

Newsletter

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Welcome to this, the fifth issue of our annual newsletter. I hope that you enjoy reading it and please feel free to contact me if you have any queries or comments.

Tansy Bishop, National Archivist
 Jane Cameron National Archives
 P O Box 687, Stanley
 Falkland Islands, FIQQ 1ZZ

Tel: +500 27249
 Fax: +500 27259
 E-mail: tnewman.archives@sec.gov.fk
 Web: www.fig.gov.fk/archives

This Issue

Post World War I there was an acute need for affordable housing in Stanley and general improvements. This led to major works being initiated by Governor John Middleton and carried on by his successor Governor Arnold Hodson. On page 3 the first of these houses to be built by the Government, which still stand today, are covered. Other improvements needed were to stock and on page 2 you can read about the importing of a stallion by the Falkland Islands Company Ltd. Local shipping is always popular and this year features the schooners *Nimrod* and *Genesta*.

Snippets from the Past

HOUSING SCARCITY.

I've got the girl, I've got the chink,
 I've got some jugs and dishes.
 I've got a teapot, plate I think,
 I've got a bowl of fishes.
 I've got a stand for hats and coats,
 I've got a ripping fender.
 I've got a pair of gravy boats
 and feelings true and tender.
 I've got the blessing of my boss,
 I've prospects in the city.
 And yet to marry seems impossible
 for is'n't it a pity.
 I've got those things but they are no good,
 And this is why I grouse, Sir,
 I cannot marry, though I would
 I have'n't got a house, Sir.

FIM September 1922

FOR SALE.

SCAFFOLD POLES at Christ Church, Stanley.
 Price, **ONE PENNY** per lineal foot. These poles made
 good rails for repairing garden, &c., fences.
 Apply to **Mr. F. J. HARDY, West Store, Stanley.**

FIM February 1896

THE SHIPS ARRIVE FOR THE ANTARCTIC SUMMER

The R.E.S. Shackleton, (Captain J. S. Blackburn, R.N.) arrived in Stanley in a gale on the 14th November with eighteen F.I.D.S. personnel. A distinguished visitor on board was Professor D. Lipton, Professor of Geography at Birmingham University.
 H.M.S. Protector arrived on the 16th November. Her Commander this year is again Captain A. R. L. Butler, R.N.
 The R.E.S. John Biscoe (Captain W. Johnston) arrived on the 17th November.
 The "Totara", bound for the relief of Halley Bay, is expected in Stanley on or about the 21st December. She will go on to South Georgia en route for the Weddell Sea before Christmas.

FIM Monthly Review December 1958

Contrasts .

In England.

Dear little lamb; dear tiny mite;
 Sweet child of Mother Nature;
 Wish fleeces so soft and snowy white—
 You darling little creature!
 Often I sit and watch you play—
 Your innocent devices;
 Your form, so undefiled and gay,
 Unsmirched by sins and vices,
 I think of what a beast I am;
 Oh bless you, bless you, little lamb!

Here.

Great Scots! I've surely had enough
 Of this confounded diet!
 Oh! grant a change; some other stuff—
 Can't love or money buy it!
 It honestly puts years on me,
 This everlasting mutton.
 I'll take what Fate confers on me—
 I do not care a button
 "Whether it's fish or beef or ham,
 But . . . go to blazes, little lamb!!"
 "CINNA."

FIM September 1920

Stallion St George

Early farms consisted of large tracts of unfenced land and in order to manage stock the horse was an important part of life in 19th Century Falkland Islands. The Falkland Islands Company Limited recognised the need to introduce new bloodlines regularly and to this end sent out a number of stallions over the years.

In despatch 685 dated 19 March 1887 London Office advised that they had purchased the Norfolk Roadster Stallion Young Gentleman, 4 years old, 15' 1 high, dark bay colour and that they would ship him by the *Selebria* the next month. In despatch 687 dated 10 May 1887 LO advised that as Young Gentleman proved to be hardly suitable that they had obtained the stallion St George which they had now shipped to improve their breed of horses. He was insured for £100. In despatch 439, par 26 dated 17 June 1887 Frederick Cobb advises that "*the St George is in splendid order*". By 6 August 1887 St George was at Darwin kept in his box and exercised daily. In their despatch 694 dated 4 October 1887 LO warned that they did not think that he had been broken in for riding.

Stanley-LO, desp 471 dated 15 January 1889: "*The result of St George's first year is not satisfactory; he covered some twenty odd mares (the exact number I have not by me) and I can only hear of two foals (one since dead) and two mares yet to foal. No one here pretends to understand the management of a stall-fed stallion, as our other stock horses run at large, and I should like to know whether it would be advisable to have a man accustomed to the care of a stallion, or whether St George should be allowed to run loose with a manada of mares. I do not like the last idea; but there is plenty of time for you to decide, as the season for serving mares does not come on before September.*"

LO-Stanley, desp 720 dated 16 March 1889: "*It is unfortunate St George has not produced more young Horses.*

We are told that it would be useless to send anyone out as he ought to have exercise and a paddock where he can run about with his Mares having a shelter for cold weather, Ferguson told me the man attending him is too timid someone else ought to be appointed who would lunge him about with a rope from his headstall if he cannot be ridden for exercise, of course he must not be turned out suddenly in cold weather and the shelter ought to have a manger for oats &c as grass will not be sufficient for him, we trust steps will be taken to get him in better condition believing him to be a good Stallion & suitable for us so that our breed of Horses may be improved."

Stanley-LO, desp 480 dated 17 May 1889: "*St George has a paddock at Darwin about 60 yards by 50, with a stable for shelter in the corner, just as you describe, with a manger for oats, &c. He is taken out for exercise every day, and is*

attended to by C Smith, who is certainly not too timid, assisted by J Biggs, who may be so; but these are the only two horse and cattle men at Darwin, and Biggs as a servant of about 30 years standing cannot be got rid of. St George is in good condition, not too fat; but I fear is not a sure foal getter, as many of the mares he covers seem to get in season again. No one has had any experience in the management of a stallion here, excepting of those running at large, and there are several points that no doubt require attention, which a groom from England would be up to. For instance how often, and of what intervals should a mare be covered when brought up to the stallion?" According to the depreciation ledger a total of £60 was spent on building him a stable.

No other correspondence has been found to date as to the success or fate of St George.



St George and John Biggs.

Government Housing

In an open letter dated 30 March 1922 and published the September issue of the Falkland Islands Magazine, the Falkland Islands Reform League pointed out that there existed a pressing need for the erection of dwelling houses in Stanley and about sixteen families were seeking tenements. They also stated that the most practical method would be the erection of cottages by the Government to be let with an option to purchase and that Douglas Cottage on St Mary's Walk was a suitable model.

The official reply in the same issue stated that the Governor had been collecting information on the type and cost of suitable houses and that if the Government did erect houses it was essential that the type of building was of good design, permanent nature and economical design. The editor commented that the matter of building shouldn't be left to Government alone and that the Falkland Islands Company Ltd could at least build cottages for their own employees on the same terms.

In 1922 five cottages were ordered from various suppliers and shipped on the RMS *Oropesa* May 1923. The FIM of June 1923 reported "*We are glad to know that the Oropesa brought five new houses to be erected in Stanley by the government...*" The buildings were erected in an endeavor to relieve the shortage of housing in Stanley and were to be offered for sale or rent at terms that the ordinary artisan or workman could afford. With this in mind the Tender Board was to give preference to the most deserving applicant

Work on construction commenced February 1923 and by the end of 1923 £5,882-4-1 had been spent.

Double Cottage 2 & 3 Allardyce Street

These wooden semi-detached houses were purchased from Boulton & Paul, Norwich for a first cost of £535. Extra internal fittings at a cost of £60 were purchased and the final cost including materials for the foundations, chimneys, 4½" brick party wall, fences, porches and peat sheds, plus labour came to £2,048-5-5. The building was erected from April to September 1923 and both the leading carpenter and leading mason were paid £20-16-8 per month.

On 2 November 1923 a public notice was issued offering the houses for sale or lease. The description of each house was: The ground floor contained a porch at front and back entrances; living room 14' x 11'; kitchen 11' x 7'; pantry, washhouse 7' x 6' with self-contained boiler, sink and draining board 12 foot from the main building; store room 6' x 5'; peat shed containing a privy 16 foot from the main building; concrete ash pit; 400 gallon tank on approximately quarter of an acre, back entrance on Moody Street. The first floor contained three bedrooms 11' x 8', 8' x 6' and 11' x 7' respectively;

On 1 December 1923 the houses were offered for lease at a monthly rental of £4 in advance. The east portion was leased to Albert Edward Smith from 1 January 1924 and the west portion to Robert Yates from 1 January 1924.

The total building was insured for £2,050 in January 1924.



Double washhouse 1994 and north face of house 2017



Government Housing (continued)

Bungalow No 1—14 St Mary's Walk (Crown Grant 426)

On the 27 February 1923 a timber house, design No 1, was ordered from Arthur Thornborough Ltd, Tottenham. The total cost, including shipping, of 59 packages delivered to Liverpool was £553-6-11. By 17 October 1923 the total cost was about £914 with a further £77 estimated to finish the courtyard and back entrance.

When offered for sale it was described as situated between St Mary's Walk and Allardyce Street to the east of Douglas Cottage, built in 1923 from wood with a roof covered with "Poilite" tiles and brick flues for all fireplaces. The building contained a living room, kitchen, small scullery, three bedrooms and porches at front and back entrance. The property also consisted of a peat shed 27 foot from the main building and built from timber with a corrugated iron roof, privy and ash pit. The water came from two 400 gallon tanks and the land with the house was approximately 660 square yards.

On 27 November 1923 a public notice was issued offering the house for £950. The property was purchased by Edward Noah Summers for £950 on 1 January 1924 and insured for £1,000.



14 St Mary's Walk 2017

Bungalow No 2—16 St Mary's Walk (Crown Grant 462)

Purchased from Boulton & Paul for £337-10-0, the total cost including freight, building and land came to £980-9-6. Described as situated between St Mary's Walk and Allardyce Street built in 1923 from wood with a roof covered with "Poilite" tiles and brick flues for all fireplaces. The building contained a living room, kitchen, small scullery, four bedrooms and a bathroom. The property also consisted of a peat shed 10 foot from the main building and built from timber with a corrugated iron roof. Insured for £1,000 on 2 January 1924. Built on .137 of an acre.

The property was used as government housing and on 30 November 1929 the current tenant, Mr Bennett, was moved out.

The Falkland Islands Government offered the house for sale to Valericio Morales 5 November 1929 and the keys were handed over to him Saturday 30 November 1929. The property was purchased by Valericio Morales for £750 on 15 January 1930. He added a small porch and door opening into the room that he was using as a Jewellery & Optical shop. He also added a lean-to at the back, 24' x 8', lined with 3 ply and containing a scullery, bathroom and porch. The peat shed was enlarged another 17' x 10', the sitting room was lined with 3 ply over the old lining and papered and the ceiling paneled. The front room was converted into a shop with plate glass windows and lined with 3 ply over the old lining boards and the ceiling paneled. He had also installed electric light. On 19 June 1934 the final instalment was made and Crown Grant 462 was issued to James Willison Miller who had taken over the property from Valericio.

Government Housing (continued)



16 St Mary's Walk 2017

“Norwegian Bungalow” fronting to Moody Street and rear to Brandon Road—2 King Street (Crn Grant 455)

Norwegian design wooden bungalow purchased from Cuypers Patent Construction through their agents Burt, Boulton & Haywood Ltd for a first cost of £513-6-9. The final cost including materials for the foundations, chimneys, fences and peat shed, plus labour came to £1,395-16-2 on a .2346 acre site valued at £23. It was noted that the cost of the house was higher than the others due to the very high cost of central heating (about £200) owing to a misconception in what was required and that it was not likely that more than £1,100 could be realized.

On 25 August 1924 a public notice was issued offering the houses for sale at a reserve price of £1,100 or lease at £5 a month if not sold. The description of the house was: living room 12' x 12'; kitchen 8' x 8'; bathroom 8' x 4'; four bedrooms 12' x 16', 12' x 8', 12' x 12' & 11' x 12' respectively; peat shed; privy; ash pit and concrete yard. Fitted with hot and cold water in the kitchen and bathroom also a central heating system.

The property was sold to Alexander McLeod of Island Harbour for £1,100 who rented it out. He later purchased the strip of land to the west and Crown Grant 455 was issued for the whole area in September 1933.



2 King Street 2017

Shipping—The Nimrod

The *Ernest* (later *Nimrod*), was built in Salcombe, Devon, England in 1858 and was reputed to have been in the Western Islands fruit trade before being converted into a sealer.

LO-Stanley, desp 601, par 10, dated 17 February 1882: *"The offers of several Yachts were submitted to the last Board...Mr Stande told us that his sealing schooner Nimrod 92 tons Regd was to be sold at Sandy Point, failing a purchase there his Captain would bring her to Stanley for sale, from description & build, formerly "Ernest" of Salcombe, she would be a very suitable vessel."*

Stanley-LO, desp 332, par 10, dated 31 March 1882: *The Nimrod was originally a seven years' vessel, is now 24 years old and has a bad reputation for missing stays; she is not a suitable vessel for this coast, and would be running into constant repairs."*

On 3 May 1882, John Henry Marcus Christian Seemann, agent for Edward Henry Barwassen, sold the *Nimrod* to the Corporation of the Falkland Islands Company for £500. The *Nimrod*, official number 21864, was registered 3 May 1882 as a one deck, two-masted schooner with a square stern, Carvel build and a scroll head. She measured 79 x 18' 5 x 9' 5 and had a gross tonnage of 81.55. On 8 May 1882 Frederick Cobb sent the certificate of the schooner *Nimrod* to Captain Telens of Wasserschoort, Hamburg as the vessel was no longer under the German flag. The *Nimrod* had been on a sealing cruise under master F Meins who was formerly the mate. [FIC/D6]

Stanley-LO: desp 335, par 6, dated 24 May 1882:

...The Directors will probably be surprised to learn that after all I have bought the Nimrod but will not, I think, find fault with me when they learn the circumstances. When the Memphis arrived Captain Seemann was instructed to send her to Sandy Point, where an offer of £500 awaited her, and being in immediate want of a vessel I offered to give this absurdly small sum for her, which Captain Seemann accepted. There are on board a quantity of fittings, the value of which will probably reduce her cost to £400, among which I may mention 8 tons of salt, ten Winchester and other rifles and a breech loading gun, a quantity of ammunition, six casks salt beef & pork, &c &c. The Nimrod came here under a fore and aft rig, and upon a further enquiry into her character I found that she had been a topsail schooner, and that this reason of her being a bad sailer was that she had been deprived of her proper rig. Today it transpires that the offer of £500 would not be accepted at Sandy Pt, and that Ch G Moeller thought that he could get £1000 for her in Monte Video, I am therefore satisfied that I can make a profit at any moment should it be necessary to sell her. But with the Fairy in her present decrepit condition, and our little Perseverance of 36 tons being entirely too small for our present requirements, I consider that I can make good use both of the Nimrod and Hornet...I have given the Nimrod a topsail and topgallant sail, converting some of the Vicars, her old foreyard makes a topsail yard,



The Nimrod by East Jetty—photo FIC Collection

and the Genesta

and as her for and aft sails and gear are good, she is being fitted at singularly little expense. Should the weather allow it I shall try to send a photo of her by the Ceylon. I have not altered her name.

The *Nimrod* sailed around the Islands and in 1886 went to Montevideo where she was in a collision which was not covered by the insurance.

The London directors decided to go ahead with purchasing a schooner and in despatch 676 dated 24 August 1886 wrote: *"The Board has purchased the Schooner Genesta 99 tons Register built in a superior manner for the Newfoundland and fruit trade by Mr Shilston of Plymouth for himself, but there not being much trade now he has sold her at a moderate price, a few matters have to be done to her at Plymouth which ought not to take more than a week then she will go round to Cardiff for 150 or more tons Coals Steam and fill up with building Timber, we understand that though a fast vessel she will carry a large cargo for her register tonnage. Captain Smith will take her out and the Directors wish him to remain in charge of her as his family is to join him hereafter. You will now be able to arrange for selling the Nimrod as the Genesta ought certainly to be away by the middle of next month if not before"*

Meanwhile Frederick Cobb, the Stanley manager, was not impressed. In despatch 423 dated 30 September 1886 he wrote: *"I doubt the Genesta being large enough, or having sufficient cabin accommodation. I wanted a schooner of 120 tons with a good cabin, and it will be unfortunate if she is a top sail schooner. He was also not impressed with their decision regarding a captain as he went on to write: "If Captain Smith is George Smith nephew of Mr Dyer he is an ass who is totally unfit for the position of master of a coaster. I don't know that it is possible to adequately express my disgust, you say that the Directors wish him to remain in charge as his family is to join him, - a very curious reason. I should have thought that it would be better to consult me, rather than thrust upon me an individual for whom I have a personal aversion." On 27 November he went on to say "Who is Captain Smith that he is to have the privilege of a house rent free an indulgence never granted in my time to any of the Company's masters? Even the masters of the Black Hawk when running the mail had to find their own accommodation when on shore. I have no house for this valuable individual, and shall have to build one. The crew I see are to be discharged and sent home on full pay at the Company's expense—this is a new departure, and a wasteful one; I looked forward to having a cheap crew as usual for 12 or 18 months but everything seems to be done nowadays with a view to spending as much money as possible."*

The Directors reported in despatch 677 dated 18 September 1886 that the *Genesta* had been delayed at Plymouth for various matters and that they had put up two extra cabins for Island service. In despatch 678 dated 27 September 1886 they then reported that the *Genesta* was ready for sea and that they trusted that she would have a quick passage out. The *Genesta* arrived in Stanley 19 December 1886 under Captain G S SMITH with 7 crew and was recorded as a seal schooner. Frederick Cobb wrote back to the directors 427 27 December 1886 *"I have seen her from my windows, and heard a good deal about her, and I hve no doubt whatever that she is a splendid vessel; strong, faithfully built of the best materials, a good sailer, and in every respect admirably adapted for the pig iron trade; in fact for any trade in which weight carrying is the principal object. But, unhappily I feel bound to add that in every respect, for this coast, where a heavy cargo is about unknown, she promises to be a dead failure..."* He then went on to describe in great length why she was not suitable ending with *"I asked for a vessel of 120 tons, she is 99, and when she has got the ballast on board I shall be agreeably surprised if she carries more wool than the Nimrod."* He then went on at further length about the unsuitability of the *Genesta's* rigging and passenger accommodation for the trade around the Falkland Islands and how fore and aft schooners such as the *American* and *Nova Scotia* schooners were most suitable for the local conditions. Captain Smith was also the subject of scathing comments about his sailing abilities, especially after grounding the *Genesta* on the north shore while manoeuvring in the harbour. *"I have made up my mind to given Captain Smith a fair trial, and still will do so, but I have few hopes of his turning our a success as a coaster. A man who has been accustomed to large ships and steamers is out of his element in narrow waters...I pinned him the other day to the admission that his trips to the Falklands consisted of three or four voyages in the Matilda, one in the Elizabeth Brown in 1868, and two in the Vicar. That is to say he knows Stanley and Darwin Harbour and the coast between, of the rest of the islands his knowledge is an absolute blank."* By despatch 426 dated 30 January 1887 Captain Smith troubles increased as Frederick Cobb could not supply him with a local experienced first mate and his relative, Captain Hoodless on board the *Selebria* at Port Howard, described him as *"the greatest liar that ever walked the ground."* The *Genesta* fared no better once Cobb had been on board with him stating *"find her exactly what I expected. She has over 100 tons of stone and shingle on board, and yet she floats like a bladder on the water...She is nearly useless as she is"* Captain Smith comes under fire again in despatch 430 of 21 February 1887: *"...this superior creature is not satisfied with the food I give the schooner, but wants jams, fruits, apples, macaroni and bacon. He suffers from African fever, and rather expects to be laid up*

Shipping—The Nimrod & Genesta (continued)

all the winter” The weather proved too much for him and he resigned and his agreement was cancelled as from 26 February 1887 and he was sent home in the *Selebria*. The same despatch mentioned that the *Genesta* had to have a new galley as the one supplied had already burnt out and the whole plan was too small. Captain Rowlands took over command of the *Genesta* at £12 a month if for a short time, £11 for longer. Cobb described him as “*quite the best man in the wash now, and I am very fortunate in getting him.*” On her return from a trip to North Arm Captain Rowlands report on the *Genesta* was not favourable.

In March 1887 the Directors gave permission for Frederick Cobb to part with her if to the Company’s advantage.

In July 1887 the *Genesta* and the *Nimrod*, along with the *Chance*, were sent to Pebble Island to put across 3,000 sheep for John Dean after which the vessels were to go to Saunders Island.

On 7 May 1888 the *Genesta* was waiting to leave for Hill Cove to load for London Holmested and Blakes wool insured for £5,000.

On 5 June Frederick Langdon wrote to the Colonial Secretary requesting a board of Trade enquiry held into the circumstances of the loss of the *Genesta* on her voyage to London from Stanley via West Falkland ports. The *Genesta* was totally lost 24 May 1888 on her voyage on with cargo for Holmested & Blake worth over £300. He reported in despatch 461 dated 7 June 1888 “*...an enquiry to be held into the cause of the wreck, which took place yesterday and resulted in a judgement that she was lost through an error on the part of the Pilot. I was present and must say cannot agree with the decision, four out of five men examined asserted that she struck on a rock not on the Chart at the least a mile off the Port Egmont Cays...*” London Office replied 7 August 1888 in despatch 707: “*The wreck of the Genesta is most unfortunate as there will be a loss on her accounts as the insurance had been reduced: we regret that Messrs Holmested & Blake have lost their Stores, you are to tell them that on Mr Cobb’s return he will endeavour to make some compensation to them on our behalf: you did right to have an Enquiry into the cause of the wreck as Captain Collard was not to blame we have allowed him £20 for the loss of his effects.*” They went on to say that they had purchased the yacht *Castalia* and were fitting her out for Islands service and that she would be brought down by Captain Collard.

Meanwhile the *Nimrod*’s registry was cancelled 10 April 1889 as the vessel ceased to be sea-going through conversion to a lighter for harbour service.

The *Nimrod* sank and was broken up in 1950 alongside the East Jetty, Stanley.

Sealing in the Falklands

Sealing and whaling around the Falkland Islands was common in the 18th century commencing on a commercial scale in 1774 by crews from the United States. On 8 June 1842 John B Whittington wrote to Governor Moody suggesting the necessity of prohibiting the Americans from indiscriminately whaling and sealing round the Falklands. The prohibition against fur sealing caused some difficulties for local residents and in July 1845 Charles Melville canvassed the prohibition of fur sealing as his livelihood was made afloat and if he was not allowed to seal would be obliged to sell his vessel. Licensing was brought in but there was problems with seal poaching well into the 20th century.

The life of the sealer was harsh but the rewards if successful worth it. The following describes the method of sealing as recounted to W M Dean by Jason Hansen who held a sealing licence for Steeple Jason Island for many years: “*Sealing from open boats was only done in the very early days prior to my father’s time. When the land was first taken up there were indications on nearly every beach of seal hunting in bygone days, but very few seal of any description in the Falkland Islands. The method of sealing has not altered much, except that now the rifle has taken the place of the muzzle-loading gun, the club and the lance. In my father’s time to all practical purposes, there were only the fur seals and the sea lions (generally called hair seals) killed.*”

Sealing in the Falklands (cont.)

The fur seal. Fur seal at the present time only inhabit the most inaccessible places. A fur seal likes deep water right up to the rocks. His method of landing is to jump out of the water on to the rocks, clear of the swell. The hair seal likes a shallow beach which he walks up. The fur seal is a very quick, nimble fellow, both on land and sea. My experience of them is on a rock about 400 yards long by about 50 broad, in the centre of a heavy tide race.

Method of hunting. Pull up from the depot the first fine day (about 2 miles). The sealers have their feet wrapped up in rags. Boots are not suitable, first on account of the noise they make, and the rocks being quartzite and seal about, it is very slippery. Now, if there is a big gang of men it is possible to surround large pods of the seal and either club or shoot most of them. If only two men that is not possible, but by shooting the foremost seal the others are likely to turn to another avenue of escape. When there are no more seal visible it is time to look in the cracks, there might be 20 or more pups in the cracks. These have to be shot. The smaller the calibre rifle the better. After all the cracks have been attended to it is time to do water work. When a fur seal swims he always leaps out of the water like a penguin. I have heard them likened to a salmon. This method requires two men or two lots of men, hunters and boatmen. The boatmen get into the boats. The hunters remain on the rock and shoot the seal as they play around the rock, then signal to the boatmen where the seal are. A dead seal is most difficult to see in the water. The head and tail sink and only a piece of the back about 4" by 5" is on the surface of the water to see. The water is tidal, and there is always a swell running in, so it takes expert boatmen. The hunters have to be expert too. Needless to say the best sealers are both hunters and boatmen.

After the first day it is generally the practice to land the hunter on all sorts of outlying rocks, so as well as being a good quick shot he must be nimble on the rocks.

It is essential to clean the rookery as much as possible. After skinning the seal all carcasses are thrown away.

The 8 months old pups were the best skins generally, but the market was very erratic, sometime the 18 months old were the best. The old wigs (males) were no good.

Hair sealing is a different matter. Skins were never of much value. In the old days the oil was made on the beaches where seal were found. Once they had a little oil in the portable try pots they always carried, they would heat it as much as they could without burning, then dump in a lot of finely cut up blubber. This was heated up again, the scraps scraped out & pressed, so much of the oil barrelled up, & then the process repeated. Penguin oil was made in a similar manner.

Sealers were landed with supplies close to the seal, very seldom could the schooner stay. The men made themselves comfortable either in the boat or in tussac huts. Sometimes it was possible to surround the seal, then lance & club them. Some of the expert sealers would stand in the runways & lance the seal as they came down.

The sealing & penguining was always done on shares. Messrs J M Dean & Sons always guaranteed to take all skins and oil. The men had two thirds after paying two thirds of the barrels, provisions, etc. I have heard Capt Rowlands speak of having £120 a man, but I expect that was exceptional."



Jason Hansen , 1949—photo FIC Collection

Charles HANSEN, a Dane from the Ditmarches, came to the Falkland Islands in 1860 after being wrecked on board the *Concordia* of Hamburg. In 1866 he bought the schooner *Felis* and started sealing and penguining off the Jason Islands and the coast of Patagonia. He married in 1869 and in 1872 leased Carcass Island and the Jason Islands. After his death his widow purchased Carcass and Grand & Steeple Jason Islands which she managed until her sons took over. Her son Jason sold the Jason Islands to Dean Brothers in 1927 but continued to farm Carcass Island until his death in 1952 when it was sold.

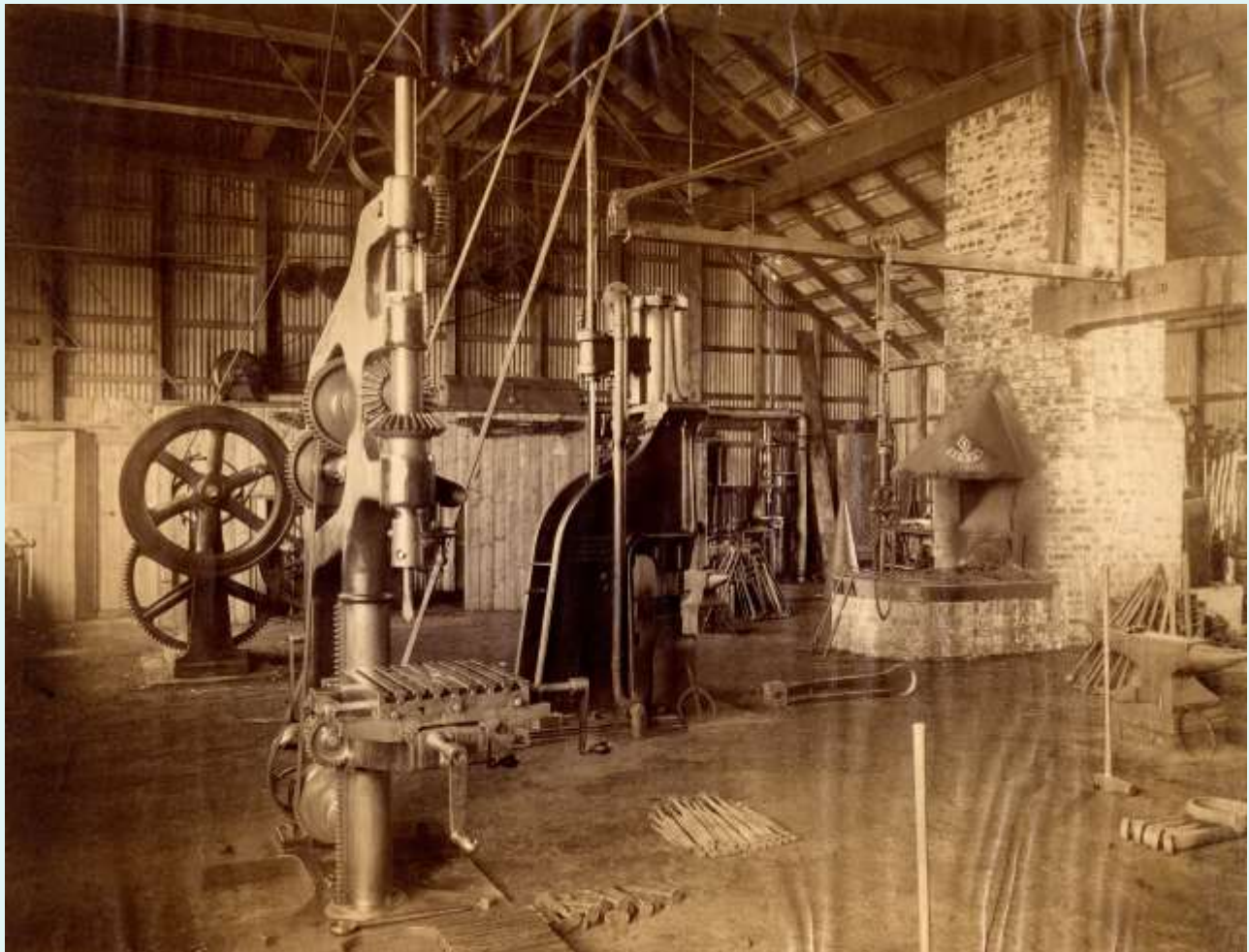
The Blacksmith James Myles

James Myles, his wife Mary (née Bertie) and three daughters aged 4, 3 & 1 years old, arrived in Stanley 3 February 1879 on the *Vicar of Bray*. James had come out on a five year contract with the Falkland Islands Company Ltd as a blacksmith.

James and Mary went on to have another three children in Stanley; William born 17 April 1879, James, born 26 May 1882 and Frederick George born 2 July 1886.

Despatch 425 dated 27 November 1886 to LO: *"I should be glad if you could send us the original agreement signed in Scotland by Myles the Blacksmith about the end of 1878, as he asserts that the one exchanged for in London differed from the first in several essential points. I do not believe him, and have no doubt it is the same as Anderson's case...Myles the blacksmith has given me notice that he wishes to leave the employ as soon as I can find a successor, say in six months time...Myles has lately had carpenters' pay 8/4d per day or £10-16-8 per month with an extra 2/6d per day when working for ships or outsiders and a house rent free. He is a good all round man, with an uncertain temper, which has made him difficult to work with, the foreman carpenter and his shikers having had a good deal to put up with at times. He came out with a free passage and £7 per month, his wages having been raised to the present amount as soon as his five years agreement expired."*

Despatch 426 dated 15 December 1886, par 13 dated *"Myles has asked to be allowed to withdraw his notice, and if you have not engaged a successor I have no objection for this once, as he appears to have seen the error of his ways."* Unfortunately this proved to be optimism on the part of Frederick Cobb as in despatch 439 dated 5 June 1887 he reported to London Office: *"The peace with Myles the Blacksmith was only a temporary one, and he has chosen the present time, just as we have a ship, to make himself very disagreeable, impudent and obstructive, so that I cannot put up with him any longer"* James Myles was replaced by George Chaplin.



The inside of the FIC blacksmith's shop circa 1890—photo FIC Collection

James Rae

Over the years many people have lived and worked on the Islands but due to the fact that they did not marry or have children here mean that they tend to be largely forgotten.

James Rae first arrived under contract to the Falkland Islands Company Limited 31 August 1872 on board the *Blanch* and commenced work in the Lafonia area on a monthly wage of £3-6-8. By 1879 James was the overseer at North Arm and by 1881 was on a monthly wage of £7-10-0. James returned home on board the *Setos* May 1887, returning in October at his own expense to be re-engaged. He had been sub-overseer at North Arm for a good many years. In despatch 438 dated 22 May 1887 to the FIC London Office, Frederick Cobb described James as *“one of the most restlessly active men I know, thoroughly well up to his work, a rough diamond, and an excellent nature when he is quite sober. However, in justice to him, I must say that he is a greatly informed character since his first arrival seventeen years ago.”* James, and his fellow shepherd Alexander Walker, returned by the Kosmos steamer *Ibis* leaving on 10 September 1887 along with David Goodwin who had been selected by James to work as a ditcher and drainer for the FIC.

James must have been an enterprising man as in despatch 448 dated 19 November 1887 Frederick Cobb reported to London Office *“I heard from James Rae a statement that is too good to be true. I sold him last year 149 lb wool at 8d per lb, which he took home and sent to some manufacturers. They returned him 112 1/2 yds Cheviot Tweed cloth, charging him 2/- a yard, so that it cost him under 2/11d a yard, and he was offered by the manufacturers 6/- a yard for it. If that is so, why not spin or weave our wool before we sell it? The manufacturers are A Cowan & Son, Maxwelltown, Dumfries.”* London Office did not reply.

James started work again at North Arm 16 October 1887 and continued working until 18 February 1896.

James departed 24 February 1896 on board the *Memphis* bound for London. Unfortunately there was not a happy ending as the Falkland Islands Magazine of May 1896 reported the death of James Rae after crossing the equator.



James Rae—photo FIC Collection

Skylarking Around

The Falkland Islands Company Limited tried to make it's shepherds feel settled, sometimes with less than successful results. On 16 February 1888 in despatch 455 Frederick Cobb wrote to London Office *"I am embarrassed by the receipt of 63 Skylarks, which you kindly suggest I may have to keep for several days—why, I have no schooner going to Darwin for a month. If it could have been broken to me beforehand, arrangements might have been made; but the sudden descent of 63 birds is appalling, and may seriously interfere with my leaving for England."*

London Office replied 7 April 1888 in despatch 703 *"I am sorry the arrival of the 63 skylarks has caused you so much trouble, with respect to your not being told of these birds coming I presumed that Dr Dale had told you that he has said they could be reared in the Colony if sent out and that I was endeavouring to do this, it is unfortunate that the Co has been put to expense for them as reported in the next Despatch but if their presence cheers our people this small outlay is well made."*

No record has been found to date as to how long the skylarks survived.

Ode to Cape Pembroke Lighthouse



The changing faces of Cape Pembroke Lighthouse over the 20th Century

F. I. MAGAZINE AND CHURCH PAPER.
 LINES WRITTEN AFTER PAYING A VISIT TO
 CAPE PEMBROKE LIGHTHOUSE, MAY 30TH, 1912.
 Inscribed (without permission) to JOHN PEARCE, by "CINCH RING".

My throne is on the Living Rock, a minibus round my head, —
 I was born of the men who rule the waves, you who feed the sea with their dead;
 And ever and anon as the years roll by, and ever and aye it shall be,
 It is nothing but meet that for aye at my feet, shall obstacle be made by the sea.

While the fragrant glow of the peat-fed fire given to the shepherd east,
 I keep my vigil ceaselessly and sweep the smoking seas.
 My glance no man dare disregard, no matter who he be,
 Whether warty whaler from the South or swift P. S. N. C.

In the gorgeous summer twilight when the winds are soft and low,
 In the icy gloom of the winter night and the shrieking Southern blow,
 Be it homeward bound New Zealander or outward German burque,
 To sail and steam my guiding genius goes wheeling through the dark.

I cheered the lame "Columbus" when she staggered in from the West,
 I saw the "Richard" with vested flag and badge her do her best;
 I point the way from the close of the day until the purple dawn
 To stately Liner, Gunboat, Tug, or Cripple from round the Horn.

"Thrice welcome" I give to our brethren, from Old Britain over the foam,
 And my lantern flashes out "God-Speed!" to those returning home;
 From my gaunt head-land, head erect, I link with bonds of fire,
 This rock-bound, sea-girt land of ours with every British Shire!

FIM August 1912

