £308. 250 gallon sizes £272 and £377 respectively. Extras for jib crane and thermometer all models £22 and £5. 10 shillings respectively. Delivery any above 5 weeks.
- (c) 200 or 300 gallon water cart with pump and spray £180 and £302 respectively delivery 8 weeks. All prices f.o.b. Please telegraph models to be ordered under (b) and (c).

Further action
pl. see I/87/54

CROWN.

p/l.

Extract from the Minutes of a Meeting of Executive Council
held 26th May, 1954.

0825/I.

9. LABOUR - MAJOR WORKS PROGRAMME.

106

Council recommended that Mr. Young be asked to assist in finding a competent engineer and also to assist the Colonial Office in selecting a candidate. The Honourable Mr. Barton promised to investigate the possibilities of recruiting a competent Road Foreman and gang when he was on leave. He thought The Honourable Mr. K. W. Luxton would assist him.

His Excellency concurred.

W. Little

Acting Clerk of the Executive Council.

Bu 7/6

ABS

Mr. Luxton has agreed pl?

W.L. 15/6

yes. 16/6

0825/I

17th June, 54.

Sir,

I am directed to forward to you details of the tasks which you have kindly agreed to undertake on Government's behalf when you are on leave in England:-

- (a) Machinery for Camp tracks. You will be selecting two units of machinery (one for East and one for West Falkland) together with a reasonable quota of spare parts, to implement the scheme for improving Camp land communications which was outlined in His Excellency's Memorandum to the Joint Conference. In addition two operators should be if possible, engaged on three year contracts - preferably by or through the firm which supplies the machinery.

You will be holding preliminary discussions with the Crown Agents' Engineers who will advise on the problem generally and put you in touch with the appropriate firms. In making your selection you are requested to consider whether the same machine is equally suitable for work on both East and West Falklands or whether the units should differ.

Before placing a firm order for the machinery (which should be done through Crown Agents) it is requested that you will advise this office telegraphically (if convenient through the Crown Agents) of the estimated capital and recurrent costs.

The salary of the operators will however be left to your discretion based on your knowledge of current wages but if you are in doubt, please refer to this office. The Crown Agents would arrange their contracts.

- (b) You will be endeavouring to recruit on a three year contract a competent and experienced road foreman to undertake the

See 113.

The Honourable
Mr. A.G. Barton, J.P.,
STANLEY.

construction of the Stanley Roads.

As a guide his post would rank for salary as Scale B (£540 x £30 - £660 plus £140 p.a. expatriation pay). He would be expected to pay for his board and lodging in Stanley and if any communal labour camp were set up with communal messing etc. he would be liable for deductions.

Because of accommodation difficulties a single man would be preferred but if a first class married candidate presented himself housing could be provided - but only with great difficulty.

The Crown Agents would arrange the contract.

Before engaging the foreman it would be necessary to establish that he or some other agency could recruit a gang of between 20 - 40 men which would include drivers and some artisans. It would be necessary to pay the United Kingdom market price for labourers but in any event while in the Colony they would be paid local rates and receive the balance in bonus form. You are requested to advise this office of the rates it would be necessary to pay - such rates to be hourly with opportunity for overtime. Artisans should be paid at hourly rates and as a guide our present rates are £450 - £502 (inclusive of C.O.L.B. and expatriation pay).

If in the interim an Engineer is selected it would be appreciated if you would keep him informed of your actions as he may well be able to assist you.

- (c) A Veterinary Officer has not yet been selected and the Colonial Office have been asked to invite you to sit on the selection board if the post is still vacant when you arrive in England.

I am,

Sir,
Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

Copies filed in: 1641 - Land Communications in the Camp.
0452/II - Stanley Roads - Repair of
0797/N - Agricultural Department - Staff vacancies.

DECODE.

TELEGRAM.

111

From Mr. Young, London

To The Colonial Secretary

Despatched : 16th June, 1954 Time : 455
Received : 17th June, 1954 Time : 1430

106

Your telegram 29th. Understand Col. Office have candidate. Could probably engage two suitable German foremen capable carrying out scheme and necessary labour telegraph if interested.

YOUNG.

B. H. F.
(Int'l) C. C.

Reply at 114

As regards the Engineer we can only 'wait & see' & will not affect the necessity for a road foreman & gang.

2) As regards the Germans I feel we ~~can~~ should wait & see the result of Mr. Barton's investigations on Britishers before finally deciding. He will no doubt be discussing the whole question with Mr. Young. & I suggest we inform the latter accordingly.

3) If an engineer is engaged, I think he should come out here first for two or three months on a preliminary survey to ascertain

- a) Machinery required.
- b) ~~Men~~ required type & number of men required.
- c) Estimated cost of individual & combined scheme.
- d) Method of working programme

About the Engineer we must wait. 17/6

2. As regards foreman & gang we must leave it to Mr. Barton. If he can get a British gang that would be best. If he can't we must ask him to put in hand at once the recruitment of Germans

ORA 18

18th June,

54.

Sir,

109

I am directed to refer to my letter No. 0825/I of the 17th of June, 1954, and to state that a telegram has been received from Mr. Young intimating that he could probably engage German foremen and labour to carry out the scheme.

2. I am however to request that you will nevertheless continue to explore the possibility of a British foreman and gang, but, if you are unsuccessful, it would be much appreciated if you would ask Mr. Young to engage Germans.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

The Honourable
Mr. A.G. Barton, J.P.,
STANLEY.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

114

Number	Office of Origin	Words	Handed in at	Date
				18.6.54

To

YOUNG BLETWING PICCY LONDON

HOA/C

YOUR TELEGRAM 16TH JUNE STOP WOULD LIKE DEFER DECISION ON GERMANS UNTIL BARTON GETS HOME AS HE IS MAKING ON OUR BEHALF FINAL INVESTIGATION INTO POSSIBILITY OF BRITISH LABOUR STOP MANY THANKS FOR YOUR ASSISTANCE.

SECRETARY

Time

SM

Extract from the Minutes of a Joint Conference of Executive and
Legislative Councils held 14th June, 1954.

0825/I.

MAJOR WORKS PROGRAMME.

The Honourable the Colonial Secretary reviewed the position and it was agreed that if it is not possible to obtain an engineer, immediate steps should be taken to recruit a Road Foreman and gang and put the work in hand.

W. Little

Acting Clerk of the Councils.

By 15/7/54

116

Dr. Stewart Slessor
King Edward VII Memorial Hospital
Stanley
Falkland Islands
South America

Köln, 12.6.54.

Lieber Stewart!

Vielen Dank für Deinen Brief vom 20.4., den ich während einer Reise nachgeschickt bekam. Ich habe inzwischen verschiedene Erkundigungen eingezogen, da ich selbst niemanden kenne, der in Frage gekommen wäre. Bevor ich aber nun weiteres unternehme, muss ich doch wissen, inwieweit diese Dinge offiziell gehen können.

Ich habe gestern informell mit einem mir bekannten höheren Beamten des für alle diese Fragen zuständigen Bundesministeriums für Arbeit gesprochen. Danach wusste man dort bereits von Eurem Wunsch nach 40 Arbeitskräften. Man hat mir aber erklärt, dass man nicht besonders interessiert sei und nicht glaube, dass sich hierfür Deutsche finden liessen. Andererseits war man offensichtlich sehr interessiert, mehr über den Ingenieur-Posten zu erfahren. Ich habe es aber bisher unterlassen, mich nun die direkt zuständige Stelle zu wenden, da ich nicht weiss, ob es in Deinem Sinne und im Sinne von „Her Majesty's Government“ erwünscht ist. Wenn denn die Sache offiziell wird, kann ich wenig persönlich daran tun. Gerade diese Arbeitsbehörde ist sehr streng und nahezu monopolistisch.

Sich habe ich den Eindruck, dass die britische Regierung in dieser Sache, d.h. vor allem bei dem Ingenieur-Posten einen richtigeren Weg über Zeitungsannoncen in den Fachzeitschriften geht. Hierbei würde ich Euch bestimmt verständlich gern behilflich sein, nur muss ich doch erst einmal sehen, wie Ihr Euch das weitere Vorgehen denkt.

Im übrigen geht es uns gut. Meine Arbeit macht mir viel Freude. - Ich hatte einen sehr lieben Brief von Marie und freue mich zu hören, dass Uncle Bob so unverändert frisch und aktiv ist. Ich würde schon noch einmal wieder nach Schottland fahren, fürchte aber, dass dies nicht so bald sein wird.

Bitte bitte Peter Richter herzlichst von uns. Ob wir uns in Montevideo treffen werden, ist sehr ungewiss, da nicht feststeht, ob ich überhaupt kommen werde.

Herzlichst

Dein FAL.

See 117

12.6.54.

Dear Stewart,

Many thanks for your letter of the 20th April, which was forwarded to me while I was on tour.

In the meantime, I have started several enquiries, as I myself do not know anyone who would be suitable. Before I undertake anything further, I must know how far this matter can go officially.

Yesterday, I spoke informally with a high official of the Ministry of Labour whom I know, and who is in a position to deal with such matters. I gathered that the Ministry already knew about your desire to get 40 workers. We explained to me, however, that the Ministry is not particularly interested and does not think that it could find suitable workers for the job. On the other hand, the Ministry is apparently very interested in the appointment of an engineer, and would like further particulars. I have not approached the department direct, as I do not know if that is the wish of the Colonial Government. If the matter is taken up officially, I can do little personally. The Labour Department is very strict, and has complete jurisdiction of labour.

I think it would be best for your Government, especially in the case of the engineer, to advertise in some technical journal. I would, of course, be only too glad to help with this, only I must know first what you think about it.

*Prof. Playa looks in
Director of Labour?*

See 97

117

*Yes
p2 see (97) (116) + (117)*

I suggest this when the outcome of Mr. Butler's efforts are known.

*Yes.
MA ?*

See 20/7/54

08252

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

TELEPHONE: WHITEHALL 6077/8.

TELEGRAMS: "FLEETWING, PICCY, LONDON"

120, PALL MALL,
LONDON, S.W.1.

AIR LETTER.

The Honourable
The Colonial Secretary,
Port Stanley,
FALKLAND ISLANDS.



18th June, 1954.

Dear Sir,

106 With reference to your telegram dated 29th ultimo, we shall be very pleased to give you any assistance possible. The Colonial Office telephoned us shortly after we received your telegram and requested us to look over the credentials of a son of Roberts who was in charge of the P.W.D. during my time as Colonial Manager. I understand the son is working in East Africa. Since then we have heard nothing more from them and this inaction ties our hands to a certain extent. They will doubtless resent our intervening.

We had already approached Cordier, the German in charge of the Pforzheim party and I cannot do better than quote the letters exchanged.

To W. Cordier. 26/5/54.

Will you let me know if you can find a skilled foreman who would engage 30/40 men for 2 to 3 years for work on roads, waterworks and sewage scheme in the Falkland Islands. The gang would be accommodated in huts. Free 3rd class passages would be provided both out and home. Any of the men wishing to remain in the Colony at the expiry of their agreements would probably be allowed to do so. This of course is quite separate to your scheme and is the result of an enquiry passed to me.

From W. Cordier. 29/5/54.

With reference to your enquiry about a foreman and several workmen I inform you that we talked about this matter to-day. At the first place we can name Mr. Gustav Bohm. As a foreman of the township of Pforzheim he managed even the jobs mentioned in your letter. We may ask you else to make use of the enquiry of the Colony, if it is possible and to place at disposal the other men mentioned in our personal list. All the men are willing to do this work and the greater part of them are versed therein. Mr. Max Zimmermann for example has on-the-job training and is skilled in making waterworks and sewage schemes. The whole group may be able to work hand in hand. The wives and children of the men should go with them and they like to work off the costs of passage for their families. The men agree willingly with your proposal because it also agrees with the confiction found by us.

P.T.O.

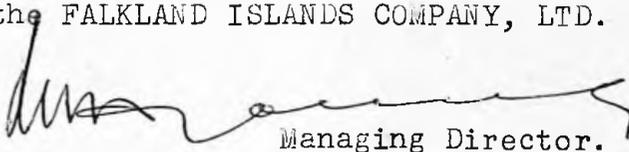
119

- 2 -

If this interests you, we are prepared to arrange for someone with the necessary qualifications to interview these men. If you would like us to go ahead, please telegraph.

Yours faithfully,

For the FALKLAND ISLANDS COMPANY, LTD.

A handwritten signature in dark ink, appearing to be 'D. J. ...', written over the typed name 'Managing Director.'.

Managing Director.

Extract from letter to His Excellency the Governor from Mr. A.G. Barton on board R.M.V. "Alcantara" dated 24th June, 1954.

See 118
".....Engineer Mr. Young writes "...regarding a Civil Engineer the C.O. telephoned and asked me if I would see the credentials of one of G. Robert's sons who had applied - that was nearly two weeks ago and I have heard nothing more from them so I am left in the air. I really do not think we can do anything unless the F.I. Govt. gives us some authority which presumably the Colonial Office and Crown Agents would resent...."

but also
be be for En Co

Extract from letter to His Excellency the Governor from Mr. A.G. Barton on board R.M.V. "Alcantara" dated 24th June, 1954.

".....Labour. The leader of the contingent from Pforzheim which goes down to the F.I. next voyage, named Cordier, is confident that he could engage a Roads Foreman who is now employed by the Pforzheim Town Council on such work, also another man who has been on water works and sewage schemes, and in addition a labour gang - so what? Will the C.O. sponsor and Stanley Labour accept such a large introduction of foreigners?"

See 122

Bols for Enlo

L.B.S.
Noted for EX Co. pl.
13/7

(P. see from 120.

Extract from the Minutes of a Meeting of Executive Council held

19th July, 1954.

0825/I.

13. Recruitment of Engineer and labour for Major Works Programme.

Council agreed that Mr. Barton should be asked to continue his efforts to obtain a British road foreman and gang. If he failed it would be necessary to try to engage Germans.

It was also agreed that the possibility of obtaining the services of an Engineer for a period shorter than three years should be investigated.

It was further decided that Mr. J. Clifton's application for a road-making contract would be reconsidered when Government was in a position to start the road repair programme.

Whittle.

Acting Clerk of the Executive Council.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

123

Number

Office of Origin

Words

Handed in at

Date

20.7.54

To

BARTON C/O MEETWING PICCY LONDON

HOA/C

121 FROM/CAMPBELL BEGINS REFERENCE YOUR LETTER TO GOVERNOR ABOUT GERMAN
 LABOUR FOR MAJOR WORKS STOP GRATEFUL YOU ENDEAVOUR PROCEED AS REQUESTED
 IN PARAGRAPH (b) OF MY LETTER 17TH JUNE STOP IF THIS FAILS WE WILL HAVE
 TO TRY GERMANY STOP ENDS.

SECRETARY

Time

SM

124

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 27.7.54 Time: 1600 Received: Time:

103

No 215. Your telegram 103. Stanley Improvements.
Glad to know if there is appreciably better chance
of obtaining suitable engineer if tour of service
was reduced to eighteen months or one year. If so
I would consider modifying existing plan and require
Engineer to supervise the installation of the water
purification plant and merely prepare detailed plans
and estimates for the other improvements which would
be supervised and carried out by works foremen.
Grateful early advice.

GOVERNOR

See 125

Reply 126

See 148

Bu. 10 days
(retd) cc.

bu 2/8/54

DECODE.

126

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 10.8.54 Time: 1444 Received: 11.8.54 Time: 0845

124

CONFIDENTIAL. No 145. Your telegram No 215. Stanley
Improvements.

91

Vacancy Civil Engineer now under offer to Roberts
referred to in my telegram No 70. Will keep you informed
of developments. Full details follow by Saving.

SECRETARY OF STATE

B.U.F.
(Intld)C.C.

YH See above - better than nothing.
I note he is or has been serving in
E. Africa or, hope he is not a (British) ...

12

MA 13

15/11/54

GTC
SM