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COLONIAL ANNUAL REPORTS

Falkland Islands

1947



LONDON: HIS MAJESTY'S STATIONERY OFFICE

PRICE 2s.6d. NET

COLONIAL OFFICE

ANNUAL REPORT ON The FALKLAND ISLANDS

and Dependencies

FOR THE YEAR

1947

THE SERIES OF COLONIAL ANNUAL REPORTS which was re-introduced for the year 1946 (after suspension in 1940) is being continued with those relating to 1947.

It is anticipated that the Colonies and Protectorates for which 1947 Reports are being published will, with some additions, be the same as for the previous year (see list on cover page 3).

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1948

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The cover illustration shows
the Sea Front, Stanley,
looking West

Introductory Note

Since conditions, physical, climatic and industrial, are so different in the Falklands from those in the Dependencies it has been considered desirable to divide this report into two sections.

In many cases the figures for 1946 are presented as they afford the latest complete data. The year is shown where they have been used.

(A) THE COLONY

Review of 1947

As will be seen, 1947 may properly be described as the first year of post-war planning.

During that year a first step was taken towards the fuller representation in government of the people of the Colony by the passage of legislation to create for Stanley a Town Council with an elected majority. The Town Council is composed of six elected members and three appointed by the Governor including the Senior Medical Officer and the Executive Engineer. During the year the reform of the Legislative Council was also under consideration with the Secretary of State.

Action was taken to improve communications by the ordering, for re-sale at landed cost, of radio-telephones for houses not connected to land-lines, by the purchase of a 75-foot motor fishing vessel, the prime duties of which will be in connection with the medical services, and finally by the initiation of a scheme for the use of an ambulance aeroplane. The motor vessel sailed from England in December.

Plans for improved education have been published; it is intended to build a much needed infants' school in Stanley, to introduce higher education and to offer equal educational opportunities to all.

In the Medical Department plans for the reconstruction of the Hospital have been formulated and approved. They will include, besides the improvements and modernisations obviously required, special provision for bedridden incurables and senile invalids who cannot be cared for at home. A trained District Nurse is to be appointed for Stanley and if necessary two others for the Camp.¹

¹ In the Falklands the word "Camp" is used as a general term for the country districts in contrast to Stanley. "Camp" is simply a contraction of the Spanish word "campo", i.e., country. It was no doubt introduced by the cattle hunters, who, although of various nationalities, spoke Spanish.

The erection of a new and modern wireless station was begun—a project which was much assisted by the generosity of the Admiralty and the War Department in lending equipment.

The site of the old Town Hall, which was burned to the ground in 1944, has been cleared and the foundation of the new Town Hall has been laid; this is a big step towards restoring an important centre of social life and towards providing offices for the new Town Council.

Broadcasting to the Camp is to be improved by the installation of up-to-date apparatus, and a teleprinter has been obtained for giving the daily news to Stanley.

The British American Kelp Company's project for the establishment of a kelp industry had most unfortunately to be abandoned on account of high capital costs and the difficulty of obtaining machinery.

The introduction of trout to the fresh waters of the Colony, which are deficient in fish of any size, was continued by the liberation of fry reared from ova in the Government hatchery. Experiment during the war resulted in the production of trout up to 1½ lb. weight in a local stream. On New Year's Eve a further consignment of ova arrived from the United Kingdom. It is expected that this activity will produce an agreeable change in diet as well as interesting sport. A scheme for investigation of the inshore fisheries was prepared and transmitted to the Colonial Office for consideration.

PART I

Chapter 1: Population

THE population is white and has been derived to a large extent from the United Kingdom. On 31st December, 1947, it numbered 2,273—1,236 males and 1,037 females. The density of population is about one person to every two square miles. Approximately half the inhabitants live in Stanley, the capital, and the remainder are divided more or less equally between the outlying districts of the East and West Falklands. The number of births registered in 1947 was 33 and of deaths 31, or respectively 15.33 and 13.57 per 1,000. Twenty-two marriages were celebrated during the year. No deaths occurred among infants under two years of age. One hundred and ninety-nine persons arrived in the Colony and 164 left during 1947.

Chapter 2: Occupations, Wages and Labour Organisation

OCCUPATIONS

The principal industry, sheep-farming, employs about 480 men. Labour in Stanley is almost solely at the disposal of the Government (which employed an average of 90 men on hourly wages) and of the Falkland Islands Company, Limited.

There was no unemployment in 1947.

WAGES

Rates of wages and hours of work were unchanged throughout 1947. In Stanley unskilled labourers were paid at the rate of 1s. 2d. per hour plus 3d. per hour cost-of-living bonus, and skilled labourers and artisans received 1s. 5d. and 1s. 7d. respectively, plus 3d. cost-of-living bonus. The working week is 45 hours.

On the sheep farms in the country districts wages are calculated on a monthly basis as follows: general labourers, termed "navvies", £8 12s. 6d. and shepherds £9 12s. 6d., including cost-of-living bonus in each case, and in addition free quarters, fuel, meat, milk and garden.

There was no special labour legislation in 1947, but as some years have elapsed since the publication of the last Annual Report the Ordinances enacted since 1939 are given below:

- No. 3 of 1939. Workmen's Compensation (Amendment).
- No. 1 of 1942. Labour Advisory Board (to authorise enquiries into conditions, etc.).
- No. 2 of 1942. Minimum Wage.
- No. 4 of 1942. Trade Union and Trade Disputes.

The legal tender is British coinage and local £5, £1 and 10s. notes. The estimated value of coin in circulation on 31st December, 1946, was £6,000 and of notes £47,000.

Chapter 5 : Commerce

With the exception of meat and a limited quantity of garden produce, practically the whole of the Colony's requirements in foodstuffs is imported.

The value of imports and exports for 1947 as well as 1939, 1945 and 1946 are as follows :

	IMPORTS			
	1939 £	1945 £	1946 £	1947 £
Food, Drink and Tobacco	32,472	48,648	55,418	80,298
Raw Materials	10,023	25,788	50,284	60,282
Mainly manufactured	40,656	88,625	110,419	98,060
Miscellaneous	716	1,426	5,438	6,656
Bullion and Specie	—	—	—	—
Total Imports	£83,867	£164,487	£221,559	£245,296

	EXPORTS			
	1939 £	1945 £	1946 £	1947 £
Wool	176,197	189,800	231,700	238,550
Hides and Skins	8,276	9,016	14,175	12,821
Tallow	524	—	13,550	5,775
Livestock	12,111	—	—	—
Seal Oil	1,800	—	—	900
Other Articles	1,090	4,762	34,488	7,050
Total Exports	£199,998	£203,578	£293,913	£265,096
Re-exports	£1,090	£4,747	£34,488	£7,020

IMPORTS (PERCENTAGE)

	1939	1945	1946	1947
British Empire	69.45	51.53	53.54	51.35
Foreign Countries	30.55	48.47	46.46	48.65

SOURCES OF SUPPLY (Values in £)

	1946	1947	1946	1947
United Kingdom	18,493	18,480	United Kingdom	18,493
United Kingdom	29,670	29,670	United Kingdom	29,670
United Kingdom	12,865	12,865	United Kingdom	12,865
Uruguay	24,522	24,522	Uruguay	24,522
Sweden	13,976	13,976	Chile	9,326
United Kingdom	2,766	2,766	Uruguay	2,539
United Kingdom	11,597	11,597	Argentina	372
United Kingdom	2,343	2,343	Uruguay	15,508
United Kingdom	6,060	6,060		
United Kingdom	11,870	11,870		
United Kingdom	372	372		

PRINCIPAL IMPORTS

	1946	1947
Provisions	£39,432	£55,244
Hardware	38,324	36,057
Drapery	17,661	20,728
Coal, Coke and Oil	—	—
Fuel	22,490	24,522
Timber	19,084	30,043
Paint	1,583	2,920
Chemicals	11,426	12,050
Beer	3,536	5,060
Spirits	5,449	6,907
Tobacco	4,757	4,239 gal.
Wines	2,244	12,013
		1,074
		1,126 gal.

PRINCIPAL EXPORTS

	1946	1947
Wool	£231,700	£238,550
Tallow	13,550	5,775
Hides and Skins	14,175	12,821
Seal Oil	—	900

Destinations

United Kingdom	5,117,075 lb.
Netherlands	1,717 cwt.
United Kingdom	284,174 kg.
United Kingdom	107 bri.

PRINCIPAL SUPPLYING COUNTRIES

	1939	1945	1946	1947
	£	£	£	£
United Kingdom	57,829	61,247	108,602	122,324
Other parts of British Empire	408	23,365	10,022	3,637
Argentina	3,915	22,607	19,973	22,300
Brazil	1,150	3,605	8,688	5,152
Chile	3,183	317	11,295	15,392
Sweden	—	—	886	14,831
Uruguay	15,395	45,953	55,656	56,711
U.S.A.	1,107	6,691	4,737	4,020

Chapter 6: Production

The undeveloped resources are the very extensive kelp (*Macrocystis*) beds, a large herd of sea lions, and the whales which are found in the surrounding waters. Apart from these and the pasture no other resources are known.

The pasture is the basis of the only industry, sheep farming, which is primarily concerned with the production for export of wool, skins and tallow, although the latter is a by-product. Meat is used solely for local consumption, but a project for erecting a freezer to utilise surplus sheep for export is under consideration.

With the exception of some 40,000 acres remaining to the Crown, all land is now freehold and the whole of it is divided into sheep farms or ranches varying in area from 3,600 to 400,000 acres and carrying from 1,700 to 80,000 sheep, approximately one sheep for every two to five acres. Forage crops are produced to a very limited extent and with this exception there is no agriculture.

The average weight of wool exported annually during the past five years was something over four million pounds. In 1947 it amounted to 5,117,075 lb., or more by 176,300 lb. than the preceding year. The latest available value is that for the 1945-46 season when 4,507,498 lb. were sold for £242,291, giving an average of 12s. 9d. per lb., but prices have advanced markedly since then.

Hides and skins were valued at £12,821 as against £14,175 in the previous year, thus showing a decrease of £1,354.

The whole of the produce in 1947 was exported to the United Kingdom with the exception of 1,717 cwt. of tallow which went to the Netherlands.

During the year 141 pedigree rams were imported from New Zealand, 5 from the United Kingdom and 4 from Argentina.

Chapter 7: Social Services

EDUCATION

Education is compulsory (in Stanley only) between the ages of 5 and 14 and voluntary continuation classes enable study to be continued to the age of 16.

In Stanley there are two schools, an infant school and a combined junior and senior school, both maintained by Government. Boarding allowances are granted to assist children from country districts to attend school in Stanley.

Country children who are unable to come to Stanley are taught either in small one-teacher schools (some full-time, some part-time) or by travelling teachers. In 1947 the Government maintained two full-time schools and two travelling teachers on the East Falklands and two part-time schools and five travelling teachers on the West Falklands. The Falkland Islands Company also maintained two part-time schools and three travelling teachers on its farms on the East Falklands. The work of the teachers in the country districts is supplemented by educational broadcasts from Stanley.

The Government grants two scholarships each year for three-year courses of secondary education at the British School in Montevideo. There are no facilities in the Colony for higher or vocational education.

HEALTH

Although the climate is rather deficient in sunlight it is healthy, especially in the Camp districts, but rather damp in and around Stanley and therefore not very suitable for persons with any rheumatic tendencies. During the summer the constant high winds are trying. The weather in winter is comparable to that of the colder parts of the east coast of England.

The quality of the food in the Colony is good, although it lacks variety, especially with regard to vegetables, but with care in cultivation it is possible to guarantee a nine months' supply. Fruit is imported from Montevideo, but red and white currants, gooseberries and raspberries grow well locally, although their cultivation is as yet very limited. Steps are being taken by both the Medical and the Agricultural Departments to improve the supply of fresh milk to Stanley.

The staff of the Medical Department includes a Senior Medical Officer, three Medical Officers, one of whom is stationed in West Falkland and another at Darwin, a Dental Surgeon, a Nurse Matron and a qualified Nursing Sister, and in addition four junior nurses locally recruited and trained. During the year a Medical Officer made periodical tours of the north part of East Falkland. These journeys were additional to visits paid by the Senior Medical Officer, who made an extended tour of the north part of East Falkland, and the Medical Officer at Darwin. West Falkland was also visited by the Senior Medical Officer.

King Edward VII Memorial Hospital in Stanley has 17 beds, an operating theatre, quarters for nurses, and an out-patients department. Separate buildings provide a surgery and workshop for the dentist. Plans for extension and renovation have been approved and it is hoped to begin the work in 1948.

During 1947, 186 persons were admitted to the hospital as against 213 in 1946, and 1,168 new cases were seen in the out-patients department. Sixty-five operations were performed as compared with 78 in 1946. Ten deaths took place in the hospital.

The medico-electric section carried out successful work during the year and has proved of special value in cases of skin disease and muscular rheumatism. Ultra-violet treatment was given to children suffering from adenitis and anaemia and in cases of tubercular joints and bones.

The out-patients department of the hospital provides ante- and post-natal services in Stanley but not in the Camp at present. The policy is to persuade all maternity cases to come to hospital, their fares being paid by Government. Provision was made under the Colonial Development and Welfare Scheme for a Queen's Nurse, but the vacancy has not yet been filled.

Twenty-seven births took place in the Hospital—the same number as in the previous year. There were no deliveries at home in Stanley, but five births took place on the farms. One case was brought 120 miles by sea to the hospital, where a Caesarian section was performed on the fifth day of labour, both mother and child surviving the ordeal. There were three still-births in 1947.

Gastritis and dyspepsia are common. Eleven appendicectomies were performed in 1947, three of which were in the quiescent stage. From time to time outbreaks of acute enteritis occur, but so far their origin has not been definitely determined. Coryza in epidemic form is very common. Three cases of pulmonary tuberculosis and one of tuberculous orchitis were treated in hospital, as well as three cases of pleurisy in which a tuberculous aetiology was suspected but never proved.

Vaccination is compulsory and the Vaccination Ordinance is rigidly enforced: every Medical Officer is a Public Vaccinator for the district in which he is stationed.

Dental caries and pyorrhea are prevalent among the Falkland Islanders; children suffer from defective teeth at a very early age. The Dental Surgeon makes periodical tours of the East and West Falklands and holds a special clinic for school children on Saturday mornings.

In Stanley sewage is disposed of partly by water carriage and partly by the earth-closet method. The sewage, which is deposited in the harbour, is finally and efficiently swept away by the tidal currents. The drainage system of the town continues to improve. In accordance with the public health by-laws, all ashes and household refuse must be stored for removal in approved bins which are emptied once a month at least. The system is satisfactory.

Rats are under very much better control, but are still sufficiently numerous to justify periodical poison-baiting of rubbish dumps, etc.

HOUSING

Houses are mostly of timber construction and corrugated iron is the usual roofing material. All houses are built on permits from the Board of Health and must conform to its requirements regarding sanitation and construction. Owing to increase in the urban population and the present inadequacy of building supplies there is a slight shortage of houses in the town, but several new houses have been started and the position in general is improving. In very many cases the people own their houses, which are well built and comfortable.

Building loans are made by Government to facilitate new construction. The Government also maintains accommodation for its officials and two blocks of small houses which are rented to the more necessitous members of the community. Two new quarters were begun in 1947 by the Government.

All premises in the town are regularly inspected by the Sanitary Inspector and the householders are required to keep them in a sanitary condition. The Board of Health has powers to condemn houses if they are unfit for habitation. In general terms the housing is satisfactory.

SOCIAL WELFARE

There are no orphanages or poor law institutions. Poor relief was granted by the Government in certain necessitous cases. The amount expended in 1947 was £725.

Legislative provision exists for the payment of compensation to workmen for injuries suffered in the course of their employment and a society entitled the Stanley Benefit Club insures its members for sickness and death.

In Stanley there are three social clubs, the Colony Club, the Falkland Club and the Working Men's Social Club. Football is played throughout the year. The most popular pastime is rifle shooting and the Defence Force Rifle Association, which is affiliated to the National Rifle Association, holds an annual meeting in Stanley on the lines of that at Bisley. The Colony has been represented at Bisley by teams in the Junior Kolapore and Junior Mackinnon Competitions for several years, and in 1947 won both the Junior Kolapore Cup and the Junior MacKinnon Trophy. The local Miniature Rifle Club has been successful from time to time in competitions inaugurated by the Society of Miniature Rifle Clubs.

The Stanley Sports Association holds an annual meeting in December of each year for horse-racing and athletic events.

Physical training, football, hockey and gymnastics form a regular part of the curriculum of the school.

There are public baths and a well-equipped gymnasium.

As has been stated, the Stanley Town Hall, which was burned down by accident in 1944, is being rebuilt.

There is one cinema in Stanley, and a public library.

Chapter 8 : Legislation

Five Ordinances were passed by the Legislative Council in 1947. In addition to the Supplementary Appropriation (1946) Ordinance, No. 4, and the Appropriation (1948) Ordinance, No. 5, the following measures were enacted :

- Stanley Town Council Ordinance (to provide for a Town Council).
- Medical Registration (Amendment) Ordinance (to modernise the system).
- Oil, etc., Export Duties Ordinance (to increase revenue from whale oil, etc.).

The following subsidiary legislation was also enacted during the year : Proclamations prohibiting the importation and exportation of certain goods, an Order rescinding Defence Regulations, an Order in Council amending air mail rates and Regulations regarding speed and weight of motor cars, medical fees, importation of plants, defence (finance) and importation of animals.

Chapter 9 : Justice, Police and Prisons

The judicial system of the Colony is administered by a Supreme Court (with the Governor sitting as Judge) and a Magistrate's Court in Stanley ; a number of the farm managers are Justices of the Peace, and as such, have power to deal with minor offences. There is a local Police Force consisting of four constables and a Chief Constable, who is also gaoler-in-charge of the prison in Stanley, where only short-sentence prisoners are accommodated.

In general the Colony shows a remarkable absence of crimes of violence, and indeed serious crime of any description is rare. Cases of petty theft and of injury to property, however, occur from time to time. Fifty-nine persons were dealt with in 1947 in the Summary Court and of this number 55 were convicted ; no criminal cases came before the Supreme Court and none before the Juvenile Court.

The prison in Stanley was inspected regularly by the medical authority and was found to be in a clean and satisfactory condition.

Chapter 10 : Public Utilities

A twenty-four hour electric light supply with a voltage of 220 A.C. is available in Stanley, the generators being driven by internal combustion engines. Plans were laid down during 1947 for modernisation of the plant and its removal to a more convenient and appropriate site.

The water supply is wholesome and adequate. It is brought by pipe-

lines from a distance of about three miles and the storage available approximates to 355,000 gallons. The distributing mains serve the whole town and the water supply is very widely used so that the number of rain-water tanks is steadily diminishing.

Chapter 11 : Communications and Transport

Communication between Stanley and the outside world is effected via Montevideo through a service operated by the Falkland Islands Company with their ships the s.s. *Lafonia*, a vessel of 1,800 tons, and *Fitzroy*, of 600 tons.

The distance from Stanley to Montevideo is rather more than 1,000 miles and the length of the voyage varies from 4 to 6 days. Opportunities for the receipt and despatch of mails occur normally every four to five weeks.

The Government operates a wireless station for external traffic at Stanley under the style of the Falkland Islands Radio, and regular communication is maintained with London, Montevideo and South Georgia. A rediffusion service is maintained by the Government in Stanley. The fee for subscribers is £1 per annum and the number of subscribers in 1947 was 228. Overseas programmes and local programmes of gramophone records as well as news from the British Broadcasting Corporation service are relayed. In addition, a weekly broadcast service of local news is transmitted to the Camp. A new wireless station was erected in 1947. During 1947, 376 wireless sets were licensed.

The telegraph charges for messages to the United Kingdom and Empire are

<i>Deferred</i>	<i>Ordinary</i>	<i>Code</i>	<i>GLT</i>	<i>NLT</i>
7½d.	1s. 3d.	10d.	5s. for	10s. 5d. for
per word	per word	per word	12 words	25 words

and for the last two classes of message 5d. for each additional word.

No submarine cable exists.

Letter postage to the United Kingdom and the Empire is 1d. per ounce.

Communication between Stanley and the farms is carried out on horseback or by sea. There are no railways, tramways or omnibuses and no roads beyond the immediate neighbourhood of Stanley. The inter-insular service for mails and passengers is carried out by the *Fitzroy* and *Lafonia*.

No inland telegraphs exist, but a telephone system is maintained by the Government in Stanley for general as well as official use. Most of the farm stations have their own lines connected to the Stanley system on the East Falkland, and on the West Falkland the telephones converge at Fox Bay, where there is a Government wireless station for inter-insular

traffic. Two farm stations have radio transmitters of low power for local communication.

The number, nationality, and description of the vessels which entered the Colony in 1947 are as follows :

	<i>Number</i>	<i>Tonnage</i>
British	17 ¹	10,372
Foreign	3	11,062

¹ This figure is almost entirely made up of repeated entries by the Falkland Islands Company's ships.



DRIVING SHEEP FOR SHEARING



SHEEP DIPPING



CARTING PEAT: *Horses are still used for much of this work, although motor lorries are common also*



INTERIOR OF A SHEEP-SHEARING SHED



FITZROY ROAD, STANLEY



FORDING A RIVER WITH PACK HORSES

PART II

Chapter I : Geography and Climate

THE Falkland Islands lie in the South Atlantic Ocean between 51° and 53° south latitude and 57° and 62° west longitude and about 300 miles east and somewhat to the north of the Straits of Magellan. There are two main islands—East and West Falkland—which are divided by the Falkland Sound, running approximately north-east and south-west, and about 200 smaller islands around them within a space of 130 by 80 miles. The area as computed from the Admiralty chart, is as follows :

	<i>Square miles</i>
East Falkland and adjacent islands	2,580
West Falkland and adjacent islands	2,038
	4,618

The islands have a very deeply indented coastline and possess many excellent harbours and anchorages. The surface is hilly, attaining its maximum elevation of 2,315 ft. in Mount Adam on West Falkland. There are no navigable rivers. The entire country is covered with wild moorland interrupted by outcrops of rock and the peculiar collections of angular boulders called "stone runs". Apart from Stanley, where practically every house has a garden, there is no cultivation except in the immediate vicinity of the farm settlements and shepherds' houses where vegetables and in some places oats and grass for hay are grown. The soil is chiefly peat, but areas of sand also occur. In general appearance the Falkland Islands are bleak and inhospitable. Trees are absent except in places where a few have been planted and the scenery is said to be somewhat reminiscent of parts of Scotland. The only town is Stanley, the capital, situated on a harbour entered from Port William, on the east side of the group. It has about 1,200 inhabitants. Smaller settlements have been established as the headquarters of the various farm stations into which the Colony is divided : of these the most important is Darwin, the headquarters of the Falkland Islands Company's farm, with a population of about 100 persons.

Seasonal variations in the climate of the Falkland Islands are less noticeable than in the United Kingdom. The winters are slightly colder and the summers much colder than at Kew, which is about as far north of the equator as Stanley is south. The average midsummer temperature of the Colony is lower than the annual mean at Kew. The relatively low temperatures are mainly due to oceanic circulation, but the daily

weather is related to the direction of the wind, which, not infrequently, is so inconsistent as to give rise to wide ranges of temperature within short intervals. The annual rainfall is not excessive, averaging 30 in., but snow has been recorded for every month. Precipitation occurs on two out of every three days in the year and the atmosphere is usually damp. A large proportion of the days are cloudy and tempestuous, calm, bright weather being exceptional and seldom outlasting 24 hours. There are no native land animals, but over 120 species of wild birds have been recorded and 176 species of wild plants.

Chapter 2 : History

The Falkland Islands, called by the French "Iles Malouines" and by the Spaniards "Islas Malvinas", a variant of the French name, were discovered on 14th August, 1592, by John Davis in the *Desire*, one of the vessels of a squadron sent to the Pacific under Cavendish. They were seen by Sir Richard Hawkins in the *Dainty* on 2nd February, 1594, and were visited in 1598 by Sebald de Weert, a Dutchman, and named after him the Sebaldine Islands, a name which part of the group still bears on some maps. Captain Strong in the *Welfare* sailed between the two principal islands in 1690 and called the passage, where he landed at several points and obtained supplies of wild geese and fresh water, the Falkland Sound, in memory of the well-known Royalist, Lucius Cary, Lord Falkland, killed at the battle of Newbury in 1643; and from this the group afterwards took its present name of "Falkland Islands", although it does not appear to have been used before 1745.

The first settlement on the islands was made in 1764 by the Viscomte de Bougainville on behalf of the King of France, with a small colony of Acadians transferred from Nova Scotia, at Port Louis in the East Falkland on Berkeley Sound. In the following year Captain Byron, R.N., established a small garrison on Saunders Island (Port Egmont), which lies close to the north coast of the mainland.

The Spaniards, ever jealous of the presence of other nations in the southern seas, bought out the French from the settlement at Port Louis, which they renamed Soledad, in 1776, and in 1770 forcibly ejected the British from Port Egmont. This action on the part of Spain led the two countries to the verge of war. The settlement was, however, restored to Great Britain in 1771, but was voluntarily abandoned in 1774. The Spaniards in turn abandoned their settlements early in the nineteenth century, and the entire group of islands appears for some years to have remained without formal occupation and without inhabitants until in 1829 Louis Vernet, enjoying the nominal protection of the Government of the Republic of Buenos Aires, planted a new colony at Port Louis. Vernet thought fit to seize certain vessels belonging to the United States sealing fleet and in 1831 his settlement was almost destroyed by an American warship. Finally in 1833 Great Britain, who had never relaxed her claim, founded on discovery, to the sovereignty of the Falkland Islands, expelled

the Buenos Airians and resumed occupation, which has been maintained without break to the present day.

The Colony was under the charge of Naval Officers engaged in making Admiralty surveys until 1843, when a Civil Administration was formed, the headquarters of Government being at Port Louis until 1844, when they were removed to Stanley, then called Port William. Prior to the opening of the Panama Canal, the Falkland Islands lay on the main sea route from Europe to the west coast of South America through the Straits of Magellan and there was a regular service of large steamers.

In the days of sail, ships which had been damaged off Cape Horn frequently resorted to Stanley for repairs. On 8th December, 1914, the naval battle in which Sir F. C. Doveton Sturdee defeated and destroyed the German Squadron under Admiral Graf Von Spee was begun within actual sight of Stanley. A memorial commemorating this victory was unveiled on 26th February, 1927.

By reason of the unsettled condition following the Munich Crisis there were no development schemes in progress in 1939. When war was declared the Falkland Islands Defence Force was embodied in order to man the previously chosen outposts and the gun-sites, and training of the infantry company was greatly intensified. The Defence Force stood down in 1945.

At the same time the Colony's value as a naval base became obvious as a result of the activity in the South Atlantic. One notable local event was the return of the British cruisers after the Battle of the River Plate to land the wounded, who were cared for in the local hospital for several weeks. At the beginning of 1940 there were at one time as many as six cruisers in Stanley Harbour and its approaches, but after the disappearance of German raiders, naval activity diminished greatly. The area to the south of the River Plate was devoid of shipping and perhaps too remote for submarine warfare.

In 1942, following the outbreak of war with Japan, a garrison of imperial troops arrived. It comprised the 11th Bn. the West Yorkshire (The Prince of Wales' Own) Regiment, the 359th A.A. Battery, R.A., and parties of the Auxiliary Corps, in all some 2,000 officers and men. The sending of such a force was an indication of the strategic importance of the Colony. The manpower shortage continued because batteries and outposts manned by the local force had to be kept at full strength.

Until a permanent camp of Nissen hutting was constructed the 2,000 troops were billeted in the town and the householders of Stanley, despite all inconveniences, displayed that hospitality which is a characteristic of the Falkland Islanders. The larger force left at the beginning of 1944 and was greatly missed; it was succeeded by a much smaller body, about 200 men, which was responsible for the maintenance and eventually for the dismantling of the camp, and it was withdrawn in 1945.

Unemployment in the Colony disappeared with the calling-up of men for the Falkland Islands Defence Force and this mobilisation embarrassed civil affairs in the early days. Military and civil manpower needs were a matter for frequent adjustment throughout the war, and although

neither was, perhaps, fully satisfied, a state of fair equilibrium was reached at least as regards essential activities. The drift of men into Stanley which has been going on for some years was aggravated in the early days of the war and has had a marked and permanent effect in a labour shortage on the farms.

Stanley Town Hall was accidentally burned to the ground in 1944. Its fine public hall played a very important part in social life, so that the loss of it was a blow to the whole community. The building contained also the Public Library, the Museum and certain Government offices; replacement has notably added to the amount of reconstruction and overdue repair work in sight after six years of war.

The roads in Stanley and its environs deteriorated partly on account of the heavy military traffic for which they had not been designed, and their repair will be a major work. The stocks of building materials in the Colony became greatly reduced, and their replacement extremely difficult, the more so when the local steamer had to bring military stores as well as the customary supplies, since the remoteness of the Colony from shipping routes limits importations to what can be carried by this vessel from Montevideo. The effect of reduction is likely to be felt for years.

During the war the Falkland Islands Branch of the British Red Cross Society raised more than £20,000 which was remitted to headquarters.

Chapter 3: Government

At the head of the Government of the Colony is the Governor and Commander-in-Chief, who is advised by an Executive Council consisting of four official and two non-official members. There is also a Legislative Council composed of four official and four unofficial members nominated by the Crown.

The introduction of local government is referred to in Part I.

Chapter 4: Weights and Measures

Imperial weights and measures are used.

Chapter 5: Newspapers and Periodicals

Only one paper is published, entitled *News Weekly*, which contains a review of news of the week, notice of forthcoming events, local shooting reports, articles of general interest, etc.

The *Gazette* is published monthly.

Chapter 6

A Bibliography of considerable size is to be found in *The Falkland Islands*, V. F. Boyson, Oxford, Clarendon Press, 1924.

(B) DEPENDENCIES

PART I

Chapter 1: Population

The population in South Georgia lives in the whaling stations and at the Government Headquarters at Grytviken (King Edward Cove) in Cumberland Bay. During the summer it approximates to 700, almost all males, but during the winter it is not more than one-third that number. The British inhabitants of South Georgia are for the most part members of the small Government staff and of the crews of British vessels; the foreign population is almost exclusively Norwegian. There is no permanent population in the remainder of the Dependencies. One birth, no deaths and no marriages occurred in the Dependencies in 1947.

Chapter 2: Occupations, Wages and Labour Organisation

OCCUPATIONS

Whaling and to a much less extent sealing with the necessary auxiliaries of repair shops, etc., are the only occupations in South Georgia. Labour is recruited overseas, mainly in Norway, on special terms adopted by the whole whaling industry. Details of the terms can be found annually in the *Norwegian Whaling Gazette*. There are no industries in the other Dependencies.

Some 700 men are employed during the season—October to March—working about 54 hours per week. During the remainder of the year the number falls to about 200 and the average number of hours per week to 40. Sealing is carried on mainly outside the whaling season.

WAGES AND COST OF LIVING

A system of bonuses on production is employed and besides wages and bonuses all hands are provided with quarters, heating, light and food, which, although plain, is good and plentiful. As all foodstuffs are provided by the whaling companies, the question of the cost-of-living bonus does not arise. There are no shops and no private trade, but each station has a "slop chest" where clothing, tobacco, etc., may be purchased.

Chapter 3: Public Finance and Taxation

The Revenue of the Dependencies amounted in 1946 to £119,084, the main heads being customs, including export taxes on whale and seal products £12,059, and sale of stamps £99,390. Expenditure for the year was £83,660, including contribution to the Falkland Islands Dependencies Survey £55,000, income tax refunds £11,397, and printing stamps £4,034.

Figures of revenue and expenditure for the five years up to 1946 are:

	Revenue	Expenditure
	£	£
1942	8,803	15,341
1943	10,503	14,355
1944	14,272	15,133
1945	13,283	14,447
1946	119,084	83,660

(See statement referring to sale of stamps in Part I, Chapter 3, of Section A).

For Taxation, *see* under the Colony.

Chapter 4: Currency and Banking

No banks exist in the Dependencies. Through the Treasury at Stanley facilities are afforded for deposit in the Government Savings Bank or for remittances overseas.

The legal tender is British coinage and Falkland Islands £5, £1, and 10s. notes.

Chapter 5: Commerce

The whole of the Dependencies' requirements in foodstuffs is imported.

The value of imports and exports for the year under review and for 1939, 1945 and 1946 was:

	IMPORTS			
	1939	1945	1946	1947
(Including imports from the High Seas for re-export)	£	£	£	£
Raw Materials	106,636	251,604	421,114	401,530
Mainly manufactured	176,672	252,517	241,760	272,131
Food, Drink and Tobacco	10,286	43,897	61,046	111,385
Miscellaneous	—	207	158	851
Total Imports	£293,594	£548,225	£724,078	£785,897

IMPORTS

(Percentage, including imports from the High Seas for re-export)

	1939	1945	1946	1947
Foreign Countries	88.89	78.75	81.94	76.75
British Empire	11.11	21.25	18.06	23.25

PRINCIPAL SUPPLYING COUNTRIES

	1939	1945	1946	1947
	£	£	£	£
Dutch West Indies	76,010	234,513	313,019	291,744
United Kingdom	33,626	85,553	130,633	182,301
Norway	29,385	—	58,653	10,588
Uruguay	—	15,688	23,875	91,468
Argentina	4,219	44,135	44,900	50,427
U.S.A.	—	22,986	—	—

PRINCIPAL IMPORTS

In £ sterling

	1946	1947
Coal, Coke and Fuel Oil	399,487	356,617
Provisions	61,046	111,385
Hardware	50,885	103,012
Canvas and Rope	25,632	30,231
Bags and Bagging	2,530	21,995
Paints and Oils	8,811	9,107
Dutch W. Indies	288,685	297,761
U.K.	29,003	29,003
Uruguay	36,151	36,151
Norway	16,001	16,001
U.K.	50,301	41,105
U.K.	20,286	9,945
U.K.	15,299	15,299
U.K.	7,656	7,656

EXPORTS

	1937	1945	1946	1947
	£	£	£	£
Whale Oil	402,402	502,935	633,437	1,592,519
Whale Meat Meal	3,957	—	35,001	136,393
Other articles	2,355	11,348	65,019	75,940
Guano	63,175	93,695	88,112	72,625
Seal Oil	—	—	171,470	69,921
Whale Bone	—	—	930	2,094
Total Exports (including re-exports)	£471,889	£607,978	£993,969	£1,949,492

	RE-EXPORTS			
	1939	1945	1946	1947
	£	£	£	£
Whale Oil	192,052	145,400	144,800	35,000
Other articles	2,290	11,025	62,829	71,127
Total Re-exports	£194,342	£156,425	£207,629	£106,127

	1946		1947	
Whale Oil	109,108	brl.	146,706	brl.
Whale Meat Meal	10,380,170	lb.	12,226,932	lb.
Guano	133,134	cwt.	105,745	cwt.
Seal Oil	31,093	brl.	9,393	brl.
Whale Bone	820	cwt.	1,400	cwt.

	EXPORTS (Distribution)			
	1937	1945	1946	1947
British Empire	31.48	52.25	61.22	64.64
Foreign Countries	0.03	3.13	11.10	35.36
High Seas	68.49	44.32	27.68	—

	EXPORTS			
	<i>Principal Destinations</i>			
	1937	1945	1946	1947
	£	£	£	£
United Kingdom	147,825	319,622	576,685	1,219,924
Norway	—	—	80,000	594,592
High Seas	322,934	269,307	301,323	53,587
Denmark	—	—	—	39,213
Uruguay	—	—	—	33,364
Argentina	1,130	—	35,961	8,452

	RE-EXPORTS		<i>Destination</i>
	1946	1947	
Whale Oil	25,183	2,580	United Kingdom

Chapter 6: Production

Apart from sealing on a moderate scale at South Georgia the only industry in the Dependencies is whaling, and whale and seal oil and the by-products of the whale, such as meat-meal and guano, are the sole products. The whaling season lasts for six months, October to April,

and sealing is carried on during the winter and spring. For the purpose among others of assisting whaling operations, the Government maintains a meteorological station in South Georgia, and seven other stations in other (Antarctic) parts of the Dependencies as a part of the Falkland Islands Dependencies Survey.

WHALING

There are three land whaling stations, all in South Georgia. The price of first quality whale oil in 1947 was £90 per ton.

The latest available report is for the season 1946-47 and the following is extracted from it: The season was reported to have been "fair as regards both catch and production but whales were never very numerous". The catch amounted to 2,550 whales, namely, 326 Blue, 1,761 Fin, 30 Humpback, 391 Sei, 131 Sperm, and one Right Whale which was killed in error. 144,386 barrels of oil and 129,151 bags of guano were produced and 69 tons of baleen were exported.

The following table shows the catch and production for the last five seasons:

<i>Season</i>	<i>Number of Whales</i>	<i>Oil (Barrels)</i>	<i>Guano, etc. (Bags)</i>
1942-43	998	50,960	54,000
1943-44	962	50,001	48,103
1944-45	1,269	75,540	72,294
1945-46	1,913	78,880	92,186
1946-47	2,550	144,386	129,151

SEALING

This is confined to the surplus males of the immense herd of Elephant Seals which, with the hearty co-operation of the whalers, has been assiduously nursed by the Administration and for many years has increased continuously. Sealing is carried on under a system of annual licences and the coasts of the island are divided into four divisions of which only three are worked annually so that each division is rested one year in four. The catches for the last five seasons were:

<i>Season</i>	<i>Seals</i>	<i>Oil (Barrels)</i>	<i>Average per Seal (Barrels)</i>
1943	5,927	11,167	1.884
1944	6,000	11,940	1.990
1945	5,382	10,382	1.929
1946	4,449	8,075	1.815
1947	6,000	11,994	1.999

Chapter 7: Social Services

EDUCATION

There are only two children in South Georgia and none in the other Dependencies. There is no state education. When there are children in South Georgia they are invariably educated by the parents.

HEALTH

There is little or no sickness in the Dependencies, even colds being rare, but accidents occur among the whaling crews.

The whaling companies in South Georgia have well-equipped hospitals and provide their own doctors, the Government contributing a share of the salary of the Medical Officer at Grytviken.

HOUSING

The housing question does not arise in the Dependencies. All the officials are suitably housed and the accommodation provided by the whaling companies for the men working on the station is adequate. All housing is of a type specially suited to the rigours of the climate.

SOCIAL WELFARE

In South Georgia cinema shows are given by the whaling companies for the benefit of the men. Football is popular in summer and skiing in winter.

Chapter 8: Legislation

See corresponding head under the Colony.

Chapter 9: Justice, Police and Prisons

The Magistrate, South Georgia, sits at Grytviken in a court of first instance and the Supreme Court of the Colony at Stanley is common to all Dependencies. One constable is stationed at South Georgia. No cases of serious crime came before the courts during the year. The whalers form a most peaceful and law-abiding community, rarely requiring the intervention of the civil authority. A high standard of discipline is maintained by the managers of the several whaling stations.

Chapter 10: Public Utilities

There are no public utilities. The whaling stations and the Government quarters have their own water and electricity supplies.

Chapter 11: Communications and Transport

As has been stated in Chapter 11 of Part II (the Colony), there is occasional communication between South Georgia and Stanley by the Falkland Islands Company's vessel and opportunity occurs from time to time during the whaling season for the carriage of mails direct between Europe and the River Plate and South Georgia. Ships of the Antarctic whaling fleet call at South Georgia on their way to the grounds in November and on the return journey in April.

Communication with the Dependencies other than South Georgia is maintained by the m.v. *John Biscoe*, which was purchased by the Falkland Islands Dependencies Government during the year in order to carry out the annual relief and re-provisioning of the Falkland Islands Dependencies Survey parties.

Post offices are maintained at South Georgia and at each of the Falkland Islands Dependencies Survey bases in the Antarctic.

The Colonial Wireless Station at Grytviken is in regular communication with that at Stanley through which traffic passes overseas. The Argentine Government is permitted to maintain a wireless station on Laurie Island in the South Orkneys.

No railways or roads exist in the Dependencies. Two floating docks are maintained at South Georgia by the whaling companies, one at Grytviken and the other at Stromness Harbour. The dock at Grytviken has an overall length of 133 feet and a breadth of 34 feet with a lifting capacity of 600 tons. It is capable of taking vessels up to 140 feet in length and drawing 15 feet 6 inches. Stromness dock is 150 feet long, 34 feet wide and its lifting capacity is 700 tons. It will accommodate vessels up to 160 feet in length and 15 feet in draught.

There are two ports of entry in the Dependencies, one at Grytviken, South Georgia, and the other at Port Foster, Deception Island, in the South Shetlands.

The following ships entered at South Georgia in 1947:

Nationality	Vessels	Tonnage
British	50	84,112
Foreign	12	32,666

Chapter 12: Falkland Islands Dependencies Survey

Arrangements for transferring the administration of the Falkland Islands Dependencies Survey (which maintains scientific parties in the Dependencies other than South Georgia) from the Secretary of State to the Governor were under consideration during the year. (The transfer took place in 1948 and notes on the activities of the Survey will therefore be included in this Annual Report in future years.)

pletely changing the formation of the ridge on the east side of the harbour. The water in the harbour of Port Foster frequently became agitated by subterranean heat, and the beaches in places were obscured by the steam they emitted. Volcanic activity has been observed in the South Sandwich group.

PART II

Chapter 1: Geography and Climate

THE Dependencies include all lands and islands south of 50 degrees of south latitude between the meridians of 20° and 50° west longitude and south of 58 degrees of south latitude between 50° and 80° west longitude. There are two main groups, the one consisting of South Georgia with the South Orkneys, and the South Sandwich Islands, and the other of the South Shetlands with Graham Land.

The island of South Georgia lies about 800 miles to the east of the Falkland Islands, in 54½° south latitude, the South Orkneys and the South Sandwich Islands being 450 miles to the south-west and south-east respectively of South Georgia. The northern point of the South Shetlands is about 500 miles to the south of the Falkland Islands.

South Georgia has an area of about 1,450 square miles, is about 100 miles in length with a maximum breadth of about 20 miles, and consists mainly of steep mountains. There is little flat land and the island is almost entirely barren, the main vegetation being grass which grows on the north-eastern side of the island, where the snow melts in the summer. There are no indigenous mammals other than seals, but reindeer were introduced in 1911 and there is now a large, wild herd. There are many sea-birds, including penguins and albatrosses. The coastline has been fairly well charted. Although South Georgia is little more than a hundred miles farther south than Stanley, the difference in climate is very marked, that of the former approximating closely to conditions in the Antarctic. The mountains are covered by an extensive snow field throughout the year and the glaciers descend on a grand scale to the sea. During the year 1947 the average mean temperature was 35·38° F. Rain fell on 87 days and snow or sleet on 101 days.

The other Dependencies are Antarctic in character, being very mountainous with many glaciers and almost completely snow-covered throughout the year.

Several instances of volcanic activity have been recorded at Deception Island, South Shetlands. The first earthquake of which there is any definite report occurred in 1923, although some of the whalers stated that shocks were felt in 1912. In February, 1924, a strong tremor was experienced at Deception Island where the occasion was marked by the collapse of a large rock forming the top of a well-known natural arch named the "Sewing Machine" on account of its shape. In 1925 one of the giant columns in the entrance of the harbour disappeared. Again, in the season 1928-29 several earthquake shocks were felt, the most pronounced being in March, 1929, when a large quantity of rock fell, com-

Chapter 2: History

South Georgia was explored and taken possession of for Great Britain by Captain Cook, who landed there in 1775, the year in which he also discovered the South Sandwich group. The South Orkneys was discovered by Captain Powell of the British ship *Dove*, who landed on Coronation Island on 7th December, 1821, and took possession of the group in the name of King George IV. The South Shetlands were discovered by W. Smith, who landed and took possession in 1819, and they were examined by Captain Bransfield in 1829. Captain Bransfield also discovered Graham Land and John Biscoe explored its west coast in 1832 when he took possession for Great Britain. Profitable sealing voyages to South Georgia were made prior to 1793 and British whalers were reported there in 1819.

Fur-sealing in the Dependencies achieved such proportions in the early part of the nineteenth century that voyages were made to them in the two seasons 1820-21 and 1821-22 by no less than 91 ships. So reckless was the slaughter that the fur-seal was practically exterminated. James Weddell stated that by 1822-24 these animals were almost extinct. The meteorological station on Laurie Island in the South Orkneys, to which reference has been already made, was established in 1903 by the Scottish Expedition under Dr. W. S. Bruce, and with the assent of the Government was transferred by him in 1904 to the Argentine Government, by whom it is maintained by permission of the British Authorities.

The Dependencies, as annexed to the British Crown, are defined in Letters Patent of 21st July, 1908, as amended by Letters Patent of 28th March, 1917.

Later history is mainly concerned with the whaling industry.

From 1906 to the present day whaling has been carried on in South Georgia by companies which are the lessees of the Administration.

In South Shetland the whaling lasted from 1906 to 1931. There was one leasehold land station at Deception Island, and floating factories operated in various well-known anchorages under licences from the Administration. The South Georgia whaling diminished to one station as a result of the rush to the pelagic grounds in the Antarctic, but there has been some revival and three stations are now working.

In South Shetland the pelagic development resulted in a rapid withdrawal of the fleet towards the end of the nineteen-twenties and to the complete abandonment of the field.

Chapter 3 : Government

The Dependencies are subject to the same authority as the Colony proper, that is to say, to the Governor and the Executive and Legislative Councils, but Ordinances enacted in respect of the Colony do not run in the Dependencies unless they are specifically applied.

An Administrative Officer, who is also Magistrate, and an official staff are maintained at South Georgia, and control over whaling operations in the other Dependencies is carried out by representatives of the Government, who accompany the expeditions as required.

There is no local government in South Georgia; in fact, there are no communities besides the whaling stations which are run by the managers on behalf of the several companies owning them.

In the Dependencies other than South Georgia, there is a magistrate at each of the posts maintained by the Falkland Islands Dependencies Survey, who is one of the members of the survey party.

A brief reference to the activities of the Argentinian and Chilean Governments in relation to the Dependencies is contained in paragraphs 34 and 187 of the Report entitled *The Colonial Empire, 1947-1948*, presented to Parliament by the Secretary of State for the Colonies (Cmd. 7433).

Chapter 4 : Weights and Measures

Imperial and Norwegian weights and measures are in general use.

Chapter 5 : Newspapers and Periodicals

None.

Chapter 6 : Bibliography

"*Discovery*" *Reports* 1929 . . . Cambridge University Press.
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 London: Simpkin Marshall Ltd. 1931.

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 and Dependencies
 FOR THE YEAR
 1948

THE SERIES OF COLONIAL ANNUAL REPORTS which was re-introduced for the year 1946 (after suspension in 1940) is being continued with those relating to 1948.

It is anticipated that the Colonies and Protectorates for which 1948 Reports are being published will, with some additions, be the same as for the previous year (see list on cover page 3).

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The cover illustration shows offloading of stores, Argentine Islands

Introductory Note

Since physical and climatic conditions are so different in the Falklands from those in the Dependencies, it has been considered desirable to divide this report into two sections.

In many cases the figures for 1947 are given as they afford the latest complete data.

(A) *THE COLONY*

Review of 1948

DURING 1948, the first elections took place for the Stanley Town Council to which were transferred many of the functions hitherto undertaken by Government. An enabling Bill was passed in the Legislative Council at the end of the year conferring upon it a wide range of powers such as are associated with local government elsewhere. Moreover, the reform of the Legislative Council was taken a stage further by the announcement that it is to consist of three *ex-officio* members, namely the Colonial Secretary, the Senior Medical Officer and the Agricultural Officer, four elected members, one each for East and West Falklands and two for Stanley, three nominated official members and two nominated unofficial members. The Governor, as President, has a casting vote.

Inter-island communications underwent a welcome improvement with the arrival in the Colony early in the year of the 75-foot motor fishing vessel, *Philomel*; she went into commission during the year and rapidly proved her worth in the carriage of hospital patients into Stanley, and of ordinary passengers, mail and freight. Two Auster aeroplanes were bought through Royal Air Force disposals, one as an ambulance, the other for the carriage of mails. They arrived in the Colony at the end of 1948, being brought out on the m.v. *John Biscoe*, and quickly proved their value for hardly had they been assembled and tested before an emergency call was received from North Arm. The call was promptly answered, and a little girl was flown into Stanley, where she was successfully operated upon; she would otherwise have died.

The erection of a new and up-to-date wireless station was completed, and considerable progress made in the building of the new Town Hall, which will, it is hoped, be finished by the end of 1949.

Of considerable commercial interest, particularly since the British American Kelp Company has abandoned its project for establishing

a kelp industry, was the decision of the Colonial Development Corporation to send out a representative to investigate the possibilities of establishing a freezer in the Colony. This would utilise much of the meat which now goes to waste.

After an interregnum, an Agricultural Officer arrived in the Colony, and the decision was taken to discontinue the production and sale of milk and vegetables by the Agricultural Department. The Government herd of cows will be sold to a private dairy.

With the appointment of a Legal Secretary at the end of 1947, a long-needed revision of the Laws of the Colony was started, and much progress was made during the year.

His Majesty the King was graciously pleased, by Warrant dated 29th September, 1948, addressed to the Earl Marshal, to assign to the Colony new Armorial Ensigns, viz. Per Jesse wavy Azure and Argent in chief a hornless Ram statant upon Tussac grass issuant proper and in base two Bars wavy of the first surmounted by a representation of the ship *Desire*. On the flag and pennons charged with a Cross and the Mainsail with five Estoiles Gules, with the motto "Desire the Right."

PART I

Chapter 1 : Population

THE population is entirely white and has been derived to a large extent from the United Kingdom, though there are many Scandinavian strains. On 31st December, 1948, it numbered 2,268—1,239 males and 1,029 females. The density of population is about one person to every two square miles. Approximately half the inhabitants live in Stanley, the capital, and the remainder are divided more or less equally between the outlying districts of East and West Falklands. The number of births registered in 1948 was 31, and of deaths 25. Nineteen marriages were celebrated during the year. No deaths occurred among infants under two years of age. One hundred and sixty-five persons arrived in the Colony and 176 left during 1948.

Chapter 2 : Occupations, Wages and Labour Organisation

OCCUPATIONS

The principal industry, sheep-farming, employs between 400 and 450 men. Labour in Stanley is almost solely at the disposal of the Government and of the Falkland Islands Company, Limited; the former employed an average of 100 men on hourly wages during the year.

WAGES

Basic rates of wages and hours of work were unchanged throughout 1948. In Stanley unskilled labourers were paid at the rate of 1s. 2d. per hour, plus 3d. per hour cost of living bonus, and skilled labourers and artisans received 1s. 5d. and 1s. 7d. respectively, plus 3d. cost of living bonus. A Cost of Living Committee was, however, considering the problem during the year and as from 1st November an interim award of 2d. per hour was granted in respect of increased cost of living. The working week is 45 hours.

On the sheep farms in the country districts wages are calculated on a monthly basis as follows: general labourers, termed "navvies," £6, and shepherds, £7; at the end of the year both were receiving cost of living bonus at the rate of £4 1s. 3d. per month. In addition they receive free quarters, fuel, meat, milk and garden.

The only labour legislation enacted in 1948 was the Workmen's Compensation (Amendment) Ordinance, No. 13 of 1948. A list of Ordinances affecting labour enacted between 1939 and 1947 was published in the 1947 Report.

COST OF LIVING

Mutton is the staple meat, beef is little used except in winter, and the supply of fresh fish, fowls and pork is uncertain and irregular; consequently diet is somewhat restricted in variety. Vegetables are difficult to buy and householders normally grow their own in the gardens which are attached to most houses.

There are three small hotels in Stanley, and a few private houses offer a reasonable degree of comfort and convenience for residents and occasional visitors at charges ranging from £2 2s. to £3 3s. per week. About two miles south-east of Stanley is the Mon Star Hotel, pleasantly situated on the shore overlooking Rookery Bay.

Unfurnished houses for workmen cost from £2 to £3 10s. per month. In the majority of cases the Government provides houses for its overseas officials at a rent of 5 per cent. of their salary. Houses if not so provided are very difficult to obtain and the average rent of an unfurnished house is £50 a year.

The following prices of some important commodities will give an idea of the present cost of living:

Bread	7d. per 2-lb. loaf
Butter (imported)	Varies between 2s. 6d. and 3s. 6d. per lb.
Margarine	2s. 2d. per lb.
Coffee	3s. per lb.
Tea	4s. 2d. per lb.
Eggs	3s. per dozen
Flour	3d. per lb.
Meat: Beef	5d. per lb.
Mutton	3d. per lb.
Pork	2s. per lb.
Ham	8s. per lb.
Bacon	4s. 6d. per lb.
Milk	4d. per pint (supplies limited in winter)
Jam	2s. per lb.
Sugar	6d. per lb.
Vegetables: Onions (imported)	9d. per lb.
Potatoes (imported)	7d. per lb.
Dried Fruit: Sultanas	Vary between 1s. 8d. and 2s. 10d. per lb.
Currants	1s. 6d. per lb.
Raisins	4s. per lb.
Quaker Oats	1s. 2d. per lb.
Cereals	1s. 2d. to 2s. per packet
Cigarettes: Woodbines	3s. for 50
Players	3s. 7d. for 50

Tobacco: Capstan	17s. 4d. per lb.
Alcohol: Whisky	£1 a bottle
Brandy	£1 a bottle
Gin	16s. 6d. a bottle
Beer	1s. a pint
Paraffin	3s. 6d. a gallon
Electricity	9d. a unit

An important item is peat, the only fuel available, which is sold by the load, charges being made for cutting and carting. A lorry load costs £1, and a year's supply averages 15 to 25 loads, depending on the size of the house and the quality of the peat. The majority of the local inhabitants, however, who are accustomed to handling peat from childhood cut their own and have only the expense of carting from the peat-banks.

Chapter 3: Public Finance and Taxation

Until 1880 the Colony received a regular grant-in-aid from the Imperial Treasury and a special grant for a mail service until 1885, since when it has been self-supporting. Grants are, however, received under the Colonial Development and Welfare Act.

The revenue of the Colony for 1947 from all sources was £103,788 against £198,879 in 1946, and from ordinary sources £103,463 against £198,601. This difference is due to the Revenue Suspense and the Dependencies Postal Accounts having been cleared through the Colony accounts in 1946, which did not occur in 1947. Ordinary expenditure was £115,620 and extraordinary £8,669. 1947 therefore ended with an adverse balance of £20,501. Revised estimates for 1948 give revenue £115,859 and expenditure £136,949.

Figures of revenue and expenditure for the five years up to 1947 are:

	REVENUE		EXPENDITURE	
	Ordinary	Total	Ordinary	Total
	£	£	£	£
1943	91,099	91,454	68,591	96,855
1944	172,232	172,643	135,989	158,770
1945	110,051	110,677	88,063	102,470
1946	198,601	198,879	219,854	222,164
1947	103,463	103,788	115,620	124,289

There is no public debt. The excess of assets over liabilities shown in Capital Account (Land Sales Fund) on 31st December, 1947, was £213,249. On the same date, the Reserve Fund amounted to £9,338.

As from 1st October, 1948, the accounts of the Dependencies were completely separated from those of the Colony; this separation will be reflected in the next report.

The principal heads of taxation are customs import and export duties and income tax.

Duties were payable at the following rates :

Import

Wines : General, 6s. 6d. per gallon in bulk ; Empire, 4s. 6d. per gallon in bulk.

General, 14s. 3d. per dozen quart bottles ; Empire, 9s. 9d. per dozen.

Spirits : 52s. per gallon, except Rum 36s. per gallon.

Malt Liquors : 1s. per gallon in cask, 1s. per dozen pints.

Tobacco : 6s. per lb.

Cigarettes : 10s. per lb.

Matches : General, 10s. per gross boxes ; British, 5s. per gross.

Export

Wool : 1s. 3d. per 25 lb.

Whale and seal oil : Up to 30th September, 1948, 5s. per barrel of 40 gallons, thereafter 6d. per barrel of 40 gallons for each £5 of the average market price per ton.

Other whale and seal products : 6d. per 100 lb.

Income Tax : Maximum rate 3s. 6d. in the pound.

The revenue from these duties in 1947 were :

Imports	£13,890
Exports	10,351
Income tax, including company tax	24,931
	<hr/>
	£49,172

There are no excise duties, but a stamp duty of 2d. on all receipts was introduced during the year.

Chapter 4 : Currency and Banking

There are no banks other than the Government Savings Bank which pays interest on deposits at 2½ per cent. per annum.

The sum on deposit on 31st December, 1947, was £491,889, and the number of depositors was 1,817, the average for each depositor being £271. This is equivalent to £216 per head of the population.

Remittances by any person or firm can be made through the Commissioner of Currency and the Crown Agents for the Colonies at a charge of 1 per cent. The Falkland Islands Company and the Estate Louis Williams who act as bankers and financial agents for the farms undertake a similar service.

The legal tender is British coinage and local £5, £1 and 10s. notes. The estimated value of coin in circulation on 31st December, 1947, was £6,500 and of notes £49,000.

Chapter 5 : Commerce

With the exception of meat and a limited quantity of garden produce, practically the whole of the Colony's requirements in foodstuffs is imported.

The value of imports and exports for 1948, as well as for 1945, 1946, and 1947 is as follows :

	IMPORTS			
	1945	1946	1947	1948
	£	£	£	£
Food, Drink & Tobacco	48,648	55,418	80,298	82,655
Raw Materials	25,788	50,284	60,282	38,052
Goods Mainly manufactured	88,625	110,419	98,060	165,379
Miscellaneous	1,426	5,438	6,656	7,126
Bullion and Specie	—	—	—	—
Total Imports	£164,487	£221,559	£245,296	£293,212
	EXPORTS			
	1945	1946	1947	1948
	£	£	£	£
Wool	189,800	231,700	238,550	277,900
Hides and Skins	9,016	14,175	12,821	23,930
Tallow	—	13,550	5,775	6,616
Seal Oil	—	—	900	—
Other Articles	4,762	34,488	7,050	12,938
Total Exports	£203,578	£293,913	£265,096	£321,384
Re-exports	£4,747	£34,488	£7,020	£12,835

IMPORTS (PERCENTAGE)

	1945	1946	1947	1948
British Empire	51.53	53.54	51.35	74.19
Foreign Countries	48.47	46.46	48.65	25.81

PRINCIPAL SUPPLYING COUNTRIES

	1945	1946	1947	1948
	£	£	£	£
United Kingdom	61,247	108,602	122,324	200,200
Other parts of British Empire	23,365	10,022	3,637	17,358
Argentina	22,607	19,973	22,300	15,542
Brazil	3,605	8,688	5,152	—
Chile	317	11,295	15,392	—
Sweden	—	886	14,831	26,545
Uruguay	45,953	55,656	56,711	24,226
U.S.A.	6,691	4,737	4,020	8,093

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY, 1948

Item	Value	Quantity	Principal supplying countries
Provisions	£60,996		U.K. £29,781, Argentina £13,359, Uruguay £8,419
Hardware	£61,154		U.K. £55,939
Drapery	£41,898		U.K. £38,147, Uruguay £2,840
Coal, Coke & Oil Fuel	£8,286		Uruguay £7,952
Timber	£26,802		Sweden £26,539
Paint	£5,905		U.K. £5,737
Chemicals	£17,389		U.K. £16,888
Beer	£5,579	13,972 gal.	U.K. £4,948
Spirits	£8,996	7,276 gal.	U.K. £6,327
Tobacco	£5,886	11,237 lb.	U.K. £5,886
Wines	£1,198	1,059 gal.	U.K. £662, South Africa £290.

PRINCIPAL EXPORTS, 1948

Item	Value	Quantity	Destinations
Wool	£277,900	4,736,950 lb.	All to United Kingdom
Tallow	£6,616	1,393 cwt.	All to Netherlands
Hides and Skins	£23,930	7,566 cwt.	All to United Kingdom

Chapter 6: Production

The undeveloped resources are the very extensive kelp (*Macrocystis*) beds, a large herd of sea lions, and the whales which are found in the surrounding waters. Apart from these and the pasture no other resources are known. Sealing in the islands is shortly to be resumed, and a concession was granted during the year. A licence granted to a South African firm will, it is hoped, lead to the development of a fishing industry.

The pasture is the basis of the only industry, sheep farming, which is primarily concerned with the production for export of wool, skins and tallow, although the latter is a by-product. Meat is used solely for local consumption, but as stated in Part I, the decision of the Colonial Development Corporation to investigate the possibilities of establishing a freezer in the Colony will, it is hoped, lead to the utilisation of surplus sheep for export.

With the exception of some 40,000 acres remaining to the Crown, all land is now freehold and the whole of it is divided into sheep farms or ranches varying in area from 3,600 to 400,000 acres and carrying from 1,700 to 80,000 sheep, approximately one sheep for every three acres. Forage crops are produced to a very limited extent and, with this exception, there is no agriculture.

The average weight of wool exported annually during the past five years was 4,642,200 pounds. In 1948 it amounted to 4,736,950 pounds, or less by 380,125 pounds than the preceding year.

Hides and skins were valued at £23,930 as against £12,821 in the previous year, thus showing an increase in value of £11,109.

The whole of the produce in 1948 was exported to the United Kingdom with the exception of 1,393 cwt. of tallow, which was sent to the Netherlands.

During the year 14 rams were imported from New Zealand and six from the United Kingdom; three bulls were imported from New Zealand, Argentina and Uruguay, and 119 horses from Chile.

Chapter 7: Social Services

EDUCATION

Education throughout the Colony is maintained by Government and is compulsory (in Stanley only) between the ages of five and 14 while voluntary continuation classes enable study to be continued to the age of 16.

In Stanley there are two schools, an infants' school and a combined junior and senior school, both maintained by Government. Boarding allowances are granted to assist children from country districts to attend school in Stanley.

Country children who are unable to come to Stanley are taught either in small one-teacher schools (some full-time, some part-time) or by travelling teachers. In 1948 the Government maintained three

full-time schools, two part-time schools and three travelling teachers on the East Falklands, and two full-time schools, two part-time schools and four travelling teachers on the West Falklands.

The Government grants two scholarships each year for three-year courses of secondary education at the British School in Montevideo. There are as yet no facilities in the Colony for higher or vocational education.

HEALTH

Although the climate is rather deficient in sunlight it is healthy, especially in the Camp districts, but rather damp in and around Stanley and therefore not very suitable for persons with any rheumatic tendencies. During the summer the constant high winds are trying.

The quality of the food in the Colony is good, although it lacks variety, especially with regard to vegetables, but with care in cultivation it is possible to guarantee a nine months' supply. Fruit is imported from Montevideo, but red and white currants, gooseberries, and raspberries grow well locally, although their cultivation is as yet very limited.

The staff of the Medical Department includes a Senior Medical Officer, three Medical Officers, one of whom is stationed in West Falkland and another at Darwin, a dental surgeon, a nurse matron and a qualified nursing sister, and in addition six junior nurses locally recruited and trained. During the year a Medical Officer made periodical tours of the north part of East Falkland.

King Edward VII Memorial Hospital in Stanley has 17 beds, an operating theatre, quarters for nurses, and an out-patients' department. Separate buildings provide a surgery and workshop for the dentist. Extensive alterations and extensions to the hospital are to be carried out under a Colonial Development and Welfare Scheme, and work was started towards the end of the year.

During 1948, 148 persons were admitted to hospital as against 186 in 1947, 1,461 new cases were seen in the out-patients' department, and 2,034 visits were made to patients in their own homes in Stanley. Eighty-six operations were performed, 19 of them being major operations, as compared with 65 in 1947. Seven deaths took place in the hospital.

The medico-electric section carried out successful work during the year and has proved of special value in cases of skin disease and muscular rheumatism.

The out-patients' department of the hospital provides ante- and post-natal services in Stanley, the clinics being very well attended, but not in the Camp at present. Thirty-five births took place in the hospital with no maternal deaths. There was one foetal death. On the district there was one delivery at home.

Gastro-enteritis is endemic in the Colony. A scheme is being prepared for the investigation of the aetiology of this disease.

Between January and April, 1948, there was an epidemic due to a

streptococcal infection of unusual virulence. About 230 cases occurred, and there were five deaths.

The use of the m.f.v. *Philomel* as an ambulance ship, and the institution of the air ambulance service are mentioned in Part I.

HOUSING

Houses are mostly of timber construction and corrugated iron is the usual roofing material. All houses are built on permits from the Board of Health and must conform to its requirements regarding sanitation and construction. Owing to an increase in the urban population and the wartime scarcity of building supplies there is a slight shortage of houses in Stanley. This shortage is being met by new construction, but the high prices of building materials acts as a brake on the progress being made in this direction.

Loans are made by Government to facilitate new building. The Government also maintains accommodation for its officials and two blocks of small houses which are rented to the more necessitous members of the community. One new Government quarter was finished during 1948, and a second was almost completed at the end of the year.

All premises in the town are regularly inspected by the Sanitary Inspector and householders are required to keep them in a sanitary condition. The Board of Health has powers to condemn houses if they are unfit for habitation. In general, housing is satisfactory.

SOCIAL WELFARE AND AMENITIES

There are no orphanages or poor law institutions. Poor relief, formerly administered by Government, was granted by the Stanley Town Council in certain necessitous cases. The amount expended in 1948 was £562.

Legislative provision exists for the payment of compensation to workmen for injuries suffered in the course of their employment and a society, entitled the Stanley Benefit Club, insures its members for sickness and death.

In Stanley there are three social clubs, the Colony Club, the Falkland Club and the Working Men's Social Club. There is also the Falkland Islands Defence Force Club, membership being limited to the personnel of the Force, both serving and retired. The Defence Force itself is a flourishing centre of social life, and its Rifle Association caters for what is probably the most popular pastime in the Islands. The rifle range, which lies on the common to the south-west of Stanley, has firing-points up to 1,000 yards and is equipped with five targets. Shoots are held every week-end in the summer months (weather permitting) and the Association holds an annual meeting in Stanley on the lines of that at Bisley. The Colony has been represented at Bisley by teams in the Junior Kolapore and Junior Mackinnon Competitions for several years, and in 1948 won the Junior Mackinnon Trophy. The Defence Force Drill Hall contains a

miniature rifle range, 25 yards long, with ten targets, which is used by the local Miniature Rifle Club; the Club has been successful from time to time in competitions inaugurated by the National Small-bore Rifle Association, and in 1948 was second in the Overseas Postal Match. The Drill Hall is also used by the Defence Force Club for badminton and table tennis.

The 1st Falkland Islands Company of the Boys' Brigade was formed in 1944 by Captain McCubbing and men of the Royal Scots Regiment, then stationed in Stanley. It has now a membership of 46.

Football is played throughout the summer, and occasionally in winter, on a pitch in the grounds of Government House.

The Stanley Sports Association holds an annual meeting in December of each year for horse-racing and athletic events. The racecourse, 900 yards long, lies to the west of Stanley and now serves a dual purpose, being used as the landing-ground for the Auster aeroplanes; the hangar was erected in 1948 from material from the old army cinema-hall. Sports meetings are also held annually at Darwin and on West Falkland.

Physical training, football, hockey and gymnastics form a regular part of the curriculum of the school.

Besides Christ Church Cathedral, consecrated in 1892 by Bishop Stirling, there are two other places of public worship in Stanley, St. Mary's, the Roman Catholic Church, and the United Free Church. Church services are relayed every Sunday evening for the benefit of listeners in the Camp.

There are public baths and a well-equipped gymnasium, in which a cinema show is held twice a week, usually on Saturday and Sunday. The gymnasium is also used weekly for public dances.

As has been stated, the Stanley Town Hall, which was burned down by accident in 1944, is being rebuilt. In it will be housed the Public Library, which was destroyed with the old Town Hall but is slowly recovering in size and quality.

In 1948 a Guild of Weavers, Spinners and Dyers was formed with the object of manufacturing and selling homespun, woven and knitted articles and other handiworks such as eiderdowns, gloves and slippers.

Chapter 8: Legislation

Thirteen Ordinances were passed by the Legislative Council in 1948. In addition to the Supplementary Appropriation (1948) Ordinance, No. 11, and the Appropriation (1948) Ordinance, No. 12, the following measures were enacted:

Stamp Duty Ordinance (to provide for payment of duty on receipts).

Tariff (Repeal) Ordinance (to repeal the Tariff Ordinance, 1943).

Licensing (Amendment) Ordinance (to amend fees).

Tobacco (Amendment) Ordinance (to amend the duty on tobacco).

Income Tax (Amendment) Ordinance (to increase income tax).
Dependencies Research and Development Fund Ordinance (to repeal Ordinance).

Income Tax (Amendment) Ordinance (to cover persons engaged in whaling).

Lotteries Ordinance (to control lotteries).

Stanley Rates Ordinance (to levy general rates and water rates).

Firearms Ordinance (to consolidate the law as to firearms).

Workmen's Compensation (Amendment) Ordinance.

Radio-active Minerals Ordinance (to control prospecting for and mining radio-active minerals).

United Nations Privileges Ordinance (to confer immunities and privileges on staff of United Nations).

Legislative Council (Elections) Ordinance.

Stanley Town Council (Amendment) Ordinance.

Stanley Town Council (Powers) Ordinance (to give powers of local government).

Defence Force (Amendment) Ordinance.

Road Traffic Ordinance (to consolidate the law as to motor cars, etc.).

The following subsidiary legislation was also enacted during the year: An Order regarding the office of Competent Authority; Orders-in-Council declaring Port Foster, Deception Island, South Shetlands a harbour; amending the rate of postage; regarding import duties; Government Employees Provident Fund; hours for licensed premises; and export duty on wool; and Regulations regarding Port Foster Harbour, medical fees, identification marks on motor vehicles, the sale of intoxicating liquor to His Majesty's Forces, the Efficiency Decoration, qualifications for the grant of the Efficiency Medal, export duty on oil, duties of customs officers, procedure under the Workmen's Compensation Ordinance, export certificates for wool, tallow and hides, etc.

Chapter 9: Justice, Police and Prisons

The judicial system of the Colony is administered by a Supreme Court (with the Governor sitting as Judge) and a Magistrate's Court in Stanley; a number of the farm managers are Justices of the Peace, and as such, have power to deal with minor offences. There is a local Police Force consisting of four constables, one sergeant and a Chief Constable, who is also gaoler-in-charge of the prison in Stanley, where only short-term prisoners are accommodated.

In general the Colony shows a remarkable absence of crimes of violence, and indeed serious crime of any description is rare. Cases of petty theft and of injury to property, however, occur from time to time. Forty-four persons were dealt with in 1948 in the Summary Court and all were convicted; one criminal case came before the Supreme Court and none before the Juvenile Court.

Chapter 10: Public Utilities

A twenty-four hour electric supply with a voltage of 220 A.C. is available in Stanley, the generators being driven by internal combustion engines. Preliminary work was started in 1948 on the site of a new and more modern power house.

The water supply is wholesome, but at present barely adequate for the rapidly growing needs of the community in Stanley. It is brought by pipe-line from a distance of about three miles and storage is available for some 355,000 gallons. The distributing mains serve the whole town and the water supply is very widely used so that the number of rain-water tanks is rapidly diminishing.

Chapter 11: Communications

Communication between Stanley and the outside world is effected via Montevideo by the Falkland Islands Company with their ships the s.s. *Lafonia*, a vessel of 1,800 tons, and *Fitzroy*, of 600 tons; very occasionally other vessels call at the islands. There is also occasional communication between Stanley and South Georgia by a Falkland Islands Company vessel.

The distance from Stanley to Montevideo is rather more than 1,000 miles and the length of the voyage varies from four to six days. Opportunities for the receipt and despatch of mails occur normally every four to five weeks.

The Government operates a wireless station for external traffic at Stanley under the style of the Falkland Islands Radio, and regular communication is maintained with London, Montevideo and South Georgia. A re-diffusion service is maintained by the Government in Stanley. The fee for subscribers is £1 per annum and the number of subscribers in 1948 was 247. Overseas programmes and local programmes of gramophone records as well as news from the British Broadcasting Corporation service are relayed. In addition, a weekly broadcast service of local news is transmitted to the Camp, and a weekly programme relayed during the winter months to the Falkland Islands Dependencies Survey. A new wireless station was completed in 1948. During the year, 338 wireless sets were licensed.

The telegraph charges for messages to the United Kingdom and Empire are

<i>Deferred</i>	<i>Ordinary</i>	<i>Code</i>	<i>GLT</i>	<i>NLT</i>
7½d.	1s. 3d.	10d.	5s. for	10s. 5d. for
per word	per word	per word	12 words	25 words

and for the last two classes of message 5d. for each additional word. Charges for internal messages are 1d. per word for ordinary and 3d. per word for code messages.

No submarine cable exists.

Air mail letter postage to the United Kingdom and the Empire is 2½d. for 5 grms., and 6d. for air letter cards. Internal letter postage remains at 1d. per ounce.

Communication between Stanley and the farms is carried out on horseback or by sea, though the use of tracked vehicles is increasing. There are no railways, tramways or omnibuses, and no roads beyond the immediate neighbourhood of Stanley. The inter-insular service for mails and passengers is carried out by the *Fitzroy* and *Lafonia*, and as stated above, the Government vessel *Philomel* and two Auster aeroplanes went into service during the year.

No inland telegraphs exist, but a telephone system is maintained by the Government in Stanley for general as well as official use. Most of the farm stations have their own lines connected to the Stanley system on East Falkland, and on West Falkland the telephones converge at Fox Bay, where there is a Government wireless station for inter-insular traffic. Several farm stations have radio transmitters of low power for local communication.

The number, nationality, and tonnage of the vessels which entered the Colony in 1948 are as follows:

	<i>Number</i>	<i>Tonnage</i>
British	14 ¹	9,390
Foreign	—	—

¹ This figure is almost entirely made up of repeated entries by the Falklands Company's ships.

Chapter 12: Local Records

A start was made during 1948 in the preservation of local records by the private transcribing of the Registers of Christ Church Cathedral, with the permission of the Senior Chaplain. The transcripts, when complete (probably in 1949), will be sent to the Society of Genealogists in London. The work has not been undertaken any too soon, for some of the early entries, dating back to 1838, are rapidly becoming illegible.

If an opportunity occurs, the memorial inscriptions in the old cemetery at Deception Island in the South Shetlands will be similarly copied in 1949.

PART II

Chapter 1: Geography and Climate

THE Falkland Islands lie in the South Atlantic Ocean between 51° and 53° south latitude and 57° and 62° west longitude and about 300 miles east and somewhat to the north of the Straits of Megellan. There are two main islands—East and West Falkland—which are divided by the Falkland Sound, running approximately north-east and south-west, and about 200 smaller islands around them within a space of 130 by 80 miles. The area as computed from the Admiralty chart is as follows :

	Square miles
East Falkland and adjacent islands	2,580
West Falkland and adjacent islands	2,038
	4,618

The islands have a very deeply indented coastline and possess many excellent harbours and anchorages. The surface is hilly, attaining its maximum elevation of 2,315 ft. in Mount Adam on West Falkland. There are no navigable rivers. The entire country is covered with wild moorland interrupted by outcrops of rock and the peculiar collections of angular boulders called "stone runs" or "stone rivers." Apart from Stanley, where practically every house has a garden, there is no cultivation except in the immediate vicinity of the farm settlements and shepherds' houses where vegetables and, in some places, oats and grass for hay are grown. The soil is chiefly peat, but areas of sand also occur. In general appearance, the Falkland Islands are bleak and inhospitable in rain or snow (and snow has been recorded for every month of the year), but in fine weather they are very attractive to anyone accustomed to moorland scenery. Trees are absent except in a very few places where some have been planted, and the scenery is said to resemble parts of Scotland. The only town is Stanley, the capital, situated on a sharply-rising hillside forming the southern shore of a harbour entered from Port William, on the east side of the group. It has about 1,200 inhabitants. Smaller settlements have been established as the headquarters of various farm stations into which the Colony is divided : of these the most important is Darwin, the headquarters of the Falkland Islands Company's farms, with a population of about 100 persons. The entire territory outside Stanley is known locally as "the Camp."

Seasonal variations in the climate of the Falkland Islands are less noticeable than in the United Kingdom. The winters are slightly colder and the summers much colder than at Kew, which is about as far north of the equator as Stanley is south ; the weather is even more changeable than that of the United Kingdom. The relatively low temperatures are mainly due to oceanic circulation, but the daily weather is related to the direction of the wind, which, not infrequently, is so inconsistent as to give rise to wide ranges of temperature within short intervals. The annual rainfall is not excessive, averaging 30 inches. Precipitation occurs on two out of every three days in the year and the atmosphere is usually damp, particularly in and around Stanley. A large proportion of the days are cloudy and tempestuous, calm bright weather being exceptional and seldom outlasting 24 hours.

Over 120 species of wild birds have been recorded and 176 species of wild plants. Among the birds are the logger duck, rock shag, many different types of gulls, gentoo, rock-hopper and jackass penguins, terns, snipe, teal, upland and kelp geese, and turkey buzzards. There are no native land animals, but there are seals on the coast.

Chapter 2: History

The honour of first sighting the Falklands is thought to belong to John Davis, who observed the group from his ship, *Desire*, in 1592. He sailed from Plymouth in an expedition commanded by Admiral Cavendish, with the Philippines and the coast of China via Cape Horn as his destination. The vessels in this expedition were the *Galeon* under Admiral Cavendish ; the *Roebucke* under Vice-Admiral Cocke ; the *Desire* under Captain John Davis ; the *Black Pinesse* under Captain Tobie ; and the *Daintie* under Captain Cotton.

John Jane, the historian of the voyage, described the discovery of the islands as follows :

"The Ninth (Aug. 1592) wee had a sore storme, so that wee were constrained to hull, for our sails were not to indure any force. The 14 wec were driven in among certaine Isles never before discovered by any knowen relation, lying fittie leagues from the shoare East and Northerly from the Streights ; in which place, unlesse it had pleased God of his wonderfull mercie to have ceases the winde, wee must of necessitie have perished. But the winde shifting to the East, wee directed our course for the Streights, and the 18 of August wee fell with the Cape (Virgin) in a very thick fogge : and the same night wee ankered ten leagues within the Cape."

These Isles were the Falkland Islands.

Two years later, Sir Henry Hawkins in *Dainty* reports having seen them, and a Dutchman, Sebald Van Weerdt, in 1598, appears to have visited some of the outlying islands, thought to be the Jasons on the north-west coast. They are so shown on a map hanging in the Secretariat, bearing a date "about 1790," and were long named the Sebaldine Islands. The islands were named by Captain Strong after the then Lord Falkland, Treasurer of the Navy, in 1690. He sailed in

Welfare between the West and East Falklands, and called the passage Falkland Sound but it does not appear that this name was applied to the group as a whole before 1745.

To historians the islands are known also as *Les Malouines*, after the Viscomte de Bougainville who sailed from the Brittany port of St. Malo; the Spanish variant, used on the mainland of South America, is "*Las Islas Malvinas*."

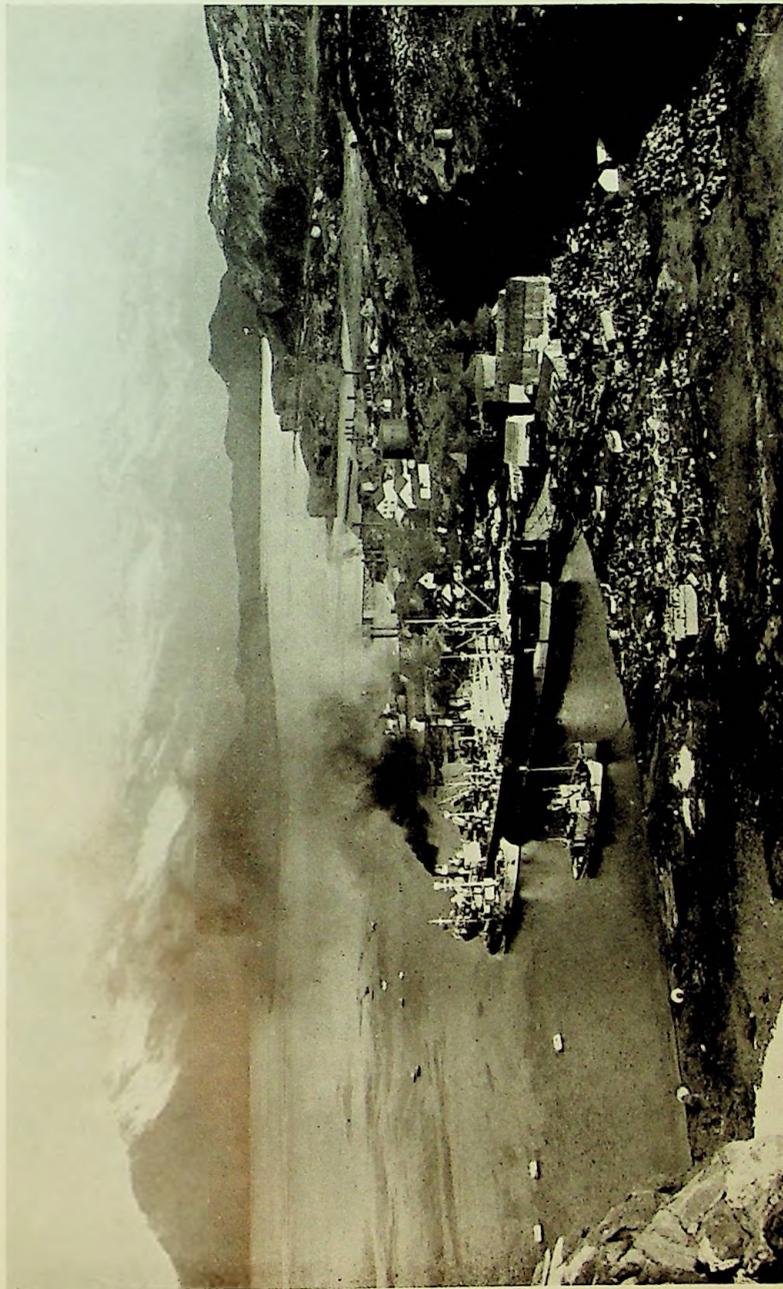
The recorded history of the islands begins in 1764 when a settlement was established by de Bougainville. Setting sail from St. Malo on 15th September, 1763, he called at Montevideo, as is still the custom, where he took on board everything that was necessary to establish a settlement, including cows, calves, goats, sheep, hogs and horses. The Falklands were reached on 31st January, 1764. Finding no good anchorage at what is now known as the West Falkland, the expedition sailed round to the East Falkland, and entered Berkeley Sound. The site for the new settlement was selected on 17th March and a fort, St. Louis, was erected together with several huts. On 5th April formal possession in the name of King Louis XV was taken of all the islands under the name *Les Malouines*. Traces of this Colony may still be seen at the western extremity of Berkeley Sound.

In the light of history it seems a strange coincidence that the Admiralty should despatch to the Falklands, about the same time, a Captain Byron, with orders to seek some suitable place for use as a base. He made his landfall at Saunders Island and taking possession of this and all neighbouring islands in the name of King George III, named the settlement and Harbour Port Egmont, after the Earl of Egmont, then head of the Admiralty.

On his departure he left Captain Macbride in charge and the latter, whilst circumnavigating the islands, was surprised to discover the French settlement at Port Louis, less than a hundred miles from his own base. He warned the French to remove themselves from territory belonging to the English Crown and himself went to England to report his discovery. The Government thereupon decided to establish a settlement at Port Egmont, and during 1766, both countries maintained settlements in the islands.

For the next two years much bad feeling was engendered between the three great powers of that period, France, Spain and England. Spain had for long regarded the South Atlantic as her own particular "sphere of interest" and was determined to resist attempts by either France or Britain to appropriate the islands. After long, and often very angry correspondence, the French King consented to withdraw his subjects and this was duly done in 1767 on payment of a sum said to have amounted to £24,000. The Spaniards, taking possession, changed the name of the settlement to Soledad, and left a garrison there under authority of the Imperial Governor at Buenos Aires. Of this episode, de Bougainville wrote :

"I delivered our settlement to the Spaniards who took over possession of it by planting the Spanish colours which were saluted at sunrising and sunset,



VIEW OF LEITH HARBOUR WHALING STATION, SOUTH GEORGIA
showing "John Bruce" tied up to oil transport "Southern Gardner"



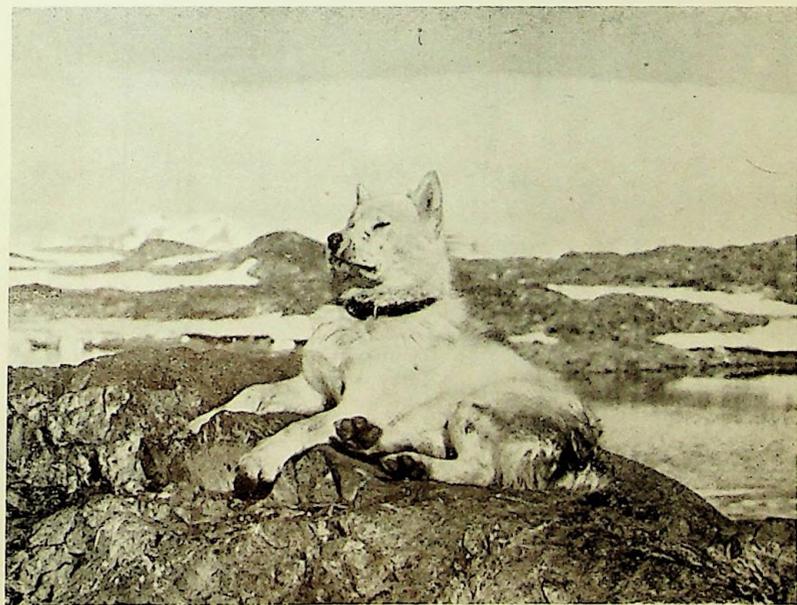
BASE HUT, DECEPTION ISLAND



With acknowledgments to G. W. J. Bowles, Esq.
FLENSING WHALES AT SOUTH GEORGIA



OFFLOADING STORES FROM SCOW, DECEPTION ISLAND



SNOWBALL—ONE OF THE HUSKIES AT ARGENTINE ISLANDS BASE

from the shore and from the ships. I read King Louis' letter to the French inhabitants of this infant colony by which His Majesty permits their remaining under the Government of His Most Catholic Majesty. Some families profited of this permission; the rest, with the garrison, embarked on board the Spanish frigates."

Endeavours to induce the British to withdraw were more protracted, and eventually orders were sent for their expulsion by force. On 4th June, 1770, a Spanish frigate entered Port Egmont and two days later four more Spanish ships anchored opposite the settlement. The one British vessel was a sloop-of-war, *Favourite*, and the only fortifications a block-house and a mud battery mounting four 12-pounders. The British captain, playing for time, wrote to the Spanish Commodore, requesting him to depart as soon as he had obtained "necessary refreshments." In a brief reply, the Spaniard stated that he had come with a very large force, comprising 1,400 men, besides the crews of his vessels and an ample supply of ammunition and artillery, and his orders were to expel the British occupants. The latter had then no other course but to capitulate, the Spanish troops coming ashore on 10th June, 1770. The British settlers were embarked on board the *Favourite* and sailed on 14th July, reaching England on 24th September.

The Spanish action brought the two countries to the verge of war, but on 16th September, 1771, after protracted negotiations, Port Egmont was restored to Britain. However, the settlement was short-lived for the islands were abandoned by the British in 1774; before they left, a plaque was erected on a blockhouse, with the following inscription:

"BE IT KNOWN TO ALL NATIONS. That Falkland Islands, with this Fort, the Stonehouse, Wharfs, Harbours, Bays and Creeks thereunto belonging, are the Sole Right and Property of His Most sacred Majesty, George the Third, King of Great Britain, France and Ireland, Defender of the faith, etc. In witness whereof this plate is set up, and His Britanic Majesty's colours left flying as a mark of possession.

by S. W. Clayton,
Commanding Officer at Falkland Islands.
A.D. 1774."

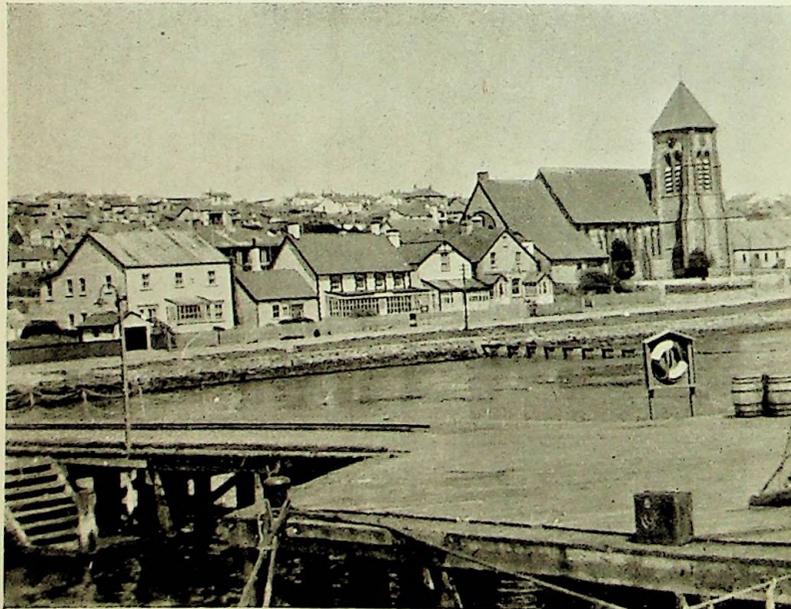
While Port Egmont remained deserted, the Spaniards maintained their settlement of Soledad until they too, withdrew in the first quarter of the nineteenth century; the exact date is still uncertain. Apart from the sealing and other vessels which frequently took refuge in the natural harbours, the Falklands were without permanent occupants for a number of years.

Argentine interest in the Falklands began in 1824 with the endeavours of Louis Vernet to revive the settlement at Port Louis (or Soledad). Vernet, by origin a German from Hamburg who had resided long in America, had removed to Buenos Aires. Under authority of the Republic of Buenos Aires, he finally took possession of Soledad in August, 1829. British protests followed this action, although the situation remained quiet until 1831. Vernet then seized three United States vessels, a rash action which eventually led to the



With acknowledgments to E. F. Bunting, Esq.

THE FIRST AIR-AMBULANCE CASE ARRIVES IN STANLEY,
CHRISTMAS EVE, 1948



With acknowledgments to J. Thomas, Esq.

THE CATHEDRAL AT PORT STANLEY

American warship *Lexington* destroying the small fort at Soledad and retaking the vessels which had been seized.

Argentine claims to the islands persisted, but the British Government re-asserted its sovereignty in 1832 by sending out His Majesty's ship *Clio*, under the command of Captain Onslow. On reaching Port Louis he found 25 Argentine soldiers, and a schooner flying the Argentine colours. The Argentine commander was acquainted with the object of the mission and given orders to quit; while consenting to embark his soldiers he kept the Argentine flag flying, whereupon Captain Onslow landed, hoisted the British flag, and sent an officer to haul down the foreign flag which was delivered on board the Argentine ship. On leaving Port Louis in 1833 Captain Onslow entrusted William Dickson (Vernet's storekeeper) with the care of the settlement, leaving with him instructions that the British flag be hoisted when any vessels anchored, and on all holidays.

The year of the establishment of the Colony is marked by a savage crime which will cause less surprise if there be called to mind the wild nature of the settlers remaining at Port Louis: sealers and whalers of various nationalities, Indian convicts and gauchos from South America and adventurers generally disposed to resent the mere existence of authority. On 26th August, 1833, Matthew Brisbane (Vernet's agent) and William Dickson were brutally done to death by three gauchos and six Indians, assisted by some deserters from vessels who supplied them with firearms, without warning and, so far as is known, for no tangible cause. Brisbane lies buried in the cemetery there and his grave, put in order by Governor Allardyce many years after, is now cared for and honoured.

When the news of the crime became known Lieutenant Henry Smith, R.N., was sent to the Colony as Governor and was succeeded as such by other naval officers until a civil administration was formed under Lieutenant R. C. Moody, R.E., in 1842. Governor Moody laid out a township which he named Anson and then removed in 1844 to Stanley, the present capital. After difficult times in the beginning further settlers and fresh capital were gradually attracted by the possibilities of the new Colony and in 1846 that part of the East Falkland Island lying south of the isthmus at Darwin was conceded by sale to Samuel Lafone of Montevideo; Lafone, however, did not long continue to farm the property on his own account and in 1851 transferred it to the Falkland Islands Company which was incorporated by charter that same year. The Falkland Islands Company besides owning Lafonia has extensive tracts of land in the northern half of the East Falkland Island and also in West Falkland Island and carries on business as shipping agents and general merchants in Stanley. In 1849 the small garrison composed of sappers which had been maintained in the Colony was replaced by a detachment of Chelsea pensioners. Not many of them remained and in 1858 they were replaced in turn by a garrison of marines, 35 in number and all married. About this time the South American Missionary Society founded a training settlement on Keppel Island for Indians from

Tierra del Fuego. The settlement did not succeed and the experiment had to be abandoned. Bishop Stirling who was consecrated first Bishop of the Falkland Islands in 1869 came out to Keppel Island as superintendent of the settlement in 1862. In February, 1871, His Royal Highness the Duke of Edinburgh visited the islands and in January, 1881, Prince (later King) George entered Port William together with his brother Prince Albert Victor on board H.M.S. *Bacchante*, but was prevented from landing by the receipt of sudden orders to proceed to the Cape of Good Hope.

The early industry of the Colony was exploitation, mainly for their hides, of the wild cattle running freely over the East Falkland Island. These wild cattle were descendants of the cattle introduced by de Bougainville and of later importations during the Spanish occupation; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor. Sheep farming was attempted first by the brothers Whittington on the East Falkland where by the year 1860 a considerable number of sheep was being run and shortly afterwards a start in this direction was made on the West Falkland. Between 1870 and 1880 a definite change over from cattle to sheep took place and subsequently the wild cattle were killed off by degrees and have now become to all intents and purposes extinct. The Colony enjoyed a steady prosperity from the proceeds of its wool but few landmarks of positive progress stand out other than that in 1885 the Colony became entirely self-supporting and that in 1912 a wireless station was opened. Indeed, the Falkland Islands were but little remembered until 8th December, 1914, when they sprang into fame as the scene of Sturdee's brilliant victory over Graf von Spee. Not long before they had bade farewell to Cradock on the eve of Coronel. Eighth December has been adopted in the Colony as a national day and is annually celebrated by a religious service and by a public holiday.

A memorial commemorating this victory was unveiled on 26th February, 1927.

Because of the unsettled state of the world there were no development schemes in progress in 1939. When war was declared the Falkland Islands Defence Force was embodied in order to man the previously chosen outposts and the gun-sites, and training of the infantry company was greatly intensified. The Defence Force stood down in 1945.

At the same time the Colony's value as a naval base became obvious as a result of the activity in the South Atlantic. One notable local event was the return of the British cruisers after the Battle of the River Plate to land the wounded, who were cared for in the local hospital for several weeks. At the beginning of 1940 there were at one time as many as six cruisers in Stanley Harbour and its approaches, but after the disappearance of German raiders, naval activity diminished greatly. The area to the south of the River Plate was devoid of shipping and, perhaps, too remote for submarine warfare.

In 1942, following the outbreak of war with Japan, a garrison of imperial troops arrived. It comprised the 11th Battalion, the West Yorkshire (the Prince of Wales' Own) Regiment, the 359th A.A. Battery, R.A., and parties of the Auxiliary Corps, in all some 2,000 officers and men. The sending of such a force was an indication of the strategic importance of the Colony. The man-power shortage continued because batteries and outposts manned by the local force had to be kept at full strength.

Until a permanent camp of Nissen hutting was constructed the 2,000 troops were billeted in the town and the householders of Stanley, despite all inconveniences, displayed that hospitality which is a characteristic of the Falkland Islanders. The force left at the beginning of 1944 and was greatly missed; it was succeeded by a much smaller body, about 200 men, which was responsible for the maintenance and eventually for the dismantling of the camp, and it was withdrawn in 1945.

Unemployment in the Colony disappeared with the calling-up of men for the Falkland Islands Defence Force and this mobilisation embarrassed civil affairs in the early days. Military and civil man-power needs were a matter for frequent adjustment throughout the war, and although neither was, perhaps, fully satisfied, a state of fair equilibrium was reached at least as regards essential activities. The drift of men into Stanley which has been going on for some years was aggravated in the early days of the war and has had a marked and permanent effect in a labour shortage on the farms.

Stanley Town Hall was accidentally burned to the ground in 1944. Its fine public hall played a very important part in social life, so that the loss of it was a blow to the whole community. The building contained also the Public Library, the Museum and certain Government offices. As stated above, considerable progress has been made in the building of a new Town Hall.

The roads in Port Stanley and its environs deteriorated partly on account of the heavy traffic for which they had not been designed, and their repair will be a major work. The stocks of building materials in the Colony became greatly reduced, and their replacement extremely difficult, the more so when the local steamer had to bring military stores as well as the customary supplies, since the remoteness of the Colony from shipping routes limits importations to what can be carried by this vessel from Montevideo. The effect of this reduction is likely to be felt for years.

During the war the Government and people made gifts of over £70,000 to the United Kingdom as a war contribution, including some £20,000 for war charities such as the Red Cross. Ten Spitfires were bought with £50,000 of this total which was voted by the Legislative Council in 1940, and these aircraft flew into action bearing the name, "Falkland Islands." Despite limited man-power resources, over 150 of the Colony's young men and women served in the Armed Forces, Merchant Navy, Nursing Services, and the Land Army in the United Kingdom.

Chapter 3: Administration

At the head of the Government of the Colony is the Governor and Commander-in-Chief, who is advised by an Executive Council consisting of four official and two non-official members. There is also a Legislative Council composed of four official and four unofficial members nominated by the Crown. The proposed reform of the Legislative Council is mentioned in Part I.

Local government is confined to the capital where the first elections for the Stanley Town Council took place during the year. The Council consists of six elected members and three members nominated by the Governor; the members of the Council annually elect one of their members as chairman.

Chapter 4: Weights and Measures

Imperial weights and measures are used.

Chapter 5: Newspapers and Periodicals

Two papers are published: the *News Weekly*, produced by Government, which contains a review of the week's news, notices of forthcoming events, local shooting reports, articles of general interest, etc.; and the *Cathedral News*, which began monthly publication in 1948.

The *Government Gazette* is published monthly.

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(B) DEPENDENCIES

PART I

Chapter 1 : Population

THE population in South Georgia lives in the whaling stations and at the Government Headquarters at Grytviken (King Edward Cove) in Cumberland Bay. During the summer it approximates to 700, almost all males, but during the winter it is not more than one-third that number. The British inhabitants of South Georgia are for the most part members of the small Government staff and of the crews of British vessels ; the foreign population is almost exclusively Norwegian. There is no permanent population in the remainder of the Dependencies. Seven deaths, no births and no marriages occurred in the Dependencies in 1948.

Chapter 2 : Occupations, Wages and Labour Organisation

OCCUPATIONS

Whaling and, to a much less extent sealing, with the necessary auxiliaries of repair shops, etc., are the only occupations in South Georgia. Labour is recruited overseas, mainly in Norway, on special terms adopted by the whole whaling industry. Details of the terms can be found annually in the *Norwegian Whaling Gazette*. There are no industries in the other Dependencies.

Some 700 men are employed during the season—October to March—working about 54 hours per week. During the remainder of the year the number falls to about 200 and the average number of hours per week to 40. Sealing is carried on mainly outside the whaling season.

WAGES AND COST OF LIVING

A system of bonuses on production is employed and besides wages and bonuses all hands are provided with quarters, heating, light and food, which, although plain, is good and plentiful. As all foodstuffs are provided by the whaling companies, the question of cost-of-living bonus does not arise. There are no shops and no private trade, but each station has a "slop chest" where clothing, tobacco, etc., may be purchased.

Chapter 3: Public Finance and Taxation

The Revenue of the Dependencies amounted in 1947 to £38,899, the main heads being customs, including export taxes on whale and seal products, £13,047, and sale of stamps £5,294. Expenditure for the year was £64,212, including contributions to the Falkland Islands Dependencies Survey, £44,000.

Figures of revenue and expenditure for the five years up to 1947 are:

	Revenue Expenditure	
	£	£
1943	10,503	14,355
1944	14,272	15,133
1945	13,283	14,447
1946	119,084	83,660
1947	38,899	64,212

For Taxation, *see* under the Colony.

Chapter 4: Currency and Banking

No banks exist in the Dependencies. Through the Treasury at Stanley facilities are afforded for deposit in the Government Savings Bank or for remittances overseas.

The legal tender is British coinage and Falkland Islands £5, £1 and 10s. notes.

Chapter 5: Commerce

The whole of the Dependencies' requirements in foodstuffs is imported. The value of imports and exports for the year under review and for 1945, 1946 and 1947 was:

	IMPORTS			
	<i>(Including imports from the High Seas (pelagic whaling) for re-export)</i>			
	1945	1946	1947	1948
	£	£	£	£
Raw Materials	251,604	421,114	401,530	523,463
Mainly manufactured	252,517	241,760	272,131	1,421,987
Food, Drink and Tobacco	43,897	61,046	111,385	97,715
Miscellaneous	207	158	851	170
	<u>£548,225</u>	<u>£724,078</u>	<u>£785,897</u>	<u>£2,043,335</u>

(Total Imports from High Seas (pelagic whaling) £1,015,575)

	IMPORTS			
	<i>(Percentages, including imports from the High Seas for re-export)</i>			
	1945	1946	1947	1948
Foreign Countries	78.75	81.94	76.75	36.24
British Empire	21.25	18.06	23.25	14.06
High Seas (pelagic whaling)	—	—	—	49.70

	PRINCIPAL SUPPLYING COUNTRIES			
	1945	1946	1947	1948
	£	£	£	£
Dutch West Indies	234,513	313,019	291,744	392,896
United Kingdom	85,553	130,633	182,301	274,736
Norway	—	58,653	10,588	210,177
Uruguay	15,688	23,875	91,468	26,413
Argentina	44,135	44,900	50,427	45,424
U.S.A.	22,986	—	—	2,542

	PRINCIPAL IMPORTS			
	1947	1948		
	£	£		
Coal, Coke and Fuel Oil	356,617	490,965	Dutch W. Indies	£392,896 ; Spain £35,000.
Provisions	111,385	97,715	U.K.	£38,479 ; Argentina £28,720 ; Norway £27,132
Hardware	103,012	262,822	U.K.	£115,190 ; Norway £125,490 ; Uruguay £14,209.
Canvas & Rope	30,231	33,806	U.K.	£32,863.
Bags & Bagging	21,995	7,732	Uruguay	£7,732.
Paints and Oils	9,107	7,661	U.K.	£6,322.

	EXPORTS			
	1945	1946	1947	1948
	£	£	£	£
Whale Oil	502,935	633,437	1,592,519	3,263,434
Whale Meat Meal	—	35,001	136,393	264,274
Other Articles	11,348	65,019	75,940	43,854
Guano	93,695	88,112	72,625	116,639
Seal Oil	—	171,470	69,921	212,002
Whale Bone	—	930	2,094	—
Total Exports (including re-exports)	<u>£607,978</u>	<u>£993,969</u>	<u>£1,949,492</u>	<u>£3,900,203</u>

	RE-EXPORTS			
	1945	1946	1947	1948
	£	£	£	£
Whale Oil	145,400	144,800	35,000	1,010,510
Other Articles	11,025	62,829	71,127	17,251
Total Re-exports	£156,425	£207,629	£106,127	£1,027,761

		1947		1948
Whale Oil	brl.	146,706		162,939
Whale Meat Meal	lb.	12,226,932		19,645,809
Guano	cwt.	105,745		82,064
Seal Oil	brl.	9,393		15,166
Whale Bone	cwt.	1,400		—

	EXPORTS (distribution by percentages)			
	1945	1946	1947	1948
British Empire	52.25	61.22	64.64	54.88
Foreign Countries	3.13	11.10	35.36	35.11
High Seas	44.32	27.68	—	10.01

	EXPORTS			
	Principal Destinations			
	1945	1946	1947	1948
	£	£	£	£
United Kingdom	319,622	576,685	1,219,924	2,140,928
Norway	—	80,000	594,592	952,733
High Seas	269,307	301,323	53,587	390,611
Denmark	—	—	39,213	375,290
Uruguay	—	—	33,364	40,641
Argentina	—	35,961	8,452	—

		RE-EXPORTS		Destination
		1947	1948	
Whale Oil	brl.	2,580	56,582	United Kingdom

Chapter 6: Production

Apart from sealing on a moderate scale at South Georgia, the only industry in the Dependencies is whaling, and whale and seal oil and the by-products of the whale, such as meat-meal and guano, are the sole products. The whaling season lasts for six months, October to April, and sealing is carried on during the winter and spring. For the purpose among others of assisting whaling operations, the Government maintains a meteorological station in South Georgia, and seven other stations in other (Antarctic) parts of the Dependencies as a part of the Falkland Islands Dependencies Survey.

WHALING

There are three land whaling stations, all in South Georgia. The price of first quality whale oil in 1948 was £90 per ton.

The latest available report is for the season 1947/48 and the following is extracted from it: "The season's catch and production can be considered satisfactory but there is no doubt that it would have been more successful if fishing had not been hampered by the continuous bad weather experienced." The catch amounted to 2,949 whales, namely 46 Blue, 2,142 Fin, 24 Humpback, 128 Sperm and 609 Sei. One hundred and sixty-three thousand, six hundred and fifty-one barrels of oil and 137,173 bags of guano were produced, including 3,014 bags of dehydrated whale meal and 28 tons of baleen. In addition about 6 tons of meat extract were produced.

The following table shows the catch and production for the last five seasons:

Season	Number of Whales	Oil (Barrels)	Guano, etc. (Bags)
1943-44	962	50,001	48,103
1944-45	1,269	75,540	72,294
1945-46	1,913	78,880	92,186
1946-47	2,550	144,386	129,151
1947-48	2,949	163,651	137,173

SEALING

This is confined to the surplus males of the immense herd of Elephant Seals which, with the hearty co-operation of the whalers, has been assiduously nursed by the Administration and for many years has increased continuously. Sealing is carried on under a system of annual licences and the coasts of the island are divided into four divisions of which only three are worked annually so that each division is rested one year in four. The yield for the season under review was one of the best for many years, despite unfavourable weather conditions which necessitated an extension of the season for a period of 15 days from 1st to 15th November. The catches for the last five seasons were:

	Seals	Oil (Barrels)	Average per Seal (Barrels)
1944	6,000	11,940	1.990
1945	5,382	10,382	1.929
1946	4,449	8,075	1.815
1947	6,000	11,994	1.999
1948	7,500	15,093	2.012

Chapter 7: Social Services

EDUCATION

There are only two children in South Georgia and none in the other Dependencies. There is no state education. When there are children in South Georgia, they are invariably educated by the parents.

HEALTH

There is little or no sickness in the Dependencies, even colds being rare, but accidents occur among the whaling crews.

The whaling companies in South Georgia have well-equipped hospitals and provide their own doctors, the Government contributing a share of the salary of the Medical Officer at Grytviken.

HOUSING

The housing question does not arise in the Dependencies. All the officials are suitably housed and the accommodation provided by the whaling companies for the men working on the stations is adequate. All housing is of a type specially suited to the rigours of the climate.

SOCIAL WELFARE

In South Georgia cinema shows are given by the whaling companies for the benefit of the men. Football is popular in summer and skiing in winter.

Chapter 8: Legislation

See corresponding head under the Colony.

Chapter 9: Justice, Police and Prisons

The Administrative Officer and Magistrate, South Georgia, sits at Grytviken in a court of first instance and the Supreme Court of the Colony at Stanley is common to all Dependencies. One constable is stationed at South Georgia. No cases of serious crime came before the courts during the year. The whalers form a most peaceful and law-abiding community, rarely requiring the intervention of the civil authority. A high standard of discipline is maintained by the managers of the several whaling stations.

Chapter 10: Public Utilities

There are no public utilities. The whaling stations and the Government quarters have their own water and electricity supplies.

Chapter 11: Communications

There is no regular sea communication between South Georgia and Stanley, but opportunity occurs from time to time during the whaling season for the carriage of mails direct between Europe and the River Plate and South Georgia. Ships of the Antarctic whaling fleet call at South Georgia on their way to the grounds in November and on the return journey in April.

Communication with the other Dependencies was maintained by m.v. *John Biscoe* belonging to the Falkland Islands Dependencies Government and s.s. *Fitzroy* belonging to the Falkland Islands Company, both ships were used to relieve and supply the Falkland Islands Dependencies Survey Bases in the Antarctic.

Post offices are maintained at South Georgia and at each of the Falkland Islands Dependencies Survey bases in the Antarctic.

The Colonial Wireless Station at Grytviken is in regular communication with that at Stanley through which traffic passes overseas. The Argentine Government is permitted to maintain a wireless station on Laurie Island in the South Orkneys.

No railways or roads exist in the Dependencies. Two floating docks are maintained at South Georgia by the whaling companies, one at Grytviken and the other at Stromness Harbour. The dock at Grytviken has an overall length of 133 feet and a breadth of 34 feet with a lifting capacity of 600 tons. It is capable of taking vessels up to 140 feet in length and drawing 15 feet 6 inches. Stromness dock is 150 feet long, 34 feet wide and its lifting capacity is 700 tons. It will accommodate vessels up to 160 feet in length and 15 feet in draught.

There are two ports of entry in the Dependencies, one at Grytviken, South Georgia, and the other at Port Foster, Deception Island, in the South Shetlands.

The following ships entered at South Georgia in 1948:

Nationality	Vessels	Tonnage
British.	55	121,485
Foreign	11	32,884

Chapter 12: Falkland Islands Dependencies Survey

Research work in the Dependencies was carried out until 1939 by the Discovery Committee's ships *Discovery II* and *William Scoresby*, which were responsible for mapping the South Sandwich Group, the South Orkneys and South Shetlands and for much whaling research and oceanographic work.

A detailed land survey of Grahamland was commenced by the British Grahamland Expedition in 1934-36 and resulted in the mapping of much of the west coast from latitude 65° to 72° south. This was a notable achievement.

In 1943 it was decided that work in the Dependencies must be resumed and it was during the Antarctic season 1943-44 that the present survey organisation came into being. Organised and supplied initially by the Admiralty, it was not until 1945-46 that the Colonial Office assumed control of the Survey; in 1948 the Governor of the Falkland Islands became responsible to the Secretary of State for all future organisation and administration.

The main objectives of the Survey were to complete the mapping of Grahamland and to set up a number of meteorological stations capable of transmitting daily weather reports to Stanley for use in forecasting South Atlantic weather which is greatly influenced by Polar conditions. Work in other branches of science was also planned; this included geology, biology, bacteriology, ornithology, microseismology and ionospheric observations. With these objects in view bases were established at Deception Island and Port Lockroy in 1944, at Hope Bay in 1945, at Laurie Island in the South Orkneys and Marguerite Bay, the most southerly base, in 1946. The following year the base at Laurie Island was moved to Signy Island which provided an excellent base for investigations of the elephant seal which is commercially exploited and is a source of revenue to the Dependencies. In the same year another base was established in the Argentine Islands, where it was hoped to breed and train husky dogs which form the main means of transport at sledging bases. In 1948 a seventh base was established on King George Island in the South Shetlands from whence it was intended to make a geological survey of that group of islands.

Shipping personnel and stores to the Antarctic presented an expensive and difficult problem as few ships were available in any way suitable for service in ice-bound waters and it was therefore necessary to charter s.s. *Fitzroy* of 600 tons from the Falkland Islands Company, as well as the *Eagle* and, in 1945-46 and 1946-47, the *Trepassey*; these last-named were both sealing vessels belonging to the Newfoundland Railways. This proved to be a very expensive arrangement; and although these ships did excellent work in the Antarctic, it soon became obvious that the Survey must have a ship of its own not only capable of relieving and provisioning the bases, but for carrying out hydrographic work. Accordingly, in 1947, the American-built ex-net-layer H.M.S. *Pretext* was purchased and used to bring out personnel and stores to the Dependencies during the 1947-48 season; her name was changed to m.v. *John Biscoe*, and during 1948 she was refitted, and equipped to carry out her task of supplying the Antarctic Bases as well as doing hydrographic survey. She was manned this season by officers seconded from the Royal Navy and a Falkland Islands crew.

In 1948 all bases had been relieved and reprovisioned by 15th April and a varied programme of survey and scientific work was inaugurated.

From Marguerite Bay two main sledge journeys were made, the first to King George VI Sound where the party divided into two parts, one surveying the north-east coast of Alexander Land from 30 miles north of Cape Nicholas to join up with the British Grahamland Exhibition Survey at latitude 70° 15' south; the party then crossed to the eastern side of the Sound and completed the survey of the coast on their return journey to the Base. Meanwhile, the other party had travelled further southwards to carry out a geological survey of the area as far as 71° 35' south, which proved most interesting in proving the origin of this area.

The second main journey was from Marguerite Bay to Laubeuf Fjord, and the eastern coast of Adelaide Island and adjacent islands were surveyed. During this journey it was possible to study the Emperor Penguin, a colony of them being discovered on Dion Island.

Six sledge journeys were made from Hope Bay during 1948, starting on 19th April, and continuing almost without a break through the winter until 24th November. Because of extremely difficult surface conditions and much bad weather, results were not quite up to expectations. Nevertheless, the south coast of Ross Island was surveyed from just north of Cape Obelisk round to Cape Gage and included the off-lying islands to the south. The 1946 F.I.D.S. survey of Trinity Peninsula was continued south from Cape Roquemaurel to Cape Kater and included the area between coastline and escarpment. The local survey, based on the cardinal points of the triangulation made in early 1947, was completed.

Geological investigations were made on Trinity Peninsula and the Hope Bay area and along the coastline outcrops of Ross Island, especially between Capes Foster and Hamilton.

Systematic medical investigations were made throughout 1948 which included estimation of Vitamin C sub-nutrition, haemoglobin percentage, blood counts, blood pressure under various conditions, comparison of weight of personnel on base and sledging diets. A programme of bacteriological work was followed and over 300 cultures taken from noses and throats of personnel and from the intestines of seals and birds.

The main work at Signy Island was the study of the breeding habits of the elephant seal. Some ornithological investigations were made and a number of birds ringed.

During the year a plane table survey was commenced on Coronation Island and extended to Norway Light.

In Admiralty Bay a number of short local journeys were made during the year, mainly for geological purposes, the main work of the year.

The main work from Port Lockroy was ionospheric watches kept during 24 hours each day for most of the year. Short journeys were made from the base for local survey and collection of rock specimens.

In Argentine Islands work was mainly confined to dog training and breeding, and seal hunting for dog food for the large sledging bases.

All bases remained in wireless communication during the year, and transmitted weather reports to Stanley three times daily. Sledging parties from one base were able to transmit one or more weather reports from "sledge" for 158 days during the season.

The base at Hope Bay was destroyed by fire on 8th November, 1948, with the loss of two valuable lives.

PART II

Chapter 1: Geography and Climate

THE Dependencies include all lands and islands south of 50° of south latitude between the meridians of 20° and 50° west longitude and south of 58° of south latitude between 50° and 80° west longitude. There are two main groups, the one consisting of South Georgia with the South Orkneys, and the South Sandwich Islands, and the other of the South Shetlands with Grahamland.

The island of South Georgia lies about 800 miles to the east of the Falkland Islands, in 54½° south latitude, the South Orkneys and the South Sandwich Islands being 450 miles to the south-west and south-east respectively of South Georgia. The northern point of the South Shetlands is about 500 miles to the south of the Falkland Islands.

South Georgia has an area of about 1,450 square miles, is about 100 miles in length with a maximum breadth of about 20 miles, and consists mainly of steep mountains. There is little flat land and the island is almost entirely barren, the main vegetation being grass which grows on the north-eastern side of the island, where the snow melts in the summer. There are no indigenous mammals other than seals, but reindeer were introduced in 1911 and there is now a large, wild herd. There are many sea-birds, including penguins and albatrosses. The coastline has been fairly well chartered. Although South Georgia is little more than a hundred miles farther south than Stanley, the difference in climate is very marked, that of the former approximating closely to conditions in the Antarctic. The mountains are covered by an extensive snow field throughout the year and the glaciers descend on a grand scale to the sea. During the year the average mean temperature was 34.3°F. Rain fell on 96 days and snow or sleet on 209 days.

The other Dependencies are Antarctic in character, being very mountainous with many glaciers and almost completely snow-covered throughout the year.

Several instances of volcanic activity have been recorded at Deception Island, South Shetlands. The first earthquake of which there is any definite report occurred in 1923, although some of the whalers stated that shocks were felt in 1912. In February, 1924, a strong tremor was experienced at Deception Island where the occasion was marked by the collapse of a large rock forming the top of a well-known natural arch named the "Sewing Machine" on account of its shape. In 1925, one of the giant columns in the entrance

of the harbour disappeared. Again, in the season 1928-29 several earthquake shocks were felt, the most pronounced being in March, 1929, when a large quantity of rock fell, completely changing the formation of the ridge on the east side of the harbour. The water in the harbour of Port Foster frequently became agitated by subterranean heat, and the beaches in places were obscured by the steam they emitted. Volcanic activity has been observed in the South Sandwich group.

Chapter 2: History

South Georgia was explored and taken possession of for Great Britain by Captain Cook, who landed there in 1775, the year in which he also discovered the South Sandwich group. The South Orkneys were discovered by Captain Powell of the British ship *Dove*, who landed on Coronation Island on 7th December, 1821, and took possession of the group in the name of King George IV. The South Shetlands were discovered by W. Smith, who landed and took possession in 1819, and they were examined by Captain Bransfield in 1829. Captain Bransfield also discovered Grahamland, and John Biscoe explored its west coast in 1832 when he took possession for Great Britain. Profitable sealing voyages to South Georgia were made prior to 1793 and British whalers were reported there in 1819.

Fur-sealing in the Dependencies achieved such proportions in the early part of the nineteenth century that voyages were made to them in the two seasons 1820-21 and 1824-22 by no less than 91 ships. So reckless was the slaughter that the fur-seal was practically exterminated. James Weddell stated that by 1822-24 these animals were almost extinct. The meteorological station on Laurie Island in the South Orkneys, to which reference has been already made, was established in 1903 by the Scottish Expedition under Dr. W. S. Bruce, and with the assent of the Government was transferred by him in 1904 to the Argentine Government, by whom it is maintained by permission of the British Authorities.

The Dependencies, as annexed to the British Crown, are defined in Letters Patent of 21st July, 1908, as amended by Letters Patent of 28th March, 1917.

Later history is mainly concerned with the whaling industry.

From 1906 to the present day, whaling has been carried on in South Georgia by companies which are the lessees of the Administration.

In South Shetland the whaling lasted from 1906 to 1931. There was one leasehold land station at Deception Island, and floating factories operated in various well-known anchorages under licences from the Administration. The South Georgia whaling diminished to one station as a result of the rush to the pelagic grounds in the Antarctic, but there has been some revival and three stations are now working.

In South Shetland the pelagic development resulted in a rapid withdrawal of the fleet towards the end of the nineteen-twenties and to the complete abandonment of the field.

Chapter 3: Administration

The Dependencies are subject to the same authority as the Colony proper, that is to say, to the Governor and the Executive and Legislative Councils, but Ordinances enacted in respect of the Colony do not run in the Dependencies unless they are specifically applied.

An Administrative Officer, who is also Magistrate, and an official staff are maintained at South Georgia, and control over whaling operations in the other Dependencies is carried out by representatives of the Government, who accompany the expeditions as required.

There is no local government in South Georgia; in fact, there are no communities besides the whaling stations which are run by the managers on behalf of the several companies owning them.

In the Dependencies other than South Georgia, there is a magistrate at each of the posts maintained by the Falkland Islands Dependencies Survey, who is one of the members of the survey party.

A brief reference to the activities of the Argentinian and Chilean Governments in relation to the Dependencies is contained in paragraphs 34 and 187 of the Report entitled "The Colonial Empire, 1947-1948," presented to Parliament by the Secretary of State for the Colonies (Cmd. 7433).

Chapter 4: Weights and Measures

Imperial and Norwegian weights and measures are in general use.

Chapter 5: Bibliography

"Discovery" Reports, 1929 . . . Cambridge University Press.
MATTHEWS, L. H. *South Georgia*. Bristol, John Wright and London, Simpkin Marshall, 1931.

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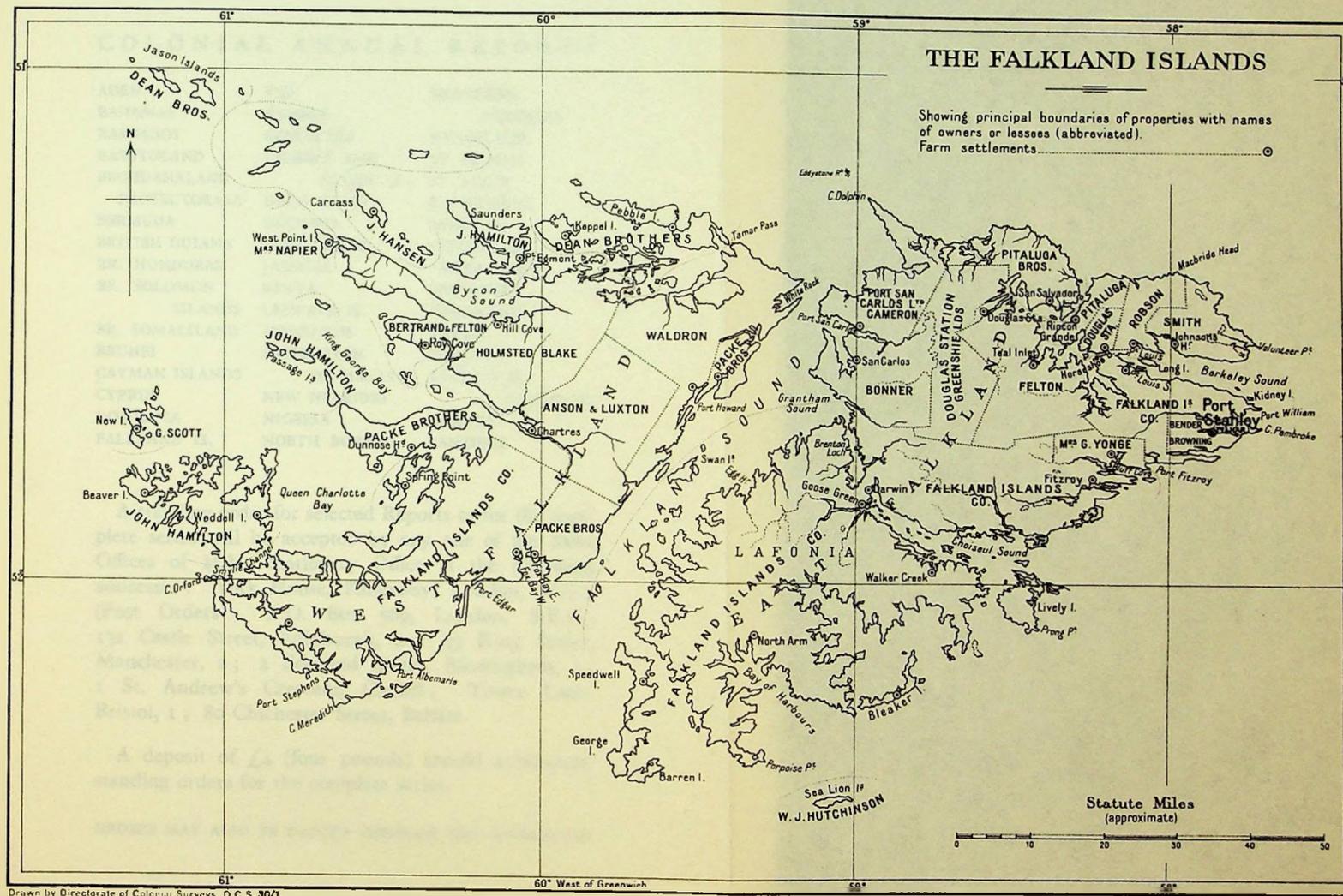
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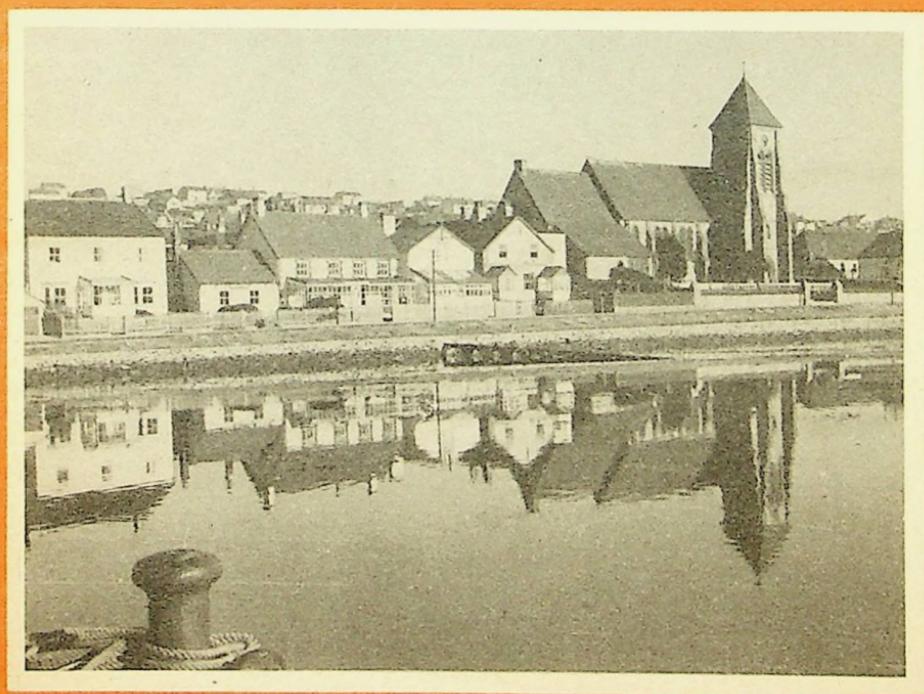




COLONIAL REPORTS

Falkland Islands

1949



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REPORT ON
The
FALKLAND ISLANDS
and Dependencies
FOR THE YEAR
1949

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(Contents continued overleaf)

Following the visit of a representative, the Colonial Development Corporation, in consultation with the Governor and the Colonial Office, decided to proceed with the establishment of a freezer on the Falkland Sound. The Corporation's engineer is expected to arrive in the Colony early in 1950 and the Corporation hopes to commence operations during the killing season of 1952.

PART I

Chapter 1 : Population

THE population is entirely white and has been derived to a large extent from the United Kingdom, though there are many Scandinavian strains. On 31st December, 1949, it numbered 2,267—1,250 males and 1,017 females. The density of the population is about one person to every two square miles. Approximately one half of the inhabitants live in Stanley, the capital, while the remainder are divided more or less equally between the outlying districts of the East and West Falklands. The number of births registered in 1949 was 40, and of deaths 33. Seventeen marriages were celebrated during the year. Two deaths occurred among infants under two years of age. Two hundred and eighteen persons arrived in the Colony and 226 left during 1949.

Chapter 2 : Occupations, Wages and Labour Organisation

OCCUPATIONS

The principal industry, sheep-farming, employs between 400 and 450 men. Labour in Stanley is almost solely at the disposal of the Government and of the Falkland Islands Company, Limited; the former employed an average of 90 men on hourly wages during the year.

WAGES

Basic rates of wages were revised during the year following the report of a committee appointed by the Governor to examine the cost of living. In Stanley unskilled labourers were paid at the rate of 1s. 4d. per hour, plus 4d. per hour cost-of-living bonus; and skilled labourers and artisans received 1s. 7d. and 1s. 9d. respectively, plus 4d. cost-of-living bonus. The hours of work remained unchanged at 45 per week.

On the sheep farms in the country districts wages are calculated on a monthly basis as follows: general labourers, termed "navvies" £7 to £8, and shepherds £8 to £9, plus cost-of-living bonus at the rate of £3 5s. per month. In addition they receive free quarters, fuel, meat, milk and garden produce.

Labour legislation enacted in 1949 included the Trade Disputes (Arbitration) Ordinance No. 10 ; the Trade Unions and Trade Disputes (Amendment) Ordinance No. 18 ; the Workmen's Compensation (Amendment) Ordinance No. 23 and the Shipworkers Protection Regulations No. 7

COST OF LIVING

Mutton is the staple meat ; beef is little used except in winter, and the supply of fresh fish, fowls and pork is uncertain and irregular ; consequently diet is somewhat restricted in variety. Vegetables are normally difficult to buy and the majority of householders grow their own in the gardens which are attached to most houses.

There are three small hotels in Stanley, and a few private houses offer a reasonable degree of comfort and convenience for residents and occasional visitors at charges ranging from £2 2s. to £3 3s. per week. About two miles south-east of Stanley is the Mon Star Hotel, pleasantly situated on the shore overlooking Rookery Bay.

Unfurnished houses for workmen cost from £2 to £3 10s. per month. In the majority of cases the Government provides houses for its overseas officials at a rent of 5 per cent of their salary. Houses if not so provided are very difficult to obtain and the rent of an unfurnished house is about £50 a year.

The following prices of some important commodities will give an idea of the present cost of living :

Bread	10d. per 2-lb. loaf
Butter (imported)	varies between 2s. 8d. and 3s. 6d. per lb.
Margarine	2s. 2d. per lb.
Coffee	4s. 3d. per lb.
Tea	5s. 10d. per lb.
Eggs	3s. per dozen
Flour	4d. per lb.
Meat :	
Beef	5d. per lb.
Mutton	3d. per lb.
Pork	2s. per lb.
Ham	6s. per lb.
Bacon	4s 6d. per lb.
Milk	4d. per pint (supplies are limited during the winter)
Jam	2s. per lb.
Sugar	7½d. per lb.
Vegetables :	
Onions (imported)	6d. per lb.
Potatoes (imported)	6d. per lb.
Dried Fruit :	
Sultanas	vary between 1s. 8d. and 2s 10d. per lb.
Currants	1s. 6d. per lb.
Raisins	1s. 9d. per lb.
Quaker oats	1s. 2d. per lb.
Cereals	1s. 2d. to 2s. per packet.

Cigarettes	from 3s. to 3s. 9d. for 50
Tobacco	from £1 per lb.
Alcohol : Whisky	22s. per bottle
Brandy	18s. per bottle
Gin	17s. per bottle
Beer	1s. 2d. per pint
Paraffin	3s. 6d. per gallon
Electricity	9d. per unit

An important item in the domestic economy is peat, the only fuel available, which is sold by the load. A lorry load costs between £1 and £1 5s. and a year's supply averages between 15 and 25 loads, depending on the size of the house and the quality of the peat. The majority of the local inhabitants, who are accustomed to handling peat from childhood, cut their own supplies and have only the expense of carting it from the peat banks.

Chapter 3 : Public Finance and Taxation

Until 1880 the Colony received a regular grant-in-aid from the Imperial Treasury and a special grant for a mail service until 1885 since when it has been self-supporting. Grants are, however, received under the Colonial Development and Welfare Act.

The revenue of the Colony for 1949 from all sources was £169,811 against £148,934 in 1948, and from ordinary sources £166,838 against £128,617. Ordinary expenditure was £112,436 and extraordinary £51,476. The year 1949 therefore showed a surplus of £5,899.

Figures of revenue and expenditure for the five years up to 1949 are as follows :

	REVENUE		EXPENDITURE	
	Ordinary	Total	Ordinary	Total
	£	£	£	£
1945	110,051	110,677	88,063	102,470
1946	198,601	198,879	219,854	222,164
1947	103,463	103,788	115,620	124,289
1948	128,617	148,934	121,842	162,694
1949	166,838	169,811	112,436	163,912

There is no public debt. The excess of assets over liabilities shown in Capital Account (Land Sales Fund) on 31st December, 1949, was £259,260. On the same date, the Reserve Fund amounted to £9,881.

As from 1st October, 1948, the accounts of the Dependencies were completely separated from those of the Colony.

The principal heads of taxation are customs import and export duties and income tax.

Duties were payable at the following rates :

Import

Wines : General, 6s. 6d. per gallon in bulk ; Empire, 4s. 6d. per gallon in bulk.

General 14s. 3d. per dozen quart bottles ; Empire 9s. 9d. per dozen.

Spirits : 52s. per gallon, except Rum 36s. per gallon.

Malt Liquors : 1s. per gallon in cask, 1s. per dozen pints.

Tobacco : 6s. per lb.

Cigarettes : 10s. per lb.

Matches : General, 10s. per gross boxes; British 5s. per gross.

Export

Wool : *Ad valorem* duty ; 1d. per lb. for 1949 clip.

Tallow, hides and skins : 2½ per cent of selling price.

Whale and seal oil : 6d. per barrel of 40 gallons for each £5 of the average market price per ton.

Other whale and seal products : 6d. per 100 lb.

Income Tax : Maximum rate 3s. 6d. in the pound.

The revenue from these duties in 1949 was :

For imports	£11,245
For exports	15,532
Income tax, including company tax	48,661
	<hr/>
	£75,438

There are no excise duties.

Chapter 4 : Banking and Currency

There are no banks other than the Government Savings Bank which pays interest on deposits at 2½ per cent per annum.

The sum on deposit on 31st December, 1949, was £552,384, and the number of depositors was 1,851, the average for each depositor being £298. This is equivalent to £243 per head of the population and compares with £86 ten years ago.

Remittances by any person or firm can be made through the Commissioner of Currency and the Crown Agents for the Colonies at a charge of 1 per cent. The Falkland Islands Company, Limited, and the Estate Louis Williams who act as bankers and financial agents for the farms undertake a similar service.

The legal tender is British coinage and local £5, £1 and 10s. notes. The estimated value of coin in circulation on 31st December, 1949, was £6,500 and of notes £53,500.

Chapter 5 : Commerce

With the exception of meat and a limited quantity of garden produce, practically the whole of the Colony's requirements in foodstuffs is imported.

The value of imports and exports for 1949, 1948, 1947 and 1946 is as follows :

	IMPORTS			
	1946	1947	1948	1949
	£	£	£	£
Food, Drink & Tobacco	55,418	80,298	82,655	58,202
Raw materials	50,284	60,282	38,052	35,625
Mainly manufactured	110,419	98,060	165,379	194,962
Miscellaneous	5,438	6,656	7,126	5,726
Bullion & Specie	—	—	—	—
Total Imports	<hr/> £221,559	<hr/> £245,296	<hr/> £293,212	<hr/> £294,515
	EXPORTS			
	1946	1947	1948	1949
	£	£	£	£
Wool	231,700	238,550	277,900	384,820
Hides & Skins	14,175	12,821	23,930	63,878
Tallow	13,550	5,775	6,616	7,110
Seal Oil	—	900	—	—
Livestock	—	—	—	2,000
Other articles	34,488	7,050	12,938	914
Total exports	<hr/> £293,913	<hr/> £265,096	<hr/> £321,384	<hr/> £458,722
Re-exports	34,488	7,020	12,835	8,286

SOURCES OF IMPORTS (PERCENTAGE)

	1946	1947	1948	1949
British Commonwealth	53.54	51.35	74.19	79.6
Foreign Countries	46.46	48.65	25.81	20.4

PRINCIPAL SUPPLYING COUNTRIES

	1946	1947	1948	1949
	£	£	£	£
United Kingdom	108,602	122,324	200,200	212,213
Other parts of British Commonwealth	10,022	3,637	17,358	19,115
Argentina	19,973	22,300	15,542	17,839
Brazil	8,688	5,152	—	—
Chile	11,295	15,392	—	—
Sweden	886	14,831	26,545	16,212
Uruguay	55,656	56,711	24,226	15,950
U.S.A.	4,737	4,020	8,093	4,617

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY, 1949

Item	Value	Quantity	Principal supplying countries
Provisions.	£45,527		U.K. £20,784, Uruguay £4,952, Argentine £16,793
Hardware	£131,816		U.K. £113,381, Uruguay £1,179, U.S.A. £3,677
Drapery	£4,138		U.K. £4,001, Argentine £137
Coal, coke & oil fuel	£723		Uruguay £723
Timber	£17,908		Sweden £16,163, Chile £1,745
Paint	£7,122		U.K. £7,073, Sweden £49
Chemicals	£6,066		U.K. £5,688, Uruguay £316
Beer.	£2,132	5,728 gal.	U.K. £2,136
Spirits	£4,148	2,838 gal.	U.K. £4,094, British West Indies £54
Tobacco	£2,303	8,063 lb.	U.K. £2,266
Wines	£641	646 gal.	U.K. £450, South Africa £94

PRINCIPAL EXPORTS, 1949

Item	Value	Quantity	Destinations
Wool	£384,820	4,094,429 lb.	All to United Kingdom
Tallow	£7,110	820 cwt.	To United Kingdom and Holland
Hides & Skins	£63,878	3,431 cwt.	All to United Kingdom
Live Sheep	£2,000	2,000 No.	All to Chile.

Chapter 6 : Production

The undeveloped resources are the very extensive kelp (*Macrocystis*) beds, a large herd of sea lions, and the whales which are found in the surrounding waters; apart from these and the pasture no other resources are known. Sealing in the islands is expected to resume during 1950, and an exploratory licence granted to a South African firm may lead to the development of a fishing industry.

The pasture is the basis of the only industry at present in operation—sheep farming—which is primarily concerned with the production of wool, skins and tallow for export, the latter being a by-product. Meat is used solely for local consumption, but the decision of the Colonial Development Corporation to establish a freezer in the Colony will lead to the utilisation of surplus sheep for export.

With the exception of some 40,000 acres remaining to the Crown, all land is now freehold and the whole of it is divided into sheep farms or ranches varying in size from 3,600 to 400,000 acres and carrying from 1,700 to 80,000 sheep, approximately one sheep for every three acres. Forage crops are produced to a very limited extent, but with this exception there is no agriculture.

The average weight of wool exported annually during the past five years was 4,592,126 pounds. In 1949 it amounted to 4,094,429 pounds, or less by 642,521 pounds than the preceding year.

Hides and skins were valued at £63,878 as against £23,930 in the previous year.

The whole of the produce in 1949 was exported to the United Kingdom with the exception of 685 cwt. of tallow which was sent to the Netherlands.

During the year 31 rams were imported from New Zealand; two bulls were imported from the United Kingdom and Uruguay; 6 pigs were imported from Uruguay; eight dogs from the United Kingdom and Uruguay and 226 horses from Chile, Uruguay and the United Kingdom. Two-thousand sheep were exported to Chile.

Chapter 7 : Social Services

EDUCATION

Education throughout the Colony is conducted by Government and is compulsory in Stanley only between the ages of 5 and 14. Voluntary classes enable study to be continued to the age of 16.

In Stanley there are two schools, an infants' school and a combined junior and senior school. Boarding allowances are granted to assist children from country districts to attend school in Stanley.

Country children who are unable to come to Stanley are taught either in small one-teacher schools (some full-time, others part-time)

or by travelling teachers. In 1949 the Government maintained three full-time schools, two part-time schools and three travelling teachers on East Falkland, and one full-time school, two part-time schools and four travelling teachers on West Falkland.

The Government grants two scholarships each year for three-year courses of secondary education at the British School in Montevideo. There are as yet no facilities in the Colony for higher or vocational education.

HEALTH

The climate is healthy, especially in the Camp districts, but rather damp in and around Stanley and therefore not very suitable for persons with rheumatic tendencies. During the summer the constant high winds are trying.

The quality of the food in the Colony is good, although it lacks variety, especially with regard to vegetables, but with care in cultivation it is possible to guarantee a nine months' supply. Fruit is imported from Montevideo, but red and white currants, gooseberries and raspberries and rhubarb grow well.

The staff of the Medical Department includes a senior medical officer, three medical officers, one of whom is stationed at Fox Bay in West Falkland and another at Darwin in East Falkland, a dental surgeon, a nurse-matron and a qualified nursing sister, and in addition six junior nurses locally recruited and trained.

The King Edward VII Memorial Hospital in Stanley has 17 beds, an operating theatre, quarters for nurses, and an out-patients department. Separate buildings provide a surgery and workshop for the dentist. Extensive alteration and extensions to the Hospital are being carried out under a Colonial Development and Welfare scheme.

During 1949, 157 persons were admitted to hospital as against 148 in 1948; 1,549 new cases were seen in the out-patients department, and 4,368 visits were made to patients in their own homes in Stanley. One hundred and thirty-five operations were performed—49 major and 86 minor—as compared with 86 in 1948. Eight patients died in hospital.

The medico-electric department again proved of special value in cases of skin disease and muscular rheumatism.

The out-patients department of the hospital provides ante- and post-natal services in Stanley, the clinics being very well attended, but this service does not extend to the Camp at present. Thirty-three births took place in the hospital with no maternal deaths.

The government-owned vessel *Philomel* continued to be used as an ambulance ship and brought patients to Stanley on 14 special voyages. The institution of the air ambulance service has proved a great boon to the Colony.

HOUSING

Houses are mostly of timber with corrugated iron roofs. All houses are built on permits from the Board of Health and must conform to its requirements regarding sanitation and construction. Owing to an increase in the urban population and the wartime scarcity of building materials, there is a slight shortage of houses in Stanley. This shortage is being met by new construction, but the high price of materials acts as a brake on progress.

The Government maintains accommodation for its officials, and two blocks of small houses which are rented to the more necessitous members of the community. A second new Government bungalow was completed during 1949.

All premises in the town are regularly inspected and householders are required to keep them in a sanitary condition. The Board of Health has powers to condemn houses if they are unfit for habitation. In general, the housing is satisfactory.

SOCIAL WELFARE AND AMENITIES

There are no orphanages or poor law institutions. Poor relief, formerly administered by Government, was granted by the Stanley Town Council in certain necessitous cases. The amount expended during 1949 was £890.

Legislation exists for the payment of compensation to workmen for injuries suffered in the course of their employment and a local society, the Stanley Benefit Club, provides payments in the event of sickness or death.

There are four social clubs, the Colony Club, the Falkland Club, the Working Men's Social Club and the Falkland Islands Defence Force Club; membership of the last is limited to the personnel of the Force, both serving and retired. The Defence Force Rifle Association caters for what is probably the most popular pastime in the Islands. The rifle range, which lies on the common to the south-west of Stanley, has firing points up to 1,000 yards and is equipped with five targets. Shoots are held every week-end in the summer months (weather permitting) and the Association holds an annual meeting in Stanley on the lines of that at Bisley. The Colony has been represented at Bisley in the inter-colonial competitions for a number of years. The Defence Force Drill Hall has a miniature rifle range with ten targets. From time to time successes have been gained in competitions inaugurated by the National Small-bore Rifle Association, and in 1949 the Colony was third in the Overseas Postal Match. The Drill Hall is also used by Defence Force Members for badminton and table tennis.

The 1st Falkland Islands Company of the Boys' Brigade, which was formed in 1944 by Captain McCubbing and men of the Royal Scots Regiment, then stationed in Stanley, has its headquarters in

the Church Hall. Early in 1949 the 1st Falkland Islands Team of Life Boys was formed and at the close of the year had a membership of 30.

The Stanley Sports Association holds an annual meeting in December of each year for horse racing and athletic and gymkhana events. The racecourse, 900 yards long, lies to the west of Stanley and is also used as a landing ground. Sports meetings are also held annually at Darwin on the East Falklands and on the West Falklands.

Physical training, football, hockey and gymnastics form a regular part of the curriculum of the school.

Besides Christ Church Cathedral, consecrated in 1892, there are two other places of public worship in Stanley, St. Mary's, the Roman Catholic Church, and the United Free Church. Church services are relayed every Sunday evening for the benefit of Camp listeners.

There are public baths and a well-equipped gymnasium in which a cinema show is held twice weekly, usually on Saturday and Sunday. The gymnasium has also been used for public dances pending the completion of the new Town Hall.

The old hall was accidentally burned down in 1944 and is being rebuilt with the assistance of a grant from Colonial Development and Welfare funds. The new Town Hall, which will meet all possible needs as a community centre, will include office accommodation for the Post and Telegraphs Department, Town Council and the Supreme Court.

The Guild of Weavers, Spinners and Dyers which was formed in 1948 continued to flourish during 1949 and staged an exhibition of work towards the end of the year.

Chapter 8 : Legislation

The revision of the Laws of the Colony was begun in 1947 and the Legal Secretary returned to the United Kingdom in 1950 where he will undertake the work of proof reading and indexing.

Chapter 9 : Justice, Police and Prisons

The judicial system of the Colony is administered by a Supreme Court (with the Governor sitting as Judge) and a Magistrate's Court in Stanley. A number of the farm managers are justices of the peace and as such have power to deal with minor offences. There is a Police Force consisting of a Chief Constable, a police sergeant and five constables. The Chief Constable is also gaoler-in-charge of the prison in Stanley.

Crimes of violence, and indeed serious crimes of any description, are rare. Cases of petty theft and of injury to property, however, occur from time to time.

The total number of crimes dealt with during the year was 17. The following is a comparative table for 1948 and 1949 :

	1948	1949
Total number of crimes	11	17
Larcenies	7	8
False Pretences	Nil	6
Breaking and Entering	4	3
Crimes detected	2	12
Percentage Detection	18.2	70.5
Value of property involved	£248	£74
Value of property recovered	£207	£27

Chapter 10 : Public Utilities

A 24-hour electricity supply with a voltage of 220 A.C. is available in Stanley, the generators being driven by internal combustion engines. Work started in 1948 on the erection of a new and more modern power house was well advanced by the end of 1949, and it is hoped to instal the new generators and place them in service during the second half of 1950.

The water supply is wholesome, but at present barely adequate for the growing needs of Stanley. It is brought by pipe-line from a distance of about three miles and storage is available for some 355,000 gallons. The distributing mains serve the whole town and the water supply is very widely used so that the number of rain-water tanks is rapidly diminishing

Chapter 11 : Communications

Communications between Stanley and the outside world is effected via Montevideo by the Falkland Islands Company with their ship the s.s. *Fitzroy* of 600 tons ; very occasionally other vessels call at the islands. There is also occasional communication between Stanley and South Georgia.

The distance from Stanley to Montevideo is rather more than 1,000 miles and the length of the voyage varies from four to six days or more. Opportunities for the receipt and despatch of mails occur normally every four or five weeks.

The Government operates a wireless station for external traffic at Stanley and regular communication is maintained with the United Kingdom, Norway, Uruguay, Chile and the Argentine as well as with South Georgia, the Antarctic Bases and West Falkland. A rediffusion service is maintained by the Government in Stanley.

The fee for subscribers is £1 per annum and the number of subscribers in 1949 was 255. Overseas programmes and local programmes of gramophone records as well as news from the British Broadcasting Corporation service are relayed. In addition, a weekly broadcast service of local news is transmitted to the Camp. During the year 314 wireless sets were licensed.

The telegraph charges for messages to the United Kingdom and Commonwealth are :

<i>Deferred</i>	<i>Ordinary</i>	<i>Code</i>	<i>G.L.T.</i>	<i>N.L.T.</i>
7½ <i>d.</i>	1 <i>s.</i> 3 <i>d.</i>	10 <i>d.</i>	5 <i>s.</i> for	10 <i>s.</i> 5 <i>d.</i> for
per word	per word	per word	12 words.	25 words.

and for the last two classes of message 5*d.* for each additional word. Charges for internal messages are 1*d.* per word for ordinary and 3*d.* per word for code messages.

Air mail letter postage to the United Kingdom and Commonwealth is now 1*s.* 3*d.* for 5 grammes and 6*d.* for air letter cards. External ordinary letter postage is 2½*d.* per ounce. Internal letter postage remains at 1*d.* per ounce.

Communications between Stanley and the farms are provided by horseback or by boat, though the use of tracked vehicles is increasing. There are no railways, tramways or buses, and no roads beyond the immediate neighbourhood of Stanley. The inter-island service for mails and passengers is carried out by the *Fitzroy*, the Government-owned vessel *Philomel* and by aeroplane.

No inland telegraphs exist, but a telephone system is maintained by the Government in Stanley for general as well as official use. Most of the farm stations have their own lines connected to the Stanley system on East Falkland, and on West Falkland the telephones converge at Fox Bay, where there is a Government wireless station for inter-insular traffic. Several farm stations have private radio-transmitters of low power for local communication, and Government will shortly be supplying specially designed radio-telephone sets for use in the Camp.

The number of vessels which entered the port of Stanley during 1949 was 23 with a total net tonnage of 21,255. This figure almost entirely consists of repeated entries by the *Fitzroy*.

Chapter 12 : Local Records

The private transcribing of the Register of Christ Church Cathedral, Stanley, begun in 1948 with the permission of the Chaplain, was completed in 1949, and the transcripts were sent for typing to the Society of Genealogists in London.

All memorial inscriptions in the old cemetery at Deception Island in the South Shetlands and some still older ones at South Georgia were copied during the year, this transcript also being sent to the Society of Genealogists.

PART II

Chapter 1 : Geography and Climate

THE Falkland Islands lie in the South Atlantic Ocean between 54° and 53° south latitude and 57° and 62° west longitude and about 300 miles east and somewhat to the north of the Straits of Magellan. There are two main islands—East and West Falkland—which are divided by the Falkland Sound, running approximately north-east and south-west, and about 200 smaller islands around them within a space of 130 by 80 miles. The area as computed from the Admiralty chart is as follows :

	<i>Square miles</i>
East Falkland and adjacent islands . . .	2,580
West Falkland and adjacent islands . . .	2,038
	4,618

The islands have a very deeply indented coastline and possess many excellent harbours and anchorages. The surface is hilly, attaining its maximum elevation of 2,315 ft. in Mount Adam on West Falkland. There are no navigable rivers. The entire country is covered with wild moorland interrupted by outcrops of rock and the peculiar collections of angular boulders called "stone runs" or "stone rivers." Apart from Stanley, where practically every house has a garden, there is no cultivation except in the immediate vicinity of the farm settlements and shepherds' houses where vegetables and, in some places, oats and grass for hay are grown. The soil is chiefly peat, but areas of sand also occur. In general appearance, the Falkland Islands are bleak and inhospitable in rain or snow (and snow has been recorded for every month of the year) but in fine weather they are very attractive to anyone accustomed to moorland scenery. Trees are absent except in a very few places where some have been planted, and the scenery is said to resemble parts of Scotland. The only town is Stanley, the capital, situated on a sharply-rising hillside forming the southern shore of a harbour entered from Port William, on the east side of the group. It has about 1,200 inhabitants. Smaller settlements have been established as the headquarters of various farm stations into which the Colony is divided ; of these the most important is Darwin, the headquarters of the Falkland Islands

Company's farms, with a population of about 100 persons. The entire territory outside Stanley is known locally as "the Camp." Seasonal variations in the climate of the Falkland Islands are less noticeable than in the United Kingdom. The winters are slightly colder and the summers much colder than at Kew, which is about as far north of the equator as Stanley is south; the weather is even more changeable than that of the United Kingdom. The relatively low temperatures are mainly due to oceanic circulation, but the daily weather is related to the direction of the wind, which, not infrequently, is so inconsistent as to give rise to wide ranges of temperature within short intervals. The annual rainfall is not excessive, averaging 30 inches. Precipitation occurs on two out of every three days in the year and the atmosphere is usually damp, particularly in and around Stanley. A large proportion of the days are cloudy and tempestuous, calm bright weather being exceptional and seldom outlasting 24 hours.

Over 120 species of wild birds have been recorded and 176 species of wild plants. Among the birds are the logger duck, rock shag, many different types of gull, gentoo, rock-hopper and jackass penguins, terns, snipe, teal, upland and kelp geese, and turkey buzzards. There are no native land animals, but there are seals on the coast.

Chapter 2 : History

The honour of first sighting the Falklands is thought to belong to John Davis, who observed the group from his ship *Desire* in 1592. He sailed from Plymouth in an expedition commanded by Admiral Cavendish, with the Philippines and the coast of China via Cape Horn as his destination. The vessels in this expedition were the *Galeon* under Admiral Cavendish; the *Roebucke* under Vice-Admiral Cocke; the *Desire* under Captain John Davis; the *Black Pinesse* under Captain Tobie; and the *Daintie* under Captain Cotton.

John Jane, the historian of the voyage, described the discovery of the islands as follows:

"The Ninth (Aug. 1592) wee had a sore storme, so that wee were constrained to hull, for our sails were not to indure any force. The 14 wee were driven in among certaine Isles never before discovered by any known relation, lying fiftie leagues from the shoare East and Northerly from the Streights; in which place, unlesse it had pleased God of his wonderfull mercie to have ceases the winde, wee must of necessitie have perished. But the winde shifting to the East, wee directed our course for the Streights, and the 18 of August wee fell with the Cape (Virgin) in a very thick fogge; and the same night wee ankered ten leagues within the Cape."

These isles were the Falkland Islands.

Two years later, Sir Henry Hawkins reports having seen them, and a Dutchman, Sebald Van Weerd, in 1598, appears

to have visited some of the out-lying islands, thought to be the Jasons on the north-west coast. They are so shown on a map hanging in the Secretariat, bearing a date "about 1790," and were long named the Sebaldine Islands. The islands were named by Captain Strong after the then Lord Falkland, Treasurer of the Navy, in 1690. He sailed in *Welfare* between the West and East Falklands, and called the passage Falkland Sound but it does not appear that this name was applied to the group as a whole before 1745.

To historians the islands are known also as Les Malouines, after the Viscomte de Bougainville who sailed from the Brittany port of St. Malo; the Spanish variant, used on the mainland of South America is "Las Islas Malvinas."

The recorded history of the islands begins in 1764 when a settlement was established by de Bougainville. Setting sail from St. Malo on 15th September, 1763, he called at Montevideo, as is still the custom, where he took on board everything that was necessary to establish a settlement, including cows, calves, goats, sheep, hogs and horses. The Falklands were reached on 31st January, 1764. Finding no good anchorage at what is now known as West Falkland, the expedition sailed round to East Falkland, and entered Berkeley Sound. The site for the new settlement was selected on 17th March and a fort, St. Louis, was erected together with several huts. On 5th April formal possession in the name of King Louis XV was taken of all the islands under the name Les Malouines. Traces of this colony may still be seen at the western extremity of Berkeley Sound.

In the light of history it seems a strange coincidence that the Admiralty should have despatched to the Falklands, about the same time, a Captain Byron, with orders to seek some suitable place for use as a base. He made his landfall at Saunders Island and taking possession of this and all neighbouring islands in the name of King George III, named the settlement and harbour Port Egmont, after the Earl of Egmont, then head of the Admiralty.

On his departure he left Captain Macbride in charge and the latter, whilst circumnavigating the islands, was surprised to discover the French settlement at Port Louis, less than a hundred miles from his own base. He warned the French to remove themselves from territory belonging to the English Crown and himself went to England to report his discovery. The Government thereupon decided to establish a settlement at Port Egmont, and during 1766 both countries maintained settlements in the islands.

For the next two years much bad feeling was engendered between the three great powers of that period, France, Spain and England. Spain had for long regarded the South Atlantic as her own particular "sphere of interest" and was determined to resist attempts by either France or Britain to appropriate the islands. After long, and often very angry correspondence, the French King consented to withdraw his subjects and this was duly done in 1767 on payment of

a sum said to have amounted to £24,000. The Spaniards, taking possession, changed the name of the settlement to Soledad, and left a garrison there under authority of the Imperial Governor at Buenos Aires. Of this episode, de Bougainville wrote :

" I delivered our settlement to the Spaniards who took over possession of it by planting the Spanish colours which were saluted at sunrise and sunset, from the shore and from the ships. I read King Louis' letter to the French inhabitants of this infant colony by which His Majesty permits their remaining under the Government of His Most Catholic Majesty. Some families profited of the permission ; the rest, with the garrison, embarked on board the Spanish frigates."

Endeavours to induce the British to withdraw were more protracted, and eventually orders were sent for their expulsion by force. On 4th June, 1770, a Spanish frigate entered Port Egmont and two days later four more Spanish ships anchored opposite the settlement. The one British vessel was a sloop-of-war, *Favourite*, and the only fortifications a block-house and a mud battery mounting four 12-pounders. The British captain, playing for time, wrote to the Spanish Commodore, requesting him to depart as soon as he had obtained " necessary refreshments." In a brief reply, the Spaniard stated that he had come with a very large force, comprising 1,400 men, besides the crews of his vessels and an ample supply of ammunition and artillery, and his orders were to expel the British occupants. The latter had then no other course but to capitulate, the Spanish troops coming ashore on 10th June, 1770. The British settlers were embarked on board the *Favourite* and sailed on 14th July, reaching England on 24th September.

The Spanish action brought the two countries to the verge of war, but on 16th September, 1771, after protracted negotiations, Port Egmont was restored to Britain. However, the settlement was short-lived for the islands were abandoned by the British in 1774 ; before they left, a plaque was erected on a blockhouse, with the following inscription :

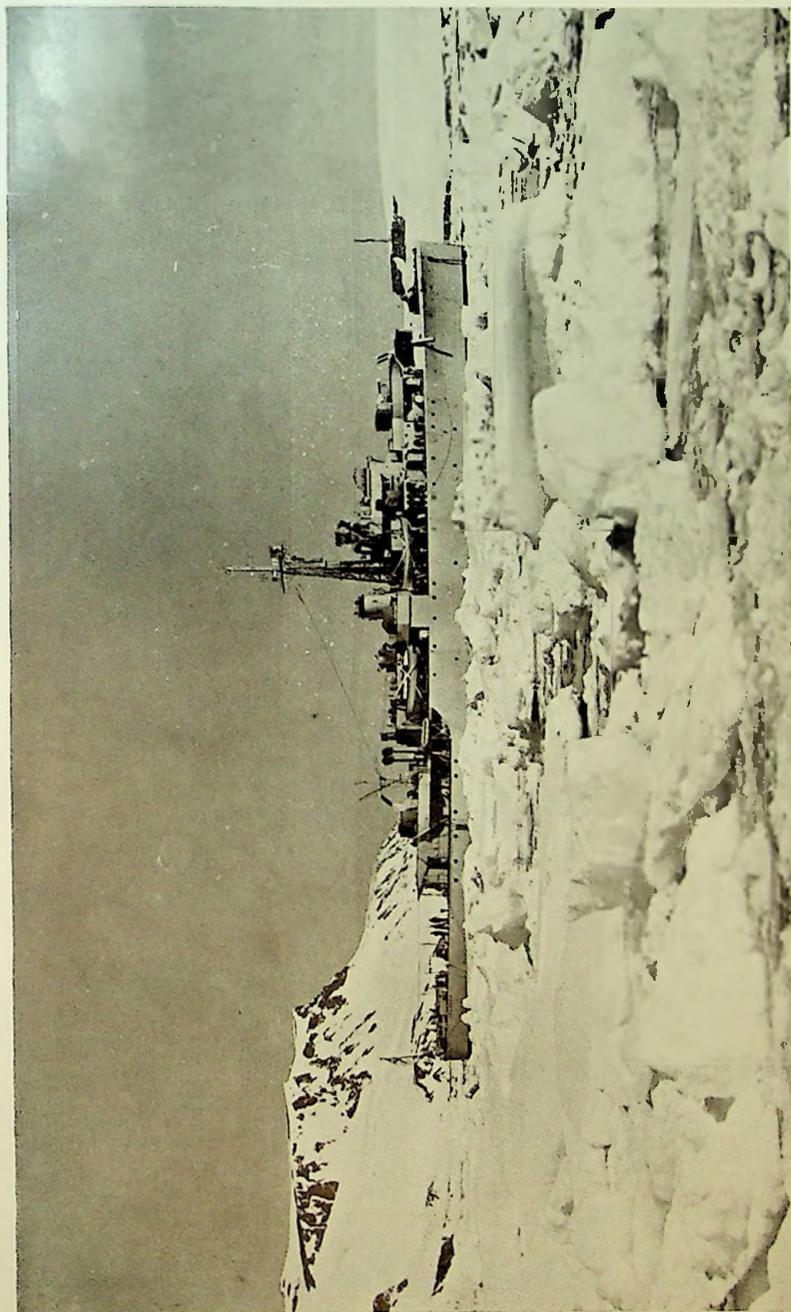
" BE IT KNOWN TO ALL NATIONS. That Falkland Islands, with this Fort, the Stonehouse, Wharfs, Harbours, Bays and Creeks thereunto belonging are the Sole Right and Property of His Most sacred Majesty, George the Third, King of Great Britain, France and Ireland, Defender of the faith, etc. In witness whereof this plate is set up, and His Britanic Majesty's colours left flying as a mark of possession.

by S. W. Clayton,

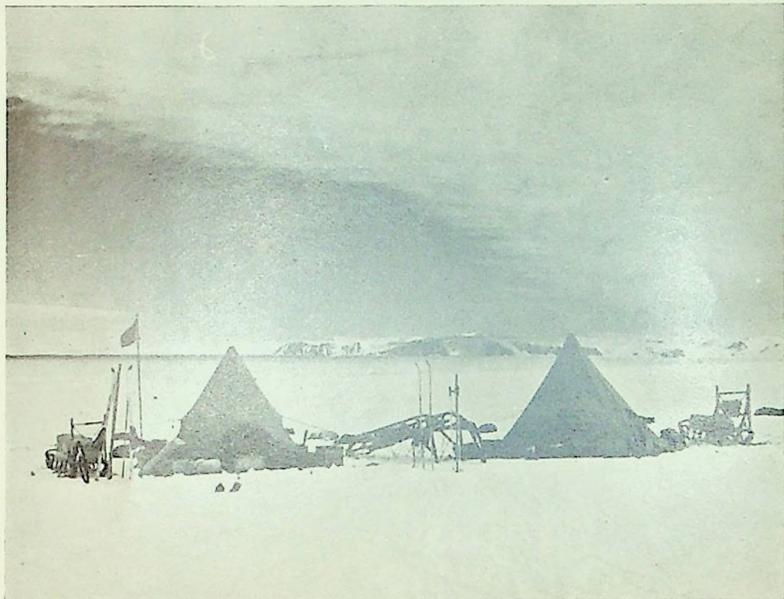
Commanding Officer at Falkland Islands

A.D. 1774."

While Port Egmont remained deserted, the Spaniards maintained their settlement of Soledad until they too, withdrew in the first quarter of the nineteenth century ; the exact date is still uncertain. Apart from the sealing and other vessels which frequently took refuge in the natural harbours, the Falklands were without permanent occupants for a number of years.



H.M.S. SPARROW AT ADMIRALTY BAY, SOUTH SHETLANDS



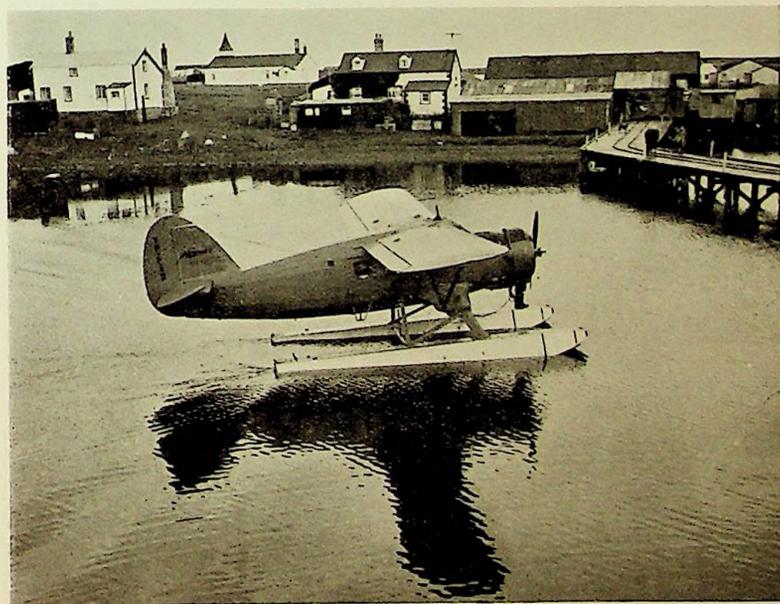
IN CAMP AT MOUNT TRICORNE, 73° SOUTH



With acknowledgments to Mr. E. F. Lellman
NEW TOWN HALL UNDER CONSTRUCTION



With acknowledgments to Mr. H. L. Bound
VIEW OF STANLEY FROM BATTLE MEMORIAL



With acknowledgments to Captain F. W. White
NORSEMAN AIRCRAFT AT GOOSE GREEN



NEPTUNE'S BELLOWS, DECEPTION ISLAND, SOUTH SHETLANDS

Argentine interest in the Falklands began in 1824 with the endeavours of Louis Vernet to revive the settlement at Port Louis (or Soledad). Vernet, by origin a German from Hamburg who had resided long in America, had removed to Buenos Aires. Under authority of the Republic of Buenos Aires, he finally took possession of Soledad in August, 1829. British protests followed this action, although the situation remained quiet until 1831. Vernet then seized three United States vessels, a rash action which eventually led to the American warship *Lexington* destroying the small fort at Soledad and retaking the vessels which had been seized.

Argentine claims to the islands persisted, but the British Government re-asserted its sovereignty in 1832 by sending out His Majesty's ship *Clio* under the command of Captain Onslow. On reaching Port Louis he found 25 Argentine soldiers, and a schooner flying the Argentine colours. The Argentine commander was acquainted with the object of the mission and given orders to quit; while consenting to embark his soldiers he kept the Argentine flag flying whereupon Captain Onslow landed, hoisted the British flag, and sent an officer to haul down the foreign flag which was delivered on board the Argentine ship. On leaving Port Louis in 1833 Captain Onslow entrusted William Dickson (Vernet's storekeeper) with the care of the settlement, leaving with him instructions that the British flag be hoisted when any vessels anchored, and on all holidays.

The year of the establishment of the Colony is marked by a savage crime which will cause less surprise if the wild nature of the settlers remaining at Port Louis is called to mind—sealers and whalers of various nationalities, Indian convicts and gauchos from South America and adventurers generally disposed to resent the mere existence of authority. On 26th August, 1833, Matthew Brisbane (Vernet's agent) and William Dickson were brutally done to death by three gauchos and six Indians assisted by some deserters from vessels who supplied them with firearms, without warning and, so far as is known, for no tangible cause. Brisbane lies buried in the cemetery there and his grave, put in order by Governor Allardyce many years after, is now cared for and honoured.

When the news of the crime became known Lieutenant Henry Smith, R.N., was sent to the Colony as Governor and was succeeded as such by other naval officers until a civil administration was formed under Lieutenant R. C. Moody, R.E., in 1842. Governor Moody laid out a township which he named Anson and then removed in 1844 to Stanley, the present capital. After difficult times in the beginning further settlers and fresh capital were gradually attracted by the possibilities of the new Colony and in 1846 that part of the East Falkland Islands lying south of the isthmus at Darwin was conceded by sale to Samuel Lafone of Montevideo; Lafone, however, did not long continue to farm the property on his own account and in 1851 transferred it to the Falkland Islands Company which was

incorporated by charter that same year. The Falkland Islands Company besides owning Lafonia has extensive tracts of land in the northern half of East Falkland Island and also in West Falkland Island and carries on business as shipping agents and general merchants in Stanley. In 1849 the small garrison composed of sappers, which had been maintained in the Colony, was replaced by a detachment of Chelsea pensioners. Not many of them remained and in 1858 they were replaced in turn by a garrison of marines, 35 in number and all married. About this time the South American Missionary Society founded a training settlement on Kepple Island for Indians from Tierra del Fuego. The settlement did not succeed and the experiment had to be abandoned. Bishop Stirling, who was consecrated first Bishop of the Falkland Islands in 1869, came out to Kepple Island as superintendent of the settlement in 1862. In February, 1871, His Royal Highness the Duke of Edinburgh visited the islands and in January, 1881, Prince (later King) George entered Port William together with his brother Prince Albert Victor on board H.M.S. *Bacchante*, but was prevented from landing by the receipt of sudden orders to proceed to the Cape of Good Hope.

The early industry of the Colony was exploitation, mainly for their hides, of the wild cattle running freely over the East Falkland Island. These wild cattle were descendants of the cattle introduced by de Bougainville and of later importations during the Spanish occupation; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor. Sheep farming was attempted first by the brothers Whittington on East Falkland where, by the year 1860, a considerable number of sheep was being run, and shortly afterwards a start in this direction was made on West Falkland. Between 1870 and 1880 a definite change over from cattle to sheep took place and subsequently the wild cattle were killed off by degrees and have now become to all intents and purposes extinct. The Colony enjoyed a steady prosperity from the proceeds of its wool, but few landmarks of positive progress stand out other than that in 1885 the Colony became entirely self-supporting and that in 1912 a wireless station was opened. Indeed, the Falkland Islands were little remembered until 8th December, 1914, when they sprang into fame as the scene of Sturdee's brilliant victory over Graf von Spee. Not long before they had bade farewell to Cradock on the eve of Coronel. Eighth December has been adopted in the Colony as a national day and is annually celebrated by a religious service and by a public holiday.

A memorial commemorating this victory was unveiled on 26th February, 1927.

Because of the unsettled state of the world there were no development schemes in progress in 1939. When war was declared the Falkland Islands Defence Force was embodied in order to man the

previously chosen outposts and the gun-sites, and training of the infantry company was greatly intensified. The Defence Force stood down in 1945.

At the same time the Colony's value as a naval base became obvious as a result of the activity in the South Atlantic. One notable local event was the return of the British cruisers after the Battle of the River Plate to land the wounded, who were cared for in the local hospital for several weeks. At the beginning of 1940 there were at one time as many as six cruisers in Stanley Harbour and its approaches, but after the disappearance of German raiders, naval activity diminished greatly. The area to the south of the River Plate was devoid of shipping and, perhaps, too remote for submarine warfare.

In 1942, following the outbreak of war with Japan, a garrison of imperial troops arrived. It comprised the 11th Battalion, the West Yorkshire (the Prince of Wales' Own) Regiment, the 359th A.A. Battery, R.A., and parties of the Auxiliary Corps, in all some 2,000 officers and men. The sending of such a force was an indication of the strategic importance of the Colony. The man-power shortage continued because batteries and outposts manned by the local force had to be kept at full strength.

Until a permanent camp of Nissen hutting was constructed the 2,000 troops were billeted in the town and the householders of Stanley, despite all inconveniences, displayed that hospitality which is a characteristic of the Falkland Islanders. The force left at the beginning of 1944 and was greatly missed; it was succeeded by a much smaller body, about 200 men, which was responsible for the maintenance and eventually the dismantling of the camp, and it was withdrawn in 1945.

Unemployment in the Colony disappeared with the calling-up of men for the Falkland Islands Defence Force and this mobilisation embarrassed civil affairs in the early days. Military and civil man-power needs were a matter for frequent adjustment throughout the war, and although neither was, perhaps, fully satisfied, a state of fair equilibrium was reached at least as regards essential activities. The drift of men into Stanley which has been going on for some years was aggravated in the early days of the war and has had a marked and permanent effect in a labour shortage on the farms.

Stanley Town Hall was accidentally burned to the ground in 1944. Its fine public hall played a very important part in social life, so that the loss of it was a blow to the whole community. The building contained also the Public Library, the Museum and certain Government offices. As stated above, considerable progress has been made in the building of a new Town Hall.

The roads in Port Stanley and its environs deteriorated partly on account of the heavy traffic for which they had not been designed, and their repair will be a major work. The stocks of building materials in the Colony became greatly reduced, and their replacement extremely difficult, the more so when the local steamer had to bring military stores as well as the customary supplies, since the remoteness of the Colony from shipping routes limits imports to what can be carried by this vessel from Montevideo. The effect of this reduction is likely to be felt for years.

During the war the Government and people made gifts of over £70,000 to the United Kingdom as a war contribution including some £20,000 for war charities such as the Red Cross. Ten Spitfires were bought with £50,000 of this total which was voted by the Legislative Council in 1940, and these aircraft flew into action bearing the name "Falkland Islands." Despite limited man-power resources, over 150 of the Colony's young men and women served in the Armed Forces, Merchant Navy, Nursing Services, and the Land Army in the United Kingdom.

Chapter 3 : Administration

At the head of the Government of the Colony is the Governor and Commander-in-Chief, who is advised by an Executive Council consisting of four official and two non-official members. There is also a Legislative Council the composition of which has been described at the beginning of this Report.

Local government is confined to the capital where there is a Town Council. This Council consists of six elected members and three members nominated by the Governor; the members of the Council annually elect one of their members as chairman.

Chapter 4 : Weights and Measures

Imperial weights and measures are used.

Chapter 5 : Newspapers and Periodicals

The *News Weekly* produced by Government was discontinued during 1949.

The *Government Gazette* is published monthly.

Chapter 6 : Reading List

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- SKOTTSBERG, C. *A Botanical Survey of the Falkland Islands*. Uppsala, 1913.
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(B) THE DEPENDENCIES

PART I

Chapter 1 : Population

THE population of South Georgia lives in the whaling stations and at the Government Headquarters at Grytviken (King Edward Cove) in Cumberland Bay. During the summer it approximates to 1,000 almost all males, but during the winter it is not more than one-half of that number. The British inhabitants of South Georgia are for the most part members of the small Government staff and of the crews of British vessels; the foreign population is almost exclusively Norwegian. There is no permanent population in the remainder of the Dependencies. Two deaths, no births and no marriages occurred in the Dependencies in 1949.

Chapter 2 : Occupations, Wages and Labour Organisation

OCCUPATIONS

Whaling and, to a much less extent, sealing, with the necessary auxiliaries of repair shops, etc., are the only occupations in South Georgia. Labour is recruited overseas, mainly in Norway, on special terms adopted by the whole whaling industry. Details of the terms can be found annually in the *Norwegian Whaling Gazette*. There are no industries in the other Dependencies.

Some 1,000 men are employed during the season—October to March—working about 54 hours per week. During the remainder of the year the number falls to about 500 and the average number of hours per week to 40. Sealing is carried on mainly outside the whaling season.

WAGES AND COST OF LIVING

A system of bonuses on production is employed and, besides wages and bonuses, all hands are provided with quarters, heating, light and food, which, although plain, is good and plentiful. As all foodstuffs are provided by the whaling companies, the question of cost-of-living bonus does not arise. There are no shops and no private trade, but each station has a "slop chest" where clothing, tobacco, etc., may be purchased.

Chapter 3 : Public Finance and Taxation

The revenue of the Dependencies amounted in 1948 to £225,807, the main heads being customs, including export taxes on whale and seal products, £65,671; income and companies tax, £52,472; sale of stamps £6,774; and a transfer of £90,957 from the Research and Development Fund which was wound up. Expenditure for the year was £92,306.

Figures of revenue and expenditure for the five years up to 1948 are :

	Revenue £	Expenditure £
1944	14,272	15,133
1945	13,283	14,447
1946	119,084	83,660
1947	38,899	64,212
1948	225,807	92,306

As from 1st October, 1948, the accounts of the Dependencies were completely separated from those of the Colony. The excess of assets over liabilities on 31st December, 1948, was £72,444. On the same date the Reserve Fund amounted to £82,886.

For Taxation, see under the Colony.

Chapter 4 : Banking and Currency

No banks exist in the Dependencies. Through the Treasury at Stanley facilities are afforded for deposit in the Government Savings Bank or for remittances overseas.

The legal tender is British coinage and Falkland Islands £5, £1, and 10s. notes.

Chapter 5 : Commerce

The whole of the Dependencies' requirements in foodstuffs is imported. The value of imports and exports for the year under review and for the five years 1945 to 1949 was :

	IMPORTS				
	<i>(Including imports from the High Seas (pelagic whaling) for re-export)</i>				
	1945 £	1946 £	1947 £	1948 £	1949 £
Raw Materials	251,604	421,114	401,530	523,463	707,455
Mainly manu- factured	252,517	241,760	272,131	1,421,987	868,785
Food, Drink and Tobacco	43,897	61,046	111,385	97,715	127,654
Miscellaneous	207	158	851	170	—
	<hr/> £548,225	<hr/> 724,078	<hr/> 785,897	<hr/> 2,043,335	<hr/> 1,703,894

(Total imports from High Seas: £1,015,575 in 1948 and £466,640 in 1949).

IMPORTS

Percentages, including imports from the High Seas for re-export.

	1945	1946	1947	1948	1949
Foreign Countries	78.75	81.94	76.75	36.24	54.60
British Commonwealth	21.25	18.06	23.25	14.06	17.95
High Seas	—	—	—	49.70	27.45

PRINCIPAL SUPPLYING COUNTRIES

	1945	1946	1947	1948	1949
	£	£	£	£	£
Dutch West Indies	234,513	313,019	291,744	392,896	239,835
United Kingdom	85,553	130,633	182,301	274,736	295,781
Norway	—	58,653	10,588	210,177	250,821
Uruguay	15,688	23,875	91,468	26,413	—
Argentina	44,135	44,900	50,427	45,424	50,552
Saudi Arabia	—	—	—	—	65,680
Venezuela	—	—	—	—	311,304

PRINCIPAL IMPORTS

	1947	1948	1949	Principal Supplying Countries
	£	£	£	
Coal, Coke and Fuel Oil	356,617	490,965	765,176	U.K. £19,509, Dutch West Indies, £238,966, Venezuela £311,304, Spain £8,000, Saudi Arabia £65,800.
Provisions	111,385	97,715	127,654	U.K. £33,746, Norway £51,302, Argentina £32,290
Bags & Bagging	21,995	7,732	19,888	U.K. £12,896, Norway £6,992
Hardware	103,012	262,822	280,104	U.K. £145,000, Norway £120,179, Argentina £11,168
Canvas and Rope	30,231	33,806	38,694	U.K. £20,932, Norway £15,318, Argentina £1,250
Paints & Oils	9,107	7,661	22,676	U.K. £8,558, Norway £10,560

EXPORTS

	1945	1946	1947	1948	1949
	£	£	£	£	£
Whale Oil	502,935	633,437	1,592,519	3,263,434	2,942,513
Whale Meat Meal	—	35,001	136,393	264,274	268,117
Other Articles	11,348	65,019	75,940	43,854	24,864
Guano	93,695	88,112	72,625	116,639	128,024
Seal Oil	—	171,470	69,921	212,002	189,726
Whale Bone	—	930	2,094	—	—
Total Exports (Including re-exports)	607,978	993,969	1,949,492	3,900,203	3,553,244

RE-EXPORTS

	1945	1946	1947	1948	1949
	£	£	£	£	£
Whale Oil	145,400	144,800	35,000	839,520	697,460
Other Articles	11,025	62,829	71,127	17,251	10,000
Total re-exports	156,425	207,629	106,127	856,771	707,460

DOMESTIC EXPORTS

	1947	1948	1949
Whale Oil	brl. 146,706	162,939	169,203
Whale Meat Meal	lb. 12,226,932	19,645,809	14,232,960
Guano	cwt. 105,745	82,064	6,459
Seal Oil	brl. 9,393	15,166	13,358
Whale Bone	cwt. 820	—	—

EXPORTS

(distribution by percentages)

	1945	1946	1947	1948	1949
British Empire	52.25	61.22	64.64	54.88	84.6
Foreign Countries	3.13	11.10	35.36	35.11	15.38
High Seas	44.32	27.68	—	10.01	.02

EXPORTS

Principal Destinations

	1945	1946	1947	1948	1949
	£	£	£	£	£
United Kingdom	319,622	576,685	1,219,924	2,140,928	3,059,049
Norway	—	80,000	594,592	952,733	458,752
High Seas	269,307	301,323	53,587	390,611	95,200
Denmark	—	—	39,213	375,290	—
Uruguay	—	—	33,364	40,641	—
Argentina	—	35,961	8,452	—	820

RE-EXPORTS

	1947	1948	1949	Destination
Whale Oil brl.	2580	56,582	58,814	United Kingdom

Chapter 6 : Production

Whaling and sealing are the only industries in the Dependencies and the by-products of the whale, such as meat-meal and guano, are the sole products. The whaling season lasts for six months, October to April, and sealing is carried on during the winter and spring. For the purpose among others of assisting whaling operations, the Government maintains a meteorological station in South Georgia, and in 1949 there were seven other stations in other (Antarctic) parts of the Dependencies manned by the men serving in the Falkland Islands Dependencies Survey, though two of them (i.e. the bases at Port Lockroy and Hope Bay) were occupied during the earlier months of the year only.

WHALING

There are three land whaling stations, all in South Georgia. The average price of first quality whale oil in 1949 was £90 per ton.

The latest available report is for the season 1948-49 and the following is extracted from it: "On the whole the season's catch and production may be considered quite satisfactory. At times whales were reported to be fairly numerous and those caught in November and during the remaining part of the season were in exceptionally good condition. The catch, however, suffered as a result of bad weather. Storms, snow and fog occurred with exasperating frequency and the whale catchers were compelled to take shelter in harbour for days at a time." The catch amounted to 2,941 whales, namely 226 Blue, 1,922 Fin, 18 Humpback, 213 Sperm and 562 Sei. 172,290 barrels of oil and 141,021 bags of guano were produced, including 8,579 bags of dehydrated whale meat and 20 tons of baleen.

The following table shows the catch and production for the last five seasons:

Season	Number of Whales	Oil (Barrels)	Guano, etc. (Bags)
1944-45	1,269	75,540	72,294
1945-46	1,913	78,880	92,186
1946-47	2,550	144,386	129,151
1947-48	2,949	163,651	137,173
1948-49	2,941	172,290	141,021

SEALING

This is confined to the surplus males of the immense herd of Elephant Seals which, with the whole-hearted co-operation of the

sealers, has been assiduously nursed by the Administration and for many years has increased continuously. Sealing is carried on under a system of annual licences, and the coasts of South Georgia are divided into four divisions of which only three are worked annually so that each division is rested one year in four. The catch for the season under review was lower than the previous season and was undoubtedly due to adverse weather conditions and the poorer condition of the seals taken. As in the previous season the whaling company to which the sealing concession had been granted was compelled to seek an extension of the season for a period of 15 days from 1st to 15th November. The catches for the last five seasons were:

Season	Seals	Oil (Barrels)	Average per Seal (Barrels)
1945	5,382	10,382	1.929
1946	4,449	8,075	1.815
1947	6,000	11,994	1.999
1948	7,500	15,093	2.012
1949	6,876	13,358	1.942

Chapter 7 : Social Services

EDUCATION

There were only three children in South Georgia during 1949 and none in the other Dependencies. There is no state education. When there are children in South Georgia they are invariably educated by the parents.

HEALTH

There is little or no sickness in the Dependencies, even colds being rare, but accidents occur among the whaling crews.

The whaling companies in South Georgia have their own hospitals and doctors, the Government contributing a share of the salary of the Medical Officer at Grytviken.

HOUSING

No housing question arises. All the officials are suitably housed and the accommodation provided by the whaling companies for the men working on the stations is adequate. Housing is of a type specially suited to the rigours of the climate.

SOCIAL WELFARE

In South Georgia cinema shows are given by the whaling companies for the benefit of the men. Football is popular in summer and skiing in winter.

Chapter 8 : Justice, Police and Prisons

The Administrative Officer and Magistrate, South Georgia, sits at Grytviken in a court of first instance and the Supreme Court of the Colony at Stanley is common to all Dependencies. One constable is stationed at South Georgia. No cases of serious crime came before the courts during the year. The whalers are a most peaceful and law-abiding community, rarely requiring the intervention of the civil authority. A high standard of discipline is maintained by the managers of the several whaling stations.

Chapter 9 : Public Utilities

There are no public utilities. The whaling stations and the Government quarters have their own water and electricity supplies.

Chapter 10 : Communications and Transport

There is no regular sea communication between South Georgia and Stanley, but opportunity occurs from time to time during the whaling season for the carriage of mails direct between Europe and the River Plate and South Georgia. Ships of the Antarctic whaling fleet call at South Georgia on their way to the grounds in November and on the return journey in April. During the course of her tour of the Dependencies, the *John Biscoe*, the Falkland Islands Dependencies Survey vessel, visits South Georgia.

Communication with the other Dependencies is maintained by the *John Biscoe* which is used to relieve and supply the Bases in the Antarctic.

Post offices are maintained at South Georgia and at each of the Falkland Islands Dependencies Survey Bases.

The Colonial Wireless Station at Grytviken is in regular communication with Stanley through which traffic passes overseas.

No railways or roads exist in the Dependencies. Three floating docks are maintained at South Georgia by the whaling companies, one at Grytviken and two at Stromness Harbour. The dock at Grytviken has an overall length of 133 feet and a breadth of 34 feet with a lifting capacity of 600 tons. It is capable of taking vessels up to 140 feet in length and drawing 15 feet 6 inches. Stromness dock is 150 feet long, 34 feet wide and it is believed that its lifting capacity is 700 tons. It will accommodate vessels up to 160 feet in length and 15 feet in draught. The new dock will take vessels up to about 1,000 tons.

There are two ports of entry in the Dependencies, one at Grytviken, South Georgia, and the other at Port Foster, Deception Island, in the South Shetlands.

The following ships entered at South Georgia in 1949 :

Nationality	Vessels	Tonnage
British	59	123,499
Foreign	24	37,845

Chapter 11 : Falkland Islands Dependencies Survey

The S.V. *John Biscoe* left Port Stanley on her first voyage to the Dependencies on 29th November, 1948. Her immediate task was to relieve Base H (Signy Island) in the South Orkneys, Base G (Admiralty Bay) and Base B (Deception Island) in the South Shetlands, and, if ice conditions permitted, to bring off the personnel from Hope Bay, that Base having been destroyed by fire on the night of 8th November with the loss of two valuable lives.

The voyage to Signy Island was hampered by gale conditions and poor visibility which to the south of Signy Island dropped to less than a quarter of a mile. The base was reached through a maze of icebergs on 3rd December and the work of unloading stores commenced immediately; this was completed by midnight and preparations made for an early departure the next day.

Course was set for Admiralty Bay but heavy pack ice was encountered on the morning of 5th December which entailed a detour of 40 miles to the north. Elephant and Clarence Islands were sighted on 7th December and the channel between Elephant and Cornwallis Islands was navigated and sounded and named Prince Charles' Strait. Base G was reached on 8th December after a passage through open pack ice and with wind freshening to gale force; this prevented the unloading of stores until 10th December.

The first attempt to reach Hope Bay was made on the following day, but the eastern side of Bransfield Strait was found to be full of heavy pack ice and after struggling for several hours to get through this, the effort had to be abandoned and course was set for Deception Island which was reached on 12th December. High winds and adverse tides again delayed unloading operations until 15th December.

Two more unsuccessful attempts were made to reach Hope Bay on 16th and 17th December, but on each occasion ice conditions and poor visibility forced the ship back to the safety of Deception Island; by this time the ship was getting rather short of fuel and it was decided to return to Stanley. Radio-telephony conversation with the leader of the base at Hope Bay confirmed that he had adequate stores at the base and satisfactory tent accommodation.

The ship embarked on her second southern voyage on 15th January, 1949, with the relief of the party at Hope Bay as her first commitment. Good progress was made as far as Bransfield Strait where, after running into heavy pack and waiting 24 hours for conditions to improve, course was set for Admiralty Bay which was reached on 21st January. After another attempt to reach Hope Bay on 22nd January, *John Biscoe* diverted to Deception Island to take in water. Three more attempts were made to reach Hope Bay before it was finally relieved on 4th February. Personnel were found to be in good spirits in spite of having spent the previous three months living in tents; they were embarked with the dogs and some stores, the remainder being left to form an emergency depot. Apart from the sad loss of life, material loss at this base was very heavy including of course the greater part of the records and specimens.

The *John Biscoe* returned to Deception Island and there disembarked personnel and dogs, before proceeding to Port Lockroy on 7th February. Later that day she was diverted on the Governor's instructions to Admiralty Bay to stand by and assist H.M.S. *Sparrow* which was temporarily beset there and running short of fuel and rations. Arriving at Admiralty Bay on 8th February, *John Biscoe* was unable to leave until the 12th owing to ice; she then took off 92 of H.M.S. *Sparrow's* company who were to be transferred to H.M.S. *Glasgow* at a rendezvous to the west of the South Shetlands. However ice conditions in the Bransfield Strait had improved and H.M.S. *Sparrow* was advised to attempt to clear Admiralty Bay and rendezvous with *John Biscoe* at Desolation Island which she was able to do and the naval ratings were then returned to her.

John Biscoe now set course for Port Lockroy which was reached on 14th February. Stores and personnel were embarked and the base hut secured and closed for the winter; the ship then continued to the Argentine Islands on 18th February, and having exchanged personnel returned to Port Lockroy on the same day. After a final visit to Deception Island on 19th February, the *John Biscoe* returned to Port Stanley to refuel preparatory to proceeding on the third voyage south.

The third southern voyage was fraught with difficulties and frustrations from the start; the *John Biscoe* left Stanley on 7th March and proceeded in bad weather to South Georgia where she re-fuelled and was further delayed by necessary (but in the event unavailing) repairs to her port generator and she did not clear Leith Harbour until the 18th. Heavy pack ice was encountered soon after leaving Signy Island and this forced the ship a long way to the north before she could turn again for Admiralty Bay. Stores were landed there with great difficulty owing to an accumulation of glacier ice along the shore which combined with a heavy swell making landing a hazardous affair. A short call was made at Deception Island before embarking on the main task of relieving the base at Argentine Islands and Marguerite Bay.

The temperature fell rapidly as the ship proceeded southwards, new ice and many bergs were encountered in the Lemaire Channel and on reaching the Argentine Islands, with some difficulty owing to ice and repeated mechanical failures, on 28th March, the ship was confronted with the onset of winter and by vast fields of pack stretching as far as the eye could see. The Argentine Islands Base was inaccessible but a way was hacked through the ice with infinite labour to the edge of Winter Island where the stores were off-loaded and stacked for later collection by sledge.

Masthead and motor boat reconnaissance revealed no trace of any lead through the heavy concentration of ice and towering bergs which lay to the south and west; ice reports from Marguerite Bay offered little encouragement and it soon became clear that not only was there no prospect of the ship getting through but that, with the sea fast freezing, the *Biscoe* stood every chance of besetment where she lay. There was thus no alternative but to withdraw while it was still possible to do so through the one (uncharted) channel which remained. Negotiating this successfully, the *John Biscoe* slowly pushed her way through heavy pack for eight hours before reaching freer water and comparative safety. She returned to Stanley on 10th April, having made a short call at Deception Island to collect the husky dogs that were later presented to the Anglo-Norwegian-Swedish Expedition.

A Naval Hydrographic Unit was installed at Deception Island (Base B) in the summer of 1948-49 to survey Port Foster, Whalers Bay and the approaches. The base establishment was occupied mainly with meteorology but carried out routine ornithological observations and investigated the temperature range of hot springs.

Although it was not possible to relieve Marguerite Bay (Base E) during the 1948-49 Antarctic summer, the party continued to carry out a very full year's work. Sledging parties were out by May and a number of short journeys were made during the winter for seal hunting and for local survey.

A party of three was established at an Emperor penguin rookery in the Dion Islands on 14th June and remained there under canvas throughout the winter. Daily observations were made of penguin behaviour and individuals were marked for identification. A series of embryos at different stages of development were collected together with skins and skeletons. The party finally returned to base carrying four live Emperors, each weighing 70 lb., and one chick; one adult and a chick kept alive at the Base were evacuated by air and subsequently despatched to the London Zoo.

The advance party for the main southern sledge journey left the base on 9th September to place a depot at latitude 72°S. They were held up continually by soft snow and blizzard conditions and only managed to reach 70° 45' S; they were able to survey 100 miles of coastline in King George V Sound on the return journey. The main

sledging party left base on 1st October and covered 1084 miles in 90 days. The furthest point reached was $73^{\circ} 16\frac{1}{2}'$ South and $72^{\circ} 22'$ West. Geological investigations were made and several new islands were discovered in the vicinity of Ekland Island.

Base F (Argentine Islands) was occupied mainly with meteorology and with the breeding and training of dogs. The party was able to make several short sledge journeys along the sea ice off the west coast of Grahamland during which geological specimens were collected. On one journey in mid-winter the temperatures ranged between -38°F and -51°F .

Base G (Admiralty Bay) carried out a full field programme of survey, geology and glaciology. Topographical and geological surveys of King George and adjacent islands were completed, and intensive investigations made on a local glacier. Meteorological watches were kept on clear nights for most of the year. A sledge party found a metal plate at Potters Cove placed there by the German Grahamland Expedition of 1873-74. A new base hut was completed during the year on a better site; the original hut was completely drifted over during the winters of 1948 and 1949.

The main task at Base H (Signy Island) has been a biological investigation of the elephant seal. In addition a detailed topographical and geological survey of the south and east coasts of Coronation and Signy Islands was completed together with certain glaciological observations.

All bases have maintained wireless touch throughout the year and have transmitted meteorological observations three times daily.

PART II

Chapter 1 : Geography

The Dependencies include all lands and islands south of 50° of south latitude between the meridians of 20° and 50° west longitude and south of 58° of south latitude between 50° and 80° west longitude. There are two main groups, the one consisting of South Georgia with the South Orkneys and the South Sandwich Islands, and the other of the South Shetlands with Grahamland. They are defined in the Falkland Islands Letters Patent of 21st July, 1908, as amended by the Letters Patent of 28th March, 1917.

The island of South Georgia lies about 800 miles to the east of the Falkland Islands, in $54\frac{1}{2}^{\circ}$ south latitude, the South Orkneys and the South Sandwich Islands being 450 miles to the south-west and south-east respectively of South Georgia. The northern point of the South Shetlands is about 500 miles to the south of the Falkland Islands.

South Georgia has an area of about 1,450 square miles, is about 100 miles in length with a maximum breadth of about 20 miles, and consists mainly of steep mountains. There is little flat land and the island is almost entirely barren, the main vegetation being grass which grows on the north-eastern side of the island, where the snow melts in the summer. There are no indigenous mammals other than seals, but reindeer were introduced in 1911 and there is now a large, wild herd. There are many sea-birds, including penguins and albatrosses. The coastline has been fairly well charted. Although South Georgia is little more than a hundred miles farther south than Stanley, the difference in climate is very marked, that of the former approximating closely to conditions in the Antarctic. The mountains are covered by an extensive snow field throughout the year and the glaciers descend on a grand scale to the sea.

The other Dependencies are Antarctic in character, being very mountainous with many glaciers and almost completely snow-covered throughout the year.

Several instances of volcanic activity have been recorded at Deception Island, South Shetlands. The first earthquake of which there is any definite report occurred in 1923, although some of the whalers stated that shocks were felt in 1912. In February, 1924, a strong tremor was experienced at Deception Island where the occasion

was marked by the collapse of a large rock forming the top of a well-known natural arch named the "Sewing Machine" on account of its shape. In 1925, one of the giant columns in the entrance to the harbour disappeared. Again, in the season 1928-29 several earthquake shocks were felt, the most pronounced being in March, 1929, when a large quantity of rock fell, completely changing the formation of the ridge on the east side of the harbour. The water in the harbour of Port Foster frequently became agitated by subterranean heat, and the beaches in places were obscured by the steam they emitted. Volcanic activity has been observed in the South Sandwich group.

Chapter 2 : History

South Georgia was explored and taken possession of for Great Britain by Captain Cook, who landed there in 1775, the year in which he also discovered the South Sandwich group. The South Orkneys were discovered by Captain Powell of the British ship *Dove*, who landed on Coronation Island on 7th December, 1821, and took possession of the group in the name of King George IV. The South Shetlands were discovered by W. Smith, who landed and took possession in 1819, and they were examined by Captain Bransfield in 1829. Captain Bransfield also discovered Grahamland, and John Biscoe explored its west coast in 1832 when he took possession for Great Britain. Profitable sealing voyages to South Georgia were made prior to 1793 and British whalers were reported there in 1819.

Fur-sealing in the Dependencies achieved such proportions in the early part of the nineteenth century that voyages were made to them in the two seasons 1820-21 and 1821-22 by no less than 91 ships. So reckless was the slaughter that the fur-seal was practically exterminated. James Weddell stated that by 1822-24 these animals were almost extinct. A meteorological station on Laurie Island in the South Orkneys was established in 1903 by the Scottish Expedition under Dr. W. S. Bruce, and with the assent of the Government was transferred by him in 1904 to the Argentine Government, by whom it is maintained by permission of the British Authorities.

Later history is mainly concerned with the whaling industry.

From 1906 to the present day, whaling has been carried on in South Georgia by companies which are the lessees of the Administration.

In the South Shetlands the whaling lasted from 1906 to 1931. There was one leasehold land station at Deception Island, and floating factories operated in various well-known anchorages under licences from the Administration. The South Georgia whaling diminished to one station as a result of the rush to the pelagic grounds

in the Antarctic, but there has been some revival and three stations are now working.

In South Shetland the pelagic development resulted in a rapid withdrawal of the fleet towards the end of the nineteen-twenties and to the complete abandonment of the field.

Chapter 3 : Administration

The Dependencies are subject to the authority of the Governor and his Executive Council, the former being empowered under the Letters Patent of 1948 to legislate for the Dependencies.

An Administrative Officer, who is also Magistrate, and an official staff are maintained at South Georgia, and control over whaling operations in the other Dependencies is carried out by representatives of the Government, who accompany the expeditions as required.

There is no local government in South Georgia; in fact, there are no communities besides the whaling stations which are run by the managers on behalf of the several companies owning them.

In the Dependencies other than South Georgia, there is a magistrate at each of the posts maintained by the Falkland Islands Dependencies Survey, who is one of the members of the survey party.

Chapter 4 : Weights and Measures

Imperial and Norwegian weights and measures are in general use.

COLONIAL REPORTS

ANNUAL REPORTS

BASUTOLAND	GOLD COAST	NTHN. RHODESIA
BECHUANALAND	HONG KONG	NYASALAND
PROTECTORATE	JAMAICA	SARAWAK
BRITISH GUIANA	KENYA	SIERRA LEONE
BR. HONDURAS	MAURITIUS	SINGAPORE
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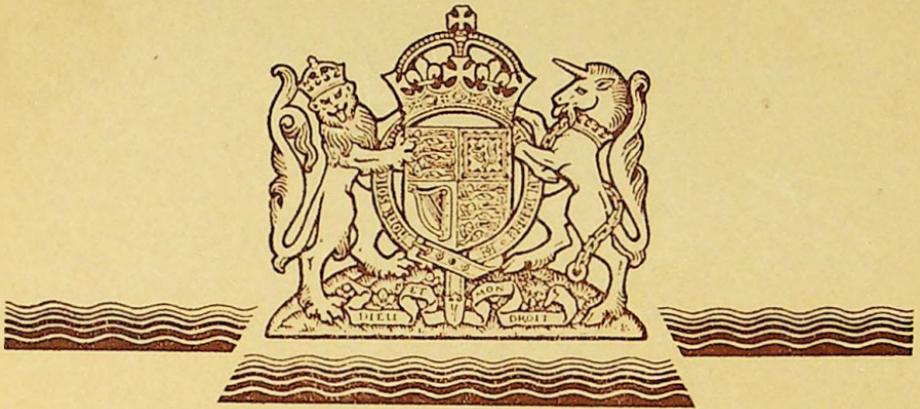
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Review of 1950 and 1951

THE two years under review have witnessed increasing prosperity for the Colony and its Dependencies and a period of considerable activity towards the improvement of their amenities. The revenue of the Colony has benefited by the undreamed of heights to which the price of wool has risen, the maximum being reached in April, 1951; and that of the Dependencies by the high prices given for whale and seal oils.

On 15th December, 1951, an amendment to the Constitution was announced whereby the number of nominated official members of the Legislative Council was reduced from three to two giving, for the first time, a majority to the unofficial members of the Council. The Governor is granted reserved powers of legislation. The re-constituted Legislative Council, when it meets in 1952, will comprise the three senior officials of the Administration, namely the Colonial Secretary, the Senior Medical Officer and the Agricultural Officer, who hold their seats by virtue of office; four elected members, two representing Stanley and one each the East and West Falklands; two nominated official members and two nominated unofficial members.

The new Town Hall, which replaces the building destroyed by fire in 1944, was opened on 24th May, 1950, and the Power Station on 27th January, 1951.

The new wing of the King Edward VII Memorial Hospital, to be named after Mr. Churchill, is progressing satisfactorily, and the foundations of the new Infant School have been laid. In 1951 the Public Works Department completed a hangar for the float-planes.

The Falkland Islands Government Air Service has become an accepted and valuable asset of the Colony. During the past two years regular flights have been made by Norseman and Auster to all parts of the islands and most Settlements have provided buoys for the mooring of the aircraft.

The Air Service is now controlled by the Communications Department which came into being on 1st June, 1951. This Department has also taken over from the Public Works Department the Harbour-master's duties and the operation of the Government vessel *Philomel*. As a result of closer administration there has been a fourfold increase in the earnings of the vessel.

At Fox Bay East on the West Falkland the owners, Packe Bros., Ltd., with assistance from Government, have recently extended the length of the jetty in order to enable the s.s. *Fitzroy* to come alongside at all tides.

An arrangement has been made with the Dorset County Council for the voluntary secondment of teachers from that Authority; and

its Education Committee has agreed to take a maximum of two scholarship children each year into its boarding grammar schools. These scholarships are confined to children of Falkland Islands parents.

During 1951 the Falkland Islands Company, Limited, celebrated its Centenary. It announced its intention of providing sports and social clubs in Stanley and the Camp (the countryside other than Stanley), made numerous gifts to employees and pensioners, and a generous offer, which has been accepted, to build a boarding school at Darwin to help the Government in its efforts to improve Camp education.

The same Company, which owns the s.s. *Fitzroy*, has during the past two years chartered three Dutch vessels in order to facilitate the export of the wool clip and the import of goods for the Colony, and in particular, the Colonial Development Corporation's freezer which is being built at Ajax Bay.

Shortage of labour has retarded progress on the construction of the freezer which is not now expected to operate until 1953. At Albatross, the South Atlantic Sealing Company, sponsored by the Colonial Development Corporation, commenced operations in June, 1950, but experienced repeated difficulties with the plant, while 1951 proved to be a poor season for seals which normally haul out on to the beaches in considerable numbers.*

During 1951, the wireless station was enlarged to accommodate six radio transmitters, and six new aerial masts were erected. Four of these are being used to carry a rhombic antenna for transmission to the United Kingdom and Norway. Automatic receiving equipment will be installed on completion of structural alterations in the station.

Discussions concerning the inauguration of an old age pension scheme have taken place during the past two years and Government has prepared legislation for submission to the Legislative Council early in 1952.

In November, 1951, new conditions of pay and service were announced for local nurses. For suitable girls they allow of steady promotion from probationer to senior staff nurse at the end of six years, and for those showing exceptional aptitude arrangements will be made during their fourth year for training at an English teaching hospital.

In November, 1950, a small Naval Hydrographic Unit arrived in Stanley for work in the Colony and the Dependencies. By the end of 1951 a survey of San Carlos waters had been completed and the survey of the north Falkland Sound was well advanced. A re-check of Port Albatross and its approaches was also commenced. In the Dependencies running surveys of the Bransfield Strait and the South Orkneys were put in hand and the Survey Unit has also taken the opportunity, while embarked in the S.V. *John Biscoe*, of improving existing charts.

In the Dependencies the Government has restored two lights at

Deception Island and arranged for early installation of radio beacons on Jason and Welcome Islands in South Georgia. The valuable scientific and exploratory work of the Falkland Islands Dependencies Survey has continued and forms a separate chapter of this Report.

The meteorologists have continued their observations and a beginning was made, late in the 1949-50 whaling season, in providing (from South Georgia) forecasts for the whaling fleets. During the following season regular forecasts were issued and these were continued, on a limited basis, throughout the winter for the benefit of the shore stations engaged on ship repairs. In October, 1951, this service was improved to provide regular forecasts for the area 40° to 10° west, and between 50° south and the ice-edge (including the South Georgia area); and these were supplemented with others from Stanley, which extended the area covered westwards to Cape Horn, and the northern coasts of Grahamland. Special forecasts for ships entering and leaving these waters were also supplied as required.

The geologists of the Falkland Islands Dependencies Survey have examined further areas of rock and the biologists have made a study of the life-history and status of the elephant seal (*Mirounga leonina*) which was begun in the South Orkneys four years ago and continued at South Georgia in 1951. The ornithologists have carried out a very detailed study of penguin colonies and the life-histories of the birds and some 700 birds of various species have been ringed. Three of these, Giant Petrels (*Macronectes giganteus*), have recently been recovered in New Zealand.

During 1950 the Compania Argentina de Pesca lost the 5,732-ton vessel *Ernesto Tornquist*, Clyde-built 53 years before, which in the early hours of 15th October ran aground and became a total wreck. The crew and passengers, totalling 260 persons, managed to get ashore in the ship's lifeboats and when the gale had subsided were taken to Grytviken by whale catchers. The following year, on 11th November, the same Company lost the seal-catcher *Don Samuel* off Cape Nunez. The crew of 16 were saved.

Since physical, climatic and economic conditions are so different in the Colony from those in the Dependencies, this report is divided into two sections.

*The Corporation decided in September, 1952, to suspend sealing operations.

(A) THE COLONY

PART I

Chapter 1 : Population

THE population is entirely white and has been derived to a large extent from the United Kingdom, though there are many Scandinavian strains. On 31st December, 1951, it numbered 2,280 (2,231)—1,273 (1,227) males and 1,007 (1,004) females. The density of the population is about one person to every two square miles. About half the inhabitants live in Port Stanley, the capital, while the remainder are divided, more or less equally, between the East and West Falklands. The number of births registered in 1951 was 45 (35) and deaths 27 (26). Twenty-five (23) marriages took place during the year. One death occurred among infants under two years of age, there had been none the previous year. Two hundred and sixty-six (155) persons arrived in the Colony and 235 (200) left.

Figures for 1950 are in brackets.

Chapter 2 : Occupations, Wages, and Labour Organisation

OCCUPATIONS

The principal industry, sheep-farming, employs between 400 and 500 men. Labour in Stanley is mainly at the disposal of the Government and the Falkland Islands Company, Limited—the former employed an average of 65 men on hourly wages during the year. A number of men, many of them expatriate, are employed in the construction of the Colonial Development Corporation's freezer at Ajax Bay, and a number have been engaged in sealing and processing the oil.

WAGES

In Stanley unskilled labourers, during 1950 and 1951, were paid at the rate of 1s. 4d. per hour, plus a cost-of-living bonus which by the end of 1951 was 7d. per hour. Skilled labourers and artisans received 1s. 7d. and 1s. 9d. respectively, with a cost-of-living bonus. The hours of work were 45 per week. With effect from 1st January, 1952, 4d. of the cost-of-living bonus is to be merged into the basic wage.

On 1st October, 1951, the Sheep Owners' Association and the Falkland Islands Labour Federation announced new rates of pay for

the Camp, where remuneration is on a monthly basis. General labourers, termed "navvies," nor receive £11 per month on the West Falkland and £10 10s. per month on the East Falkland, and shepherds £12 10s. and £12 respectively. Cost-of-living bonus, at present £5 13s. 9d. per month, is paid to both classes of workmen on both Islands. In addition they receive free quarters, fuel, meat, milk and, if they care to grow it, garden produce.

The Trade Unions and Trade Disputes (Amendment) Ordinance (No. 8 of 1950) was enacted in 1950.

COST OF LIVING

Mutton is the staple meat ; beef is little used except in winter, and the supply of fresh fish, fowls and pork is irregular. The wild Upland Goose is eaten at all seasons and gives some variety to a restricted diet. Vegetables are not easily bought and the majority of householders grow their own.

There are three hotels and a few boarding houses in Stanley which offer varying degrees of comfort at terms ranging from 30s. to 70s. per week.

The rents of unfurnished houses for working people are from £3 per month. In the majority of cases Government provides houses for its overseas officials at a rent of 5 per cent of their salaries. Houses if not so obtained are very difficult to rent and relatively expensive to buy.

Prices have risen steadily in the past two years and the following prices of commodities in December, 1951, will give an idea of the cost of living :

Bread	. . . . .	10d. per 2-lb. loaf
Butter (imported)	. . . . .	3s. 6d. per lb.
Margarine	. . . . .	2s. 8d. per lb.
Coffee	. . . . .	6s. per lb.
Tea	. . . . .	6s. 3d. per lb.
Eggs	. . . . .	3s. a dozen
Flour	. . . . .	4d. per lb.
Meat :		
Beef	. . . . .	4½d. per lb.
Mutton	. . . . .	3d. per lb.
Pork	. . . . .	2s. 6d. per lb.
Ham	. . . . .	7s. 5d. per lb.
Bacon	. . . . .	2s. 10d. to 3s. 2d. per lb.
Milk	. . . . .	5d per pint
Jam	. . . . .	2s. 4d. to 4s. 8d. per 2-lb.
Sugar	. . . . .	1s. per lb.
Vegetables :		
Onions (imported)	. . . . .	4d. per lb.
Potatoes (imported)	. . . . .	4d. per lb.
Dried Fruit :		
Sultanas	. . . . .	1s. 10d. per lb.
Currants	. . . . .	1s. 9d. per lb.
Raisins	. . . . .	1s. 10d. per lb.
Quaker Oats	. . . . .	2s. 10d. per pkt.

Cereals	1s. to 1s. 7d. per pkt.
Cigarettes	7s. 2d. to 8s. 8d. per 100.
Tobacco	23s. 8d. to 24s. 6d. per lb.
Alcohol : Whisky	22s. 4d. to 25s. 3d. per bottle.
Brandy	19s. per bottle.
Gin	18s. 9d. to 19d. 8d. per bottle.
Beer	22s. to 32s. 7d. a dozen (2-qts.).
Paraffin	3s. 9d. a gallon.
Petrol	4s. 7d. a gallon.
Electricity	3d. per unit (plus a quarterly flat rate of £1).

An important item in the domestic economy is peat, the only fuel generally available which is sold by the cart-load. A lorry-load (three cart-loads) costs £1 8s. and a year's supply averages 15 to 40 loads according to the size of the house, the number of fires and the quality of the peat. The majority of the local inhabitants cut and stack their own peat and have only the expense of carting it from the peat-bank. Unfortunately, but obviously, these banks are moving further and further from Stanley as the years go by, and in the Camp some Settlements are having difficulty in obtaining a good supply.

Chapter 3 : Public Finance and Taxation

Until 1880 the Colony received a regular grant-in-aid from the Imperial Treasury and a special grant for a mail service until 1885, since when it has been self-supporting. Grants have, however, been received under the Colonial Development and Welfare Acts at page 47 and are tabulated in the Appendix.

The revenue of the Colony in 1950 from all sources was £218,754 against £169,811 in 1949, and from ordinary sources £179,322 against £166,838. Ordinary expenditure was £111,762, and extraordinary £92,280, compared with £112,436 and £51,476 in 1949. The year 1950 therefore showed a surplus of £14,712.

It is not possible to give the revenue and expenditure figures for 1951 as the financial year has been altered to run from 1st April to 31st March. The estimated income, which is for fifteen months, is £369,461 and expenditure £196,247.

Figures of revenue and expenditure for the five years up to 1950 are as follows :

	REVENUE		EXPENDITURE	
	Ordinary £	Total £	Ordinary £	Total £
1946	198,601	198,879	219,854	222,164
1947	103,463	103,788	115,620	124,289
1948	128,617	148,934	121,842	162,694
1949	166,838	169,811	112,436	163,912
1950	179,322	218,754	111,762	204,042

There is no public debt. The excess of assets over liabilities shown in Capital Account (Land Sales Fund) on 31st December, 1950, was £277,106. On the same date the Reserve Fund amounted to £10,148.

As from 1st April, 1948, the accounts of the Dependencies were completely separated from those of the Colony.

The principal heads of taxation are customs, including import and export duties, and income tax.

Duties during 1951 were payable at the following rates :

Import :

Wines : General, 6s. 6d. per gallon in bulk : Empire, 4s. 6d. per gallon in bulk.

General, 14s. 3d per dozen quart bottles ; Empire, 9s. 9d. per dozen.

Spirits : 52s. per gallon, except Rum, 36s. per gallon.

Malt Liquors : 1s. per gallon in cask, 1s. per dozen pints.

Tobacco : 6s. per lb.

Cigarettes : 10s. per lb.

Matches : General, 10s. per gross boxes : British, 5s. per gross.

Export :

Wool : *Ad valorem* duty: 4½d. per lb. for 1951 clip (2d. per lb in 1950).

Tallow hides and skins : 2½ per cent of selling price.

Whale and seal oil : 6d. per barrel of 40 gallons for each £5 of the average market price per ton.

Other whale and seal products : 6d. per 100 lb.

Income Tax : Maximum rate 3s. 6d. in the £.

The revenue from these duties in 1950 and 1951 was :

	1950 £	1951 (12 months) £
For imports	17,307	28,797
For exports	38,922	103,700
Income Tax & Companies Tax	50,670	135,000

Chapter 4 : Banking and Currency

There are no banks other than the Government Savings Bank which pays interest on deposits at 2½ per cent per annum.

The sum on deposit on 31st December, 1950, was £651,897 and the number of accounts was 1,868, the average for each account being £349. This is equivalent to £292 per head of the population and compares with £97 ten years ago. The corresponding figures for 1951 are : on deposit £703,084, accounts 1,976, average per account £356 ; these include deposits in favour of a number of Provident Fund Accounts.

Remittances by any person or firm can be made through the Commissioner of Currency and the Crown Agents for the Colonies at a charge of one per cent. The Falkland Islands Company, Limited and the Estate Louis Williams, who act as bankers and financial agents for the farms, undertake a similar service.

The legal tender is British coinage and local £5, £1 and 10s. notes. The estimated value of coin in circulation on 31st December, 1950, was £6,500 and of notes £56,166. The corresponding figures for the same date in 1951 were £6,150 and £67,660.

Chapter 5 : Commerce

With the exception of meat and a limited amount of vegetables and fruit, practically the whole of the Colony's requirements in food-stuffs is imported.

The value of imports and exports for the past five years is as follows :

	IMPORTS				
	1947	1948	1949	1950	1951
	£	£	£	£	£
Food, drink and tobacco	80,298	82,655	58,202	70,781	88,077
Raw materials	60,282	38,052	35,625	59,085	69,091
Mainly manufactured goods	98,060	165,379	194,962	197,393	280,090
Miscellaneous	6,656	7,126	5,726	1,113	3,445
Bullion and Specie	—	—	—	—	—
Total Imports	£245,296	£293,212	£294,515	£328,372	£440,703

EXPORTS (INCLUDING RE-EXPORTS)

	1947	1948	1949	1950	1951
	£	£	£	£	£
Wool	238,550	277,900	384,820	542,956	557,736
Hides & Skins	12,821	23,930	25,878	19,419	32,673
Tallow	5,775	6,616	7,110	2,141	1,877
Livestock	—	—	2,000	1,201	880
Seal Oil	900	—	—	—	21,444
Other Articles	7,050	12,938	914	3,310	347
Total Exports	£265,096	£321,384	£420,722	£569,027	£614,957
Re-exports	7,020	12,835	8,286	3,240	7,006

Note : In the Annual Report for 1949 the export value of Hides and Skins was incorrectly given as £63,878, and as a result the total value of exports was £38,000 too high.

SOURCES OF IMPORTS (PERCENTAGE)

	1947	1948	1949	1950	1951
British Commonwealth	51.35	74.19	79.60	81.19	85.28
Foreign Countries	48.65	25.81	20.40	18.81	14.72

PRINCIPAL SUPPLYING COUNTRIES

	1947	1948	1949	1950	1951
	£	£	£	£	£
United Kingdom	122,324	200,200	212,213	251,362	360,164
Other Parts of Commonwealth	3,637	17,358	19,115	15,227	15,646
Argentina	22,300	15,542	17,839	15,948	14,641
Brazil	5,152	—	—	—	—
Chile	15,392	—	—	8,394	8,617
Sweden	14,831	26,545	16,212	3,819	3,316
Uruguay	56,711	24,226	15,950	17,510	16,349
U.S.A.	4,020	8,093	4,617	1,615	1,538
Finland	—	—	—	12,033	9,787

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY, 1950

<i>Item</i>	<i>Value</i> £	<i>Quantity</i>	<i>Principal Supplying Countries</i>
Groceries and Provisions	42,692	—	Uruguay £2,068, Argentine £10,787
Hardware	101,048	—	Uruguay £648, U.S.A. £576
Drapery	9,530	—	
Coal, coke and fuel oil	14,746	—	
Timber	28,053	—	Uruguay £11,351
Paint	7,319	857 cwt.	Finland £12,033, Chile £7,581
Chemicals	6,512	—	U.K. £6,774, Argentine £542
Beer	3,538	9,047 gall.	Uruguay £686
Spirits	4,306	5,627 gall.	British West Indies £899
Tobacco	7,390	11,807 lb.	
Wines	2,236	2,389 gall.	South Africa £616

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PRINCIPAL EXPORTS, 1950

<i>Item</i>	<i>Value</i> £	<i>Quantity</i>	<i>Destinations</i>
Wool	542,956	4,343,673 lb.	United Kingdom
Tallow	2,141	765 cwt.	United Kingdom
Hides and Skins	19,419	4,043 cwt.	United Kingdom
Live Sheep	1,201	1,201 animals	Chile

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY, 1951

<i>Item</i>	<i>Value</i> £	<i>Quantity</i>	<i>Principal Supplying Countries</i>
Provisions	58,870	—	U.K. £35,266, Uruguay £738, Argentine £11,201
Hardware	131,835	—	U.K. £122,116, Uruguay, £1,029, U.S.A. £1,538
Drapery	11,933	—	U.K. £11,933
Coal, coke & fuel oil	15,988	—	U.K. £2,738, Uruguay £13,074
Timber	34,404	—	Sweden £2,230, Chile £5,500, Finland £9,787
Paint	12,054	—	Sweden £304
Chemicals	8,764	—	Uruguay £709
Beer	4,380	10,390 gall.	
Spirits	8,482	10,630 gall.	
Tobacco	11,970	17,479 lb.	U.K. £11,939
Wines	1,578	1,249 gall.	U.K. £482, South Africa £163, Portugal £340

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PRINCIPAL EXPORTS, 1951

<i>Item</i>	<i>Value</i> £	<i>Quantity</i>	<i>Destinations</i>
Wool	557,736	4,319,315 lb.	United Kingdom
Tallow	1,877	670 cwt.	United Kingdom
Hides and Skins	32,673	2,957 cwt.	United Kingdom
Live Sheep	880	880 animals	Chile.

Chapter 6 : Production

The only known undeveloped sources are the extensive kelp (*Macrocystis*) beds, and the whales which are found in the Colony waters.

Sealing re-commenced in June, 1950, and by the end of the season, January, 1951, 150 tons of oil had been obtained. Unfortunately the 1951 season was a poor one and by the end of the year only 70 tons of oil had been obtained.

The pasture is the basis of the main industry, sheep-farming, which is primarily concerned with the production of wool, skins and tallow ; (the latter being a by-product) for export. There is also some export of hides.

Meat is used solely for local consumption, but the decision of the Colonial Development Corporation to establish a freezer in the Colony, which should be in operation by the 1953 killing season, will lead to the utilisation of surplus sheep for export and will provide an alternative industry for the Colony when wool prices decline or stimulate the production of cheaper synthetic substitutes.

With the exception of some 40,000 acres remaining to the Crown, all land is now freehold and the whole of it is divided into sheep farms varying in size from 3,600 acres to 400,000 acres and carrying from 1,700 to 80,000 sheep—approximately one sheep for every three acres. Crops of oaten hay are produced to a very limited extent, but with this exception there is no agriculture.

The average weight of wool exported annually in the last five years was 4,542,216 pounds. In 1950 it amounted to 4,343,673 pounds and in 1951 to 4,319,315 pounds.

Hides and skins to the value of £19,419 were exported in 1950 and £32,673 in 1951.

The wool crop in 1950 and 1951 was exported to the United Kingdom.

During 1950 two dogs and two bulls were imported from the United Kingdom ; 50 rams were imported from New Zealand and four from Argentina. Seven turkeys, one dog, two pigeons and five pigs were imported from Uruguay and nine rams, three horses, and two stallions from Chile. One thousand two hundred and one sheep were exported to Chile.

In 1951 one bull, two dogs and one stallion were imported from the United Kingdom and 45 rams from Chile. Eight hundred and eighty sheep were exported to Chile.

Chapter 7 : Social Services

EDUCATION

The Government is responsible for education throughout the Colony. It is compulsory in Stanley between the ages of 5 and 14, and voluntary classes enable study to be continued to the age of 16.

In Stanley there are two schools ; an infants' school and an all-range school. Boarding allowances, at present £2 per month, are granted to assist children from country districts to attend school in Stanley.

Camp children of 5 to 14, living within one mile of a Settlement School, and children of 7 to 14 living within two miles, must attend it. Shepherds are expected to board travelling teachers if their houses should lie on the teachers' "beats." In 1951 there were two full-time schools, three part-time schools and two travelling teachers on the East Falkland ; and two full-time schools, one part-time school and two travelling teachers on the West Falkland.

During 1951 the Government came to an arrangement with the Dorset County Council whereby an annual maximum of two scholarship children will be accepted in its boarding grammar schools. These children must be the sons and daughters of Falkland Island parents. An arrangement has also been concluded for the voluntary secondment of Dorset teachers to the Colony.

There are as yet no facilities in the Colony for higher or vocational education.

HEALTH

The climate is generally healthy. The consistency with which fine weather is marred by strong winds is rather trying, especially to people from the United Kingdom where the association of strong winds with sunshine is uncommon.

The quality of food in the Colony is good, but the variety poor. A supply of green vegetables depends entirely upon the activity of the householder who should be able to produce a nine-month supply, though many obtain green vegetables throughout the year. In many areas in the Camp the cultivation of vegetables, other than potatoes, is not undertaken. A limited supply of fresh fruit, which is generally expensive and seldom reaches the Camp in quantity, is imported from the Argentine and Uruguay ; but white and red currants, raspberries, gooseberries, strawberries and rhubarb grow well in sheltered gardens.

The staff of the Medical Department at the end of 1951 comprised one Senior Medical Officer, two Medical Officers (one being on the

West Falkland), a dentist, a matron and four nurses and a district nurse. The Falkland Islands Company has a doctor at Darwin.

The King Edward VII Memorial Hospital in Stanley has a capacity of 14 beds, an operating theatre, quarters for nurses and an out-patients' department. The new wing, to be named after Mr. Churchill, has been built with a grant made under the Colonial Development and Welfare Act and is nearing completion. Together with the present hospital it will provide a total of 32 beds, theatre, X-ray room, offices and a new dental surgery. The old wing of the hospital will be reserved for patients suffering from tuberculosis, the incidence of this disease being relatively high.

A medico-electric department is available for the treatment of muscular rheumatism and skin diseases.

During 1951, 133 (156) persons were admitted to hospital and 5,307 (3,808) cases were seen in the out-patients' department, 84 (171) operations were performed—25 (34) major and 59 (137) minor—and 9 (9) patients died in hospital. (Figures for 1950 are in brackets).

The out-patients' department runs a well-attended ante-and post-natal clinic—45 (35) babies were delivered with no maternal deaths in either year.

With the increasing activity of the Air Service the *Philomel* ceased in 1951 to be used primarily as an ambulance ship.

HOUSING

Houses are built mostly of timber, frequently with a metal outer covering, and usually have corrugated iron roofs. The last stone house was built, and that after an interval of many years, in 1924. All new houses are built on the issue of permits by the Board of Health and must conform to its sanitation and construction requirements. There is a shortage of housing in Stanley and the high cost of materials is the major factor in preventing its alleviation.

The Government maintains accommodation for most of its officials and two blocks of small houses which are rented to the poorer members of the community. These premises are liable to inspection and householders are required to keep them in a sanitary condition. The Board of Health has powers to condemn houses if they are unfit for habitation.

SOCIAL WELFARE AND AMENITIES

There are no orphanages or poor-law institutions and no provision for the mentally infirm. Poor relief is administered by the Stanley Town Council ; £895 was spent on this in 1950 and £865 in 1951.

Legislation exists for the payment of compensation to employees for injuries suffered in the course of their employment and a local society, the Stanley Benefit Club, provides payments to its members in the event of sickness or death. The Government is at present preparing legislation to provide old age pensions and it is hoped that it will be enacted early in 1952. The Falkland Islands Company and

some farms have arrangements for the pensioning of old or disabled employees.

There are four social clubs in Stanley : the Colony Club, the Falkland Club, the Working Men's Social Club and the Falkland Islands Defence Force Club. Membership of the last is confined to past and present members of the Force.

Rifle shooting is a most popular pastime in Stanley and the Defence Force Rifle Association has a range with firing-points up to 1,000 yards. Weather permitting, shoots are held every Sunday in the summer months and the Association holds an annual "Bisley" Meeting in Stanley. The Colony has been represented at Bisley in the inter-colonial competitions on several occasions. The Defence Force Drill Hall has a miniature rifle range open to members and their wives. In 1950 the Miniature Rifle Club was second in the Colonial Small-Bore Competition.

The Drill Hall is also used by members for badminton and table-tennis.

In June, 1950, a Badminton Club was re-formed in Stanley which holds weekly meetings for both senior and junior members throughout the year. Both this and the Folk Dancing Club, which was revived in March, 1951, have proved immensely popular.

The 1st Falkland Islands Company of the Boys' Brigade founded in 1944, flourishes as does the Team of Life-Boys, founded in 1949.

The Stanley Sports Association holds an annual meeting in December of each year for horse-racing, athletic and gymkhana events. The racecourse, 900 yards long, lying to the West of Stanley, can also be used as a landing ground. Annually, at the close of sheep-shearing, race meetings are held at Darwin on the East Falkland and at one or other of the farms on the West Falkland.

The Working Men's Club holds sports annually for Stanley children and organises various parties for them.

Physical training, football and net-ball form part of the school curriculum in Stanley and in the winter of 1951 a Physical Training and Boxing Club was formed in the town ; it later staged a successful exhibition.

In the Camp there is little opportunity for any of these activities, although dancing is as popular there as in Stanley. The members of the Shooting and Fishing Club, which was formed in October, 1950, visit various Settlements during the outings and have been able, on occasions to charter the Government vessel *Philomel* for this purpose.

To collect information on local flora and fauna a Natural History Centre was inaugurated in July, 1951 ; it has several Camp correspondents.

Besides Christ Church Cathedral, consecrated in 1892, there are two other places of public worship in Stanley : St. Mary's, the Roman Catholic Church, and the United Free Church which meets in the Tabernacle. Church services are relayed every Sunday evening for

the benefit of Camp listeners. There is a small church at Darwin which is used by visiting ministers.

Stanley has a gymnasium in which cinema shows are given when films can be obtained. Both the gymnasium and the Town Hall are in demand for dancing.

The new Town Hall, built with the assistance of a grant from Colonial Development and Welfare funds, was opened on Empire Day, 1950. It contains a Legislative Council Chamber (also available to the Stanley Town Council), a handsome dance-hall with stage, dressing-rooms and refreshment room, a well-stocked and well-used library, the offices of the Post and Telegraphs Department and the Supreme Court; it will also provide accommodation for the Museum when the latter is re-established.

The Guild of Weavers, Spinners and Dyers completed its fourth year of existence in 1951. There is also a local branch of the Red Cross and Order of St. John.

Chapter 8 : Legislation

The revision of the laws of the Colony begun in 1947 is nearing completion, the first of the two volumes having been printed.

Chapter 9 : Justice, Police and Prisons

The judicial system of the Colony is administered by a Supreme Court, with the Governor acting as Judge, and a Magistrate's Court in Stanley. A number of the farm managers are Justices of the Peace and as such have power to deal with minor offences. There is a Police Force consisting of a Chief Constable, a police sergeant and five constables. The Chief Constable is also in charge of the gaol and the fire brigade.

Crime is virtually confined to cases of petty theft and damage to property. The total number of crimes dealt with in 1950 was six and in 1951 five. The following is a comparative table for 1949, 1950 and 1951.

	1949	1950	1951
Total number of crimes	17	6	5
Larceny	8	4	3
False Pretences	6	—	—
Breaking and Entering	3	1	2
Sexual Offences	—	1	—
Crimes detected	12	5	2
Percentage detection	70.5	83.3	40.0
Value of property involved	£74	£60	£150
Value of property recovered	£27	£32	£12

Chapter 10 : Public Utilities

A 24-hour electricity supply is available in Stanley. The supply voltage is 230 AC for lighting, heating and small power and 400 AC for large power. The new Diesel Electric Power Station opened on 27th January, 1951, has a maximum output of 550 kilowatts. Distribution is overhead at 3.3. KV and 230-400 volts. The system is 3-phase 4-wire.

In the Camp most of the manager's houses have now their own generators and plans are afoot in several areas to extend the supply of electricity to the Settlements. Some shepherds' houses have self-installed lighting systems with wind-chargers to recharge the batteries.

The water supply in Stanley is barely adequate for the growing needs of the Town. It is brought by pipe-line from a distance of about three miles and storage is available for some 355,000 gallons. The distributing mains serve the whole town but a number of householders use rain-water tanks to ensure a supply of clear water for laundering. The piped supply is heavily peat-stained and on slow-drying days, is apt to discolour linen. In the Camp, wells with hand-drawn or windmill pumped water, are in use.

Chapter 11 : Communications

Communication between Stanley and the outside world is effected via Montevideo by the Falkland Islands Company, Limited, with their ship the S.S. *Fitzroy* of 853 gross tons. In 1951 the Company found it necessary to charter a vessel to deal with the increasing cargoes and in the same year arranged for three more to arrive in 1952. It is rare for other vessels to call at Port Stanley, but in the winter of 1951 the R.R.S. *Discovery II* paid a brief visit. The S.V. *John Biscoe* provides occasional communication between Stanley, South Georgia and the Dependencies.

The Government operates a wireless station for external traffic at Stanley. This has recently been extended and a rhombic antenna erected to improve communications with the United Kingdom and Norway. Automatic receiving apparatus is to be installed shortly. Communication is also maintained with the Argentine, Chile and Uruguay as well as with South Georgia, the Antarctic Bases and West Falkland. A re-diffusion service exists in Stanley and its programmes, which include a weekly news-service, are arranged by a local committee, which has recently begun to make good use of the B.B.C. transcription service. The fee for subscribers is £1 per annum and the number of subscribers was 271 in 1950, and 257 in 1951. The number of wireless licences issued was 382 in 1950, and 372 in 1951.

The telegraph charges for messages to the United Kingdom and the Commonwealth are :

Ordinary	L.T.	G.L.T.
1s. per word (minimum 5s. for 5 words)	6d. per word (minimum 5s. for 11 words)	6d. per word (minimum 11s. for 22 words)

and for the last two classes of message 5d. for each additional word. Charges for internal messages are 1d. per word for ordinary and 3d. per word for code messages.

The charge for the air-mail letter service to the United Kingdom and Commonwealth is 1s. for 5 grammes and 6d. for air-letter cards. External ordinary letter postage is 2½d. per ounce, but 3d. to certain foreign countries. Internal postage is 1d. per ounce.

Communications between Stanley and the Camp are provided by float-plane, boat and horse, and some tracked vehicles are in use. There are no roads outside Stanley although there is a motorable track, suitable for the "Jeep" type of vehicle, from Fitzroy to North Arm on the East Falkland. There are no railways and no public transport of any kind. The inter-island service for passengers and mails is carried out by the S.S. *Fitzroy*, and the Government owned vessel *Philomel* and by the Air Service. The last is under the control of the Communications Department which came into being on 1st June, 1951.

A telephone system is maintained in Stanley by Government for general as well as official use. Most of the sheep-stations have their own lines connected to the Stanley system on the East Falkland ; and on the West Falkland the telephones converge on Fox Bay, where there is a Government wireless station for inter-island traffic.

Some farms have private radio transmitters for local use but these have been largely superseded by radio-telephony sets, provided and installed by the Government. Distribution of these commenced in April, 1950, and they have proved extremely useful and popular.

The number of vessels which entered Stanley was 13 in 1950 and 15 in 1951. Tonnage cleared in the two years was 6,285 and 6,379 respectively. These figures consist in the main of repeated entries by the S.S. *Fitzroy*.

PART II

Chapter 1 : Geography and Climate

THE Falkland Islands lie in the South Atlantic Ocean between 53° and 54° South and 57° and 62° West, and are about 300 miles east and slightly to the north of the Straits of Magellan. There are two main islands, the East and West Falkland, divided by the Falkland Sound, running approximately north-east and south-west, and about 200 smaller islands around them within a space of 130 by 80 miles. The area as computed from the Admiralty chart is as follows :

	Square miles
East Falkland and adjacent islands	2,580
West Falkland and adjacent islands	2,038
	<hr/>
	4,618

The islands have a very deeply indented coastline and possess many excellent harbours and anchorages. The surface is hilly attaining its maximum elevation of 2,315 feet in Mount Adam on the West Falkland. There are no navigable rivers. The entire country is covered with moorland, "white grass" (*Cortaderia hilosa*) predominating, although there are large areas of "diddle-dee" (*empetrum*). There are numerous outcrops of rocks and here and there peculiar "rivers" of angular boulders, known locally as "stone runs," the origin of which is debatable. Apart from Stanley, where practically every house has a garden, there is no cultivation except in the immediate vicinity of the farm settlements and shepherds' houses where vegetables, fruit bushes and, in some places, oats and grass for hay are grown. The soil is mainly peat, but sandy areas occur.

In general appearance the Falklands are bleak and inhospitable to a degree but they can nevertheless look attractive in fine weather and the sunsets are often magnificent.

Trees only exist where they have been planted but there are areas of wild fuchsia (*Chilictrichum diffusum*) and, on the West Falkland only, "Box" (*veronica elliptica*) is indigenous. Most of the islands and small coastal areas are clothed luxuriantly in tussac grass (*poa flabellata*) which is excellent food for stock and which has kept more than one ship-wrecked sailor alive.

The capital, Stanley, is situated on a sharply rising hillside forming the southern slope of a harbour entered from Port William, on the east of the group. It has about 1,200 inhabitants. Smaller settlements have been established at the headquarters of the various sheep stations into which the Colony is divided. Of these the most import-

ant is Darwin, the headquarters of the Falkland Islands Company's farms, with a population of about 100. The entire territory outside Stanley is known locally as the "Camp" (*Spanish* : Campo—country-side).

The climate of the Falklands is often deplored. It is cool and windy, and with an average annual temperature of 43°F the Islands are generally colder than any part of the British Isles, though temperatures below 20°F are uncommon, even in mid-winter, because of the maritime exposure. For the same reason summer temperatures seldom exceed 70°F. Warm spells with light winds are infrequent and, when they do occur, are of brief duration. The Islands are exposed to persistent strong winds which accompany fair weather as often as foul. The average wind speed throughout the year is 15 knots and gales develop for at least short periods almost one day in five, with a tendency to be more frequent in summer. Thus the Islands are windier than almost any part of the British Isles except a few exposed coastal areas in the north and west. Precipitation, which is generally light or moderate in intensity, is fairly evenly spread throughout the year but the summers are characterised by fair and very dry spells when north-west winds reach the area after the passage over the Andes. The average rainfall is about 28 inches per year which is rather more than London. The aggregate of bright sunshine, however is almost exactly the same and averages four hours per day over the year.

Chapter 2: Flora and Fauna

The flora and fauna of the islands is interesting but limited. Birds abound on the coasts, but inland large areas of moorland are often practically devoid of them. Some 120 species have been recorded, the most abundant being the penguins, of which four species regularly and five occasionally, breed. Shags of two species are also very common. There are a few kinds of bird peculiar to the islands. There are no indigenous mammals, other than the seals and whales. The Falkland Fox (actually a wild dog) was exterminated many years ago. There are various introduced animals such as the hare and rabbit and on one or two islands Patagonian foxes. On one at least of these islands they have multiplied to such an extent as to be a menace to the sheep flocks. On the same island the wild ponies are almost extinct; elsewhere there are domestic cattle which have gone wild. The English domestic mouse has established itself and curiously enough become an animal of the Camp being found far away from human habitations. The otter is known to have been introduced but is rarely seen. The ubiquitous house-sparrow has arrived in the Falklands and is spreading.

Nearly two hundred species of wild plants have been recorded but in the past two years several other species have been found. The standard work on the flora, Skottsberg's *Botanical Survey* is, therefore, by no means complete.

In an area so sparsely populated as the Falklands visits of unusual birds pass unnoticed and the status of many plants and mammals is obviously difficult to assess. Consequently there is ample opportunity for anyone interested in wild life to contribute to the knowledge of Falkland flora and fauna.

Chapter 3: History

The honour of first sighting the Falklands is thought to belong to Captain John Davies, who observed the group from his ship *Desire* in 1592. He sailed from Plymouth in an expedition commanded by Admiral Cavendish with the Philippines and the Coast of Chins, via Cape Horn, as their destination.

John Jane, the historian of the voyage described the discovery of the islands as follows :

"The Ninth (Aug. 1592) wee had a sore storme, so that wee were constrained to hull, for our sails were not to indure any force. The 14 wee were driven in among certaine Isles never before discovered by any knowen relation, lying fiftie leagues from the shoare East and Northerly from the Streights; in which place, unlesse it had pleased God of his wonderfull mercie to have ceases the winde, wee must of necessitie have perished. But the winde shifting to the East, wee directed our course for the Streights, and the 18 of August wee fell with the Cape (Virgin) in a very thick fogge; and the same night wee ankered ten leagues within the Cape."

These isles were the Falkland Islands.

Two years later Sir Richard Hawkins reports having seen them, and calling them "Hawkin's Maidenland" after Queen Elizabeth, and a Dutchman, Sebald Van Weerd, in 1598, appears to have visited some of the out-lying islands, thought to be the Jasons, on the north-west coast. They were long named the Sebaldine Islands and are so shown on a map hanging in the Secretariat at Port Stanley, bearing a date "about 1790." The Falklands were so named by Captain Strong after Viscount Falkland, Treasurer of the Navy, in 1690. He sailed in *Welfare* between the West and East Falkland and called the passage Falkland Sound. But it does not appear that this name was applied to the group as a whole before 1745.

To historians the islands are known also as "Les Malouines" after Viscomte de Bougainville who sailed from the Brittany port of St. Malo; the Spanish variant is used on the mainland of South America "Las Islas Malvinas."

The recorded history of the islands begins in 1764 when a settlement was established by de Bougainville. Setting sail from St. Malo on the 15th September, 1763, he called at Montevideo as is still the custom, where he took on board everything that was necessary to establish a settlement, including cows, calves, goats, sheep, pigs and horses. The Falklands were reached on 31st January, 1764. Finding no good anchorage at what is now known as West Falkland the expedition sailed round to East Falkland and entered Berkeley Sound. The site for the new settlement was selected on 17th March and a fort, St. Louis, was erected together with several huts. On 5th April formal possession in the name of King Louis XV was taken of all the islands under the name of "Les Malouines". Traces of this colony may still be seen at the western extremity of Berkeley Sound.

In the light of history it seems a strange coincidence that the Admiralty should have despatched to the Falklands about the same time a Captain John Byron ("Foulweather Jack"), with orders to seek some suitable place for use as a base. He made his landfall at Saunders Island and taking possession of this and all the neighbouring islands in the name of King George III, named the settlement and harbour Port Egmont after the Earl of Egmont, then head of the Admiralty.

On his departure he left Captain MacBride in charge and the latter while circumnavigating the islands was surprised to discover the French settlement at Port Louis less than 100 miles from his own base. He warned the French to remove themselves from the territory belonging to the English crown and himself went to England to report his discovery. The Government thereupon decided to establish a settlement at Port Egmont, and during 1776 both countries maintained settlements in the Islands. For the next two years much bad feeling was engendered among the three great powers of the period, France, Spain and England. Spain had for long regarded the South Atlantic as her own particular sphere of interest and was determined to resist attempts by either France or Britain to appropriate the islands. After long, and very angry correspondence, the French King consented to withdraw his subjects and it was duly done in 1767 on payment of a sum said to have amounted to £24,000. The Spaniards, taking possession, changed the name of the settlement to Soledad, and left a garrison there under authority of the Imperial Governor at Buenos Aires. Of this episode, de Bougainville wrote :

"I delivered our settlement to the Spaniards who took over possession of it by planting the Spanish colours which were saluted at sunrise and sunset, from the shore and from the ships. I read King Louis' letter to the French inhabitants of this infant colony by which His Majesty permits their remaining under the Government of His Most Catholic Majesty. Some families profited of the permission; the rest, with the garrison, embarked on board the Spanish frigates."

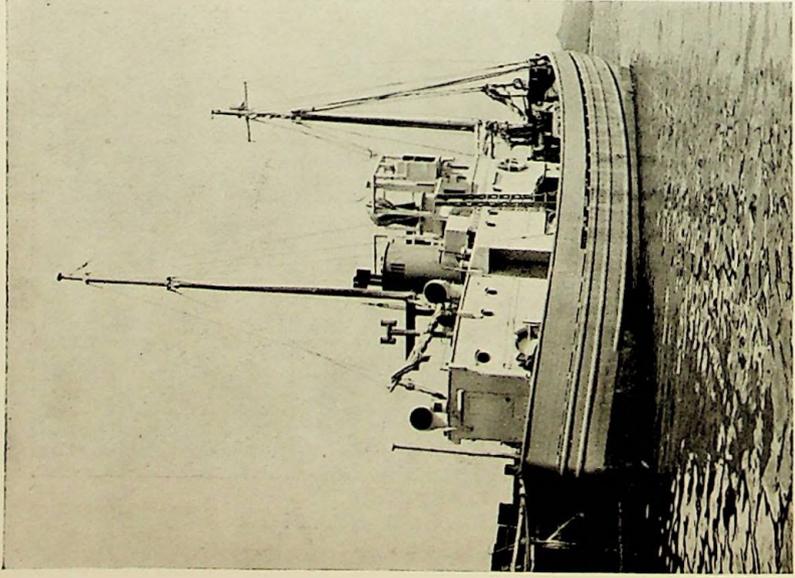
Endeavours to induce the British to withdraw were more protracted, and eventually orders were sent for their expulsion by force. On 4th June, 1770, a Spanish frigate entered Port Egmont and two



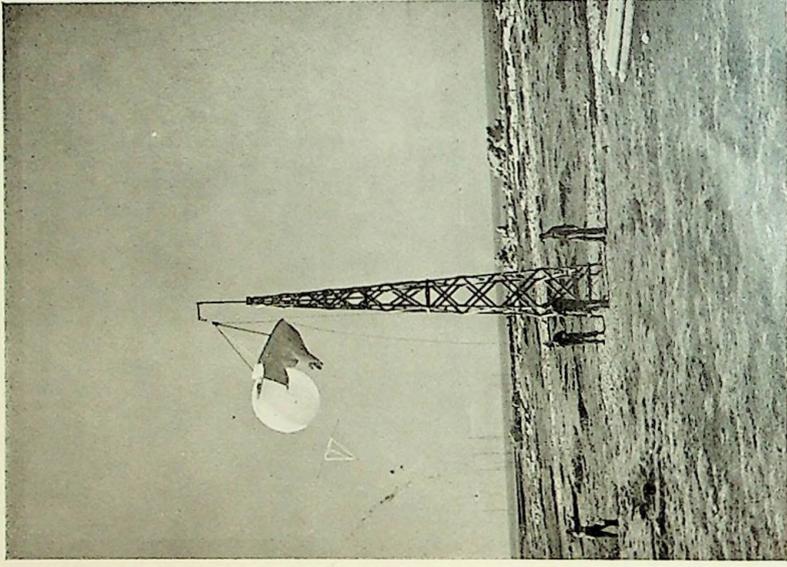
GRYTVIKEN STATION, WITH GOVERNMENT QUARTERS IN BACKGROUND



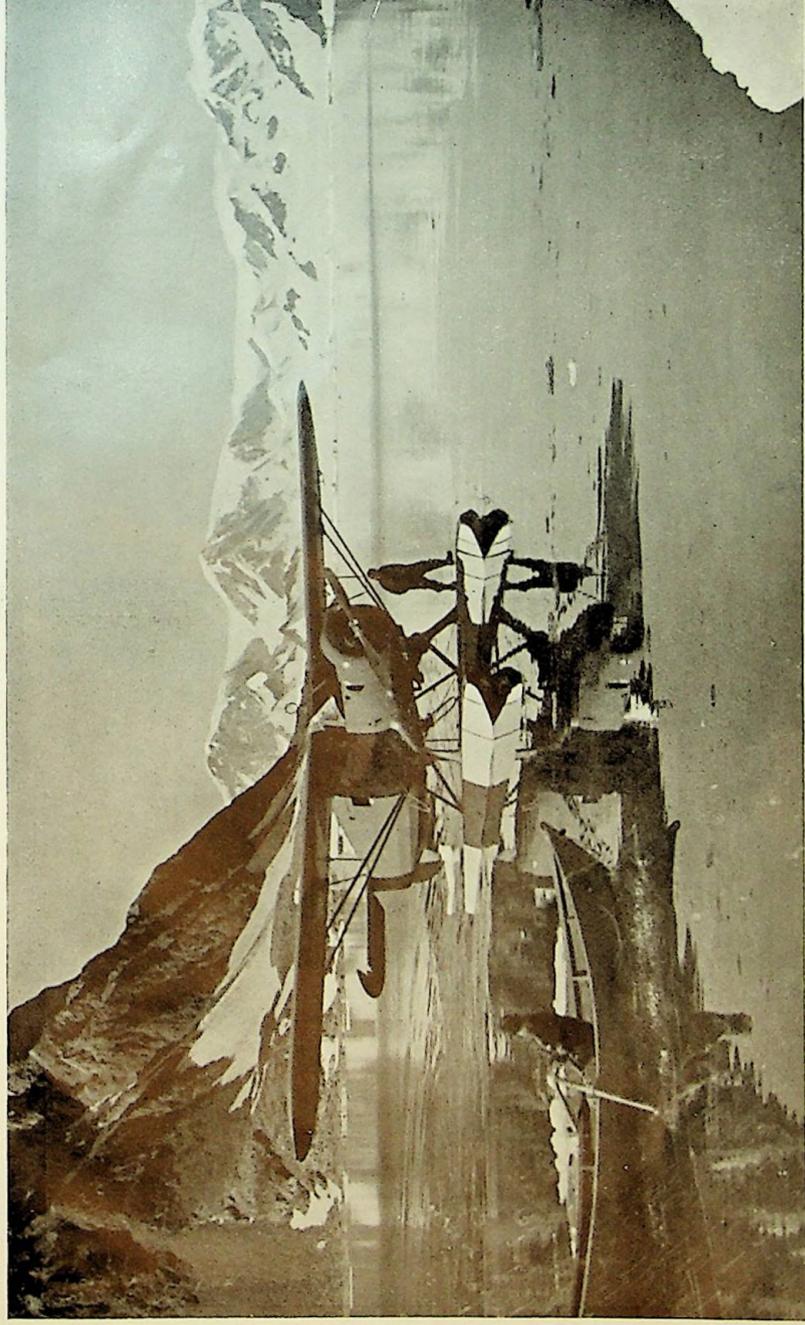
LEITH HARBOUR STATION



THE GOVERNMENT SHIP *PHILOMEL*



METEOROLOGICAL STATION AT
STANLEY. A BALLOON ASCENT



THE NORSEMAN AIRCRAFT ARRIVING TO FLY OUT MEN WHO HAD SPENT THREE YEARS
ON STONINGTON ISLAND, THE MOST SOUTHERLY BASE IN THE DEPENDENCIES.



EMPEROR PENGUINS CARRYING EGGS ON FEET



DIGGING OUT TENT ON SLEDGING JOURNEY IN THE DEPENDENCIES

days later four more Spanish ships anchored opposite the settlement. The one British vessel was a sloop-of-war, *Favourite*, and the only fortifications a block-house and a mud battery mounting four 12 pounders. The British captain, playing for time, wrote to the Spanish Commodore, requesting him to depart as soon as he had obtained "necessary refreshments." In a brief reply, the Spaniard stated that he had come with a very large force, comprising 1,400 men, besides the crews of his vessels and an ample supply of ammunition and artillery, and his orders were to expel the British occupants. The latter had then no other course but to capitulate, the Spanish troops coming ashore on 10th June, 1770. The British settlers were embarked on board the *Favourite* and sailed on 14th July, reaching England on 24th September.

The Spanish action brought the two countries to the verge of war, but on 16th September, 1771, after protracted negotiations, Port Egmont was restored to Britain. However, the settlement was short-lived for the islands were abandoned by the British in 1774; before they left, a plaque was erected on a blockhouse, with the following inscription:

"BE IT KNOWN TO ALL NATIONS. That Falkland Islands, with this Fort, the Stonehouse, Wharfs, Harbours, Bays and Creeks thereunto belonging are the Sole Right and Property of His Most sacred Majesty, George the Third, King of Great Britain, France and Ireland, Defender of the faith, etc. In witness whereof this plate is set up, and His Britanic Majesty's colours left flying as a mark of possession.

by S. W. Clayton,
Commanding Officer at Falkland Islands
A.D. 1774."

While Port Egmont remained deserted, the Spaniards maintained their settlement of Soledad until they too, withdrew in the first quarter of the nineteenth century; the exact date is still uncertain. Apart from the sealing and other vessels which frequently took refuge in the natural harbours, the Falklands were without permanent occupants for a number of years.

Argentine interests in the Falklands began in 1824 with the endeavours of Louis Vernet to revive the settlement at Port Louis (or Soledad). Vernet, by origin a German from Hamburg who had resided long in America, had removed to Buenos Aires. Under authority of the Republic of Buenos Aires, he finally took possession of Soledad in August, 1829. British protests followed this action, although the situation remained quiet until 1831. Vernet then seized three United States vessels, a rash action which eventually led to the American warship *Lexington* destroying the small fort at Soledad and retaking the vessels which had been seized.

Argentine claims to the islands persisted, but the British Government re-asserted its sovereignty in 1832 by sending out His Majesty's ship *Clio* under the command of Captain Onslow. On reaching Port Louis he found 25 Argentine soldiers, and a schooner flying the Argentine colours. The Argentine commander was acquainted with

the object of the mission and given orders to quit ; while consenting to embark his soldiers he kept the Argentine flag flying whereupon Captain Onslow landed, hoisted the British flag, and sent an officer to haul down the foreign flag which was delivered on board the Argentine ship. On leaving Port Louis in 1833 Captain Onslow entrusted William Dickson (Vernet's storekeeper) with the care of the settlement, leaving him with instructions that the British flag be hoisted when any vessels anchored, and on all holidays.

The year of the establishment of the Colony is marked by a savage crime which will cause less surprise if the wild nature of the settlers remaining at Port Louis is called to mind—sealers and whalers of various nationalities, Indian convicts and gauchos from South America and adventurers generally disposed to resent the mere existence of authority. On 26th August, 1833, Matthew Brisbane (Vernet's agent) and William Dickson were brutally done to death by three gauchos and six Indians assisted by some deserters from vessels who supplied them with firearms, without warning and, so far as is known, for no tangible cause. Brisbane lies buried in the cemetery there and his grave, put in order by Governor Allardyce many years after and restored again by Sir James O'Grady in 1933, is now cared for and honoured.

When the news of the crime became known Lieutenant Henry Smith, R.N., was sent to the Colony as Governor and was succeeded as such by other naval officers until a civil administration was formed under Lieutenant R. C. Moody, R.E., in 1842. Governor Moody laid out a township which he named Anson and then removed in 1844 to Stanley, the present capital. After difficult times in the beginning further settlers and fresh capital were gradually attracted by the possibilities of the new Colony and in 1846 that part of the East Falkland Islands lying south of the isthmus at Darwin was conceded by sale to Samuel Lafone of Montevideo ; Lafone, however, did not long continue to farm the property on his own account and in 1851 transferred it to the Falkland Islands Company which was incorporated by charter that same year. The Falkland Islands Company besides owning Lafonia has extensive tracts of land in the northern half of East Falkland Island and also in West Falkland Island and carries on business as shipping agents and general merchants in Stanley. In 1849 the small garrison composed of sappers, which had been maintained in the Colony, was replaced by a detachment of Chelsea pensioners. Not many of them remained and in 1858 they were replaced in turn by a garrison of marines, 35 in number and all married. About this time the South American Missionary Society founded a training settlement on Kepple Island for Indians from Tierra del Fuego. The settlement did not succeed and the experiment had to be abandoned. Bishop Stirling, who was consecrated first Bishop of the Falkland Islands in 1869, came out to Kepple Island as superintendent of the settlement in 1862. In February, 1871, His Royal Highness the Duke of Edinburgh visited

the islands and in January, 1881, Prince (later King) George entered Port William together with his brother Prince Albert Victor on board H.M.S. *Bacchante*, but was prevented from landing by the receipt of sudden orders to proceed to the Cape of Good Hope.

The early industry of the Colony was exploitation, mainly for their hides, of the wild cattle running freely over the East Falkland Island. These wild cattle were descendants of the cattle introduced by de Bougainville and of later importations during the Spanish occupation ; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor. Sheep farming was attempted first by the brothers Whittington on East Falkland where, by the year 1860, a considerable number of sheep was being run, and shortly afterwards a start in this direction was made on West Falkland. Between 1870 and 1880 a definite change over from cattle to sheep took place and subsequently the wild cattle were killed off by degrees and have now become to all intents and purposes extinct. The Colony enjoyed a steady prosperity from the proceeds of its wool, but few landmarks of positive progress stand out other than that in 1885 the Colony became entirely self-supporting and that in 1912 a wireless station was opened. Indeed, the Falkland Islands were little remembered until 8th December, 1914, when they sprang into fame as the scene of Sturdee's brilliant victory over Graf von Spee. Not long before they had bade farewell to Cradock on the eve of Coronel. Eighth December has been adopted in the Colony as a national day and is annually celebrated by a religious service and by a public holiday.

A memorial commemorating this victory was unveiled on 26th February, 1927.

Because of the unsettled state of the world there were no development schemes in progress in 1939. When war was declared the Falkland Islands Defence Force was embodied in order to man the previously chosen outposts and the gun-sites, and training of the infantry company was greatly intensified. The Defence Force stood down in 1945.

At the same time the Colony's value as a naval base became obvious as a result of the activity in the South Atlantic. One notable local event was the return of the British cruisers after the Battle of the River Plate to land the wounded, who were cared for in the local hospital for several weeks. At the beginning of 1940 there were at one time as many as six cruisers in Stanley Harbour and its approaches, but after the disappearance of German raiders, naval activity diminished greatly. The area to the south of the River Plate was devoid of shipping and, perhaps, too remote for submarine warfare.

In 1942, following the outbreak of war with Japan, a garrison of imperial troops arrived. It comprised the 11th Battalion, the West Yorkshire (the Prince of Wales' Own) Regiment, the 359th A.A. Battery, R.A., and parties of the Auxiliary Corps, in all some 2,000

officers and men. The sending of such a force was an indication of the strategic importance of the Colony. The man-power shortage continued because batteries and outposts manned by the local force had to be kept at full strength.

Until a permanent camp of Nissen hutting was constructed the 2,000 troops were billeted in the town and the householders of Stanley, despite all inconveniences, including the evacuation of schoolchildren to the Camp, displayed that hospitality which is a characteristic of the Falkland Islands. The force left at the beginning of 1944 and was greatly missed; it was succeeded by a much smaller body, about 200 men, which was responsible for the maintenance and eventually the dismantling of the camp, and it was withdrawn in 1945.

Unemployment in the Colony disappeared with the calling-up of men for the Falkland Islands Defence Force and this mobilisation embarrassed civil affairs in the early days. Military and civil man-power needs were a matter for frequent adjustment throughout the war, and although neither was, perhaps, fully satisfied, a state of fair equilibrium was reached at least as regards essential activities. The drift of men into Stanley which has been going on for some years was aggravated in the early days of the war and has had a marked and permanent effect in a labour shortage on the farms.

Stanley Town Hall was accidentally burned to the ground in 1944. Its fine public hall played a very important part in social life, so that the loss of it was a blow to the whole community. The building contained also the Public Library, the Museum and certain Government offices. A new Town Hall was opened in 1950.

The roads in Stanley deteriorated on account of the heavy military traffic, for which they were not designed, and their reconstruction which is to commence next year, will be a long and expensive task.

During the war the Colony and Dependencies made gifts of over £70,000 to the United Kingdom as a war contribution, including some £20,000 for war charities. Ten Spitfires were purchased with £50,000 of this total which was voted by the Legislative Council in 1940, and these aircraft flew into action bearing the name "Falkland Islands." Despite limited man power, over 150 of the Colony's young men and women served in the Armed Forces, Merchant Navy, Nursing Services and the Land Army in the United Kingdom. After the war some of them elected to stay there.

Chapter 4: Administration

At the head of the Government is the Governor and Commander-in-Chief, who is advised by an Executive Council consisting of three official and two unofficial members. There is also a Legislative Council the composition of which has been described at the beginning of this Report.

Local government is confined to the capital where there is a Town Council; the Council consists of six elected members and three members nominated by the Governor; the members of the Council annually elect one of their number as Chairman.

Chapter 5: Weights and Measures

Imperial weights and measures are used.

Chapter 6: Newspapers and Periodicals

There is no newspaper or periodical in the Colony. The *Government Gazette* is published monthly.

Chapter 7: Reading List

- ALLARDYCE, Sir W. L. *A Short History of the Falkland Islands*. Letchworth, Garden City Press, 1909.
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- GOEBEL, JULIUS, Jr. *The Struggle for the Falkland Islands*. New Haven, Yale University Press and London, Oxford University Press ; 1927.
- GROSSAC, Paul. *Les Iles Malouines*. Buenos Aires, 1910.
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(B) THE DEPENDENCIES*

PART I

Chapter 1 : Population

The population of South Georgia comprises [the workers at the whaling factories and a handful of Government servants at Grytviken (King Edward Cove) in Cumberland Bay. During the summer some 1,400 men are present, but in the winter the total declines to less than half. There are only two women on the island. During 1950 2 deaths occurred and none in 1951. There were no births or marriages in either year.

Chapter 2 : Occupations, Wages and Labour Organisation

OCCUPATIONS

Whaling and, to a small extent, sealing, with the necessary auxiliaries of repair shops, etc., are the only occupations in South Georgia. Labour is recruited overseas, mainly in Norway and the United Kingdom, on special terms adopted by the whole whaling industry. Details of the terms can be found annually in the *Norwegian Whaling Gazette*.

Some 1,400 men are employed during the season—October to April—working about 60 hours per week. During the remainder of the year the number falls to some 600 to 700 and the average number of hours per week to 46. Sealing operations are conducted only from Grytviken.

WAGES AND COST OF LIVING

A system of bonuses on production is employed and, besides wages and bonuses, all hands are provided with quarters, light and food, which although plain is good and plentiful. As all foodstuffs are provided by the companies, no question of a cost-of-living award arises. There are no shops or private trade, but each station has a "slop chest" where clothing, tobacco, etc., may be purchased.

* There were errors in certain statistics in the Reports for 1948 and 1949 which have been corrected in the following pages.

Chapter 3 : Public Finance and Taxation

Revenue in 1950-51 amounted to £195,137 over half of which can be attributed to export taxes on whale and seal products £76,017, and income and companies tax £45,535, Expenditure in 1950-51 was £200,097.

Figures of revenue and expenditure from 1947 to 1951-52 :

	Revenue £	Expenditure £
1947	38,899	64,212
1948	225,807	92,306
1949	218,917	200,775
1950 (for six months to 30th June)*	75,388	89,685
1950-51*	195,137	200,697
1951-52 (Revised Estimate)	159,454	187,154

As from 1st October, 1948, the accounts of the Dependencies were separated from those of the Colony.

The general revenue balance at 30th June, 1951, was £91,279.

For Taxation, see under the Colony.

* The financial year was altered in 1950 to run from 1st July to 30th June.

Chapter 4 : Banking and Currency

There are no banks but facilities are provided by the Administration for deposit in the Government Savings Bank or for remittances overseas.

The legal tender is British coinage and Falkland Islands £5, £1 and 10s. notes.

Chapter 5 : Commerce

Except for a certain amount of whale meat and fish, all the Dependencies' requirements of foodstuffs are imported. The value of imports and exports for the past five years was :

IMPORTS

(Including imports from the High Seas (pelagic whaling) for re-export)

	1947 £	1948 £	1949 £	1950 £	1951* £
Raw Materials	401,530	523,463	707,455	5,333,849	1,091,320
Mainly manu- factured	272,131	1,421,987	868,785	119,253	1,573,131
Food, Drink and Tobacco	111,385	97,715	127,654	150,428	199,572
Miscellaneous	851	170	—	763	1,723
	£785,897	2,043,335	1,703,894	5,934,293	2,865,746

Total imports from the High Seas were £4,422,736 in 1950 and £657,420 in 1951*

IMPORTS

Percentages, including imports from the High Seas for re-export.

	1947	1948	1949	1950	1951*
Foreign Countries	76.75	36.24	54.60	19.63	50.93
British Commonwealth	23.25	14.06	17.95	5.85	26.12
High Seas	—	49.70	27.45	74.52	22.95

PRINCIPAL SUPPLYING COUNTRIES

	1947 £	1948 £	1949 £	1950 £	1951* £
United Kingdom	182,301	274,736	295,781	334,165	749,145
Argentina	50,427	45,424	50,552	88,530	10,527
Cape Verde Islands	—	—	—	—	92,266
Dutch West Indies	291,744	392,896	239,835	363,586	842,458
Norway	105,588	210,177	250,821	185,215	293,472
Saudi Arabia	—	—	65,680	231,000	—
U.S.A.	—	2,542	—	90,125	—
Uruguay	91,468	26,413	6,140	40,207	115,340
Venezuela	—	—	311,304	78,904	40,976
High Seas	—	1,015,575	466,640	4,422,736	657,420

* All 1951 figures are estimates.

FALKLAND ISLANDS

PRINCIPAL IMPORTS

	Principal Supplying Countries, 1951			
	1949 £	1950 £	1951* £	
Coal, coke and fuel and lubricating oil .	765,176	877,413	995,816	Dutch West Indies, £842,458.
Food, drink and tobacco .	127,654	150,428	199,572	U.K. £132,811, Norway, £36,502.
Bags and Bagging Hardware .	19,888	21,472	102,400	U.K. £90,020.
	280,104	243,422	651,264	U.K. £415, 484 Norway, £165,023.
Canvas and Rope	38,694	59,897	86,472	U.K. £80,026.
Paints and Oils .	22,676	10,882	31,960	U.K. £29,069.

TOTAL EXPORTS

	1947	1948	1949	1950	1951*
	£	£	£	£	£
Whale Oil	1,592,519	3,263,434	2,993,753	5,882,463	3,204,601
Whale Meat Meal	136,393	264,274	268,117	396,373	82,846
Other Articles	75,940	43,854	24,864	297,510	283,186
Guano	72,625	116,639	128,024	—	103,396
Seal Oil	69,921	212,002	189,726	—	17,460
Whale Bone	2,094	—	—	—	—
Concentrated Protein	—	—	—	—	22,558
Total Exports (Including re-exports)	1,949,492	3,900,203	3,084,774	6,576,346	3,614,047

RE-EXPORTS

	1947	1948	1949	1950	1951*
	£	£	£	£	£
Whale Oil	35,000	839,520	697,460	3,957,351	791,400
Other Articles	71,127	17,251	10,000	303,363	225,778
Total re-Exports	106,127	856,771	707,460	4,260,714	1,017,178

* All 1951 figures are estimates.

PRODUCTION

DOMESTIC EXPORTS

	1949	1950	1951*
Whale Oil . barrels .	169,203	149,192	150,537
Whale Meat Meal . lb. .	14,232,960	34,357,134	20,689,640
Guano . cwt. .	64,080	—	—
Seal Oil . barrels .	13,358	—	13,906
Whale Bone . cwt. .	—	—	—
Concentrated Protein . lb. .	—	—	1,752,080

RE-EXPORTS

	1949	1950	1951*
Whale Oil . barrels .	58,814	303,400	42,085

TOTAL EXPORTS

Distribution by Percentages

	1947	1948	1949	1950	1951*
British Commonwealth .	64.64	54.88	84.60	96.31	70.91
Foreign Countries .	35.36	35.11	15.38	1.34	23.37
High Seas .	—	10.01	0.02	2.34	5.72

TOTAL EXPORTS

Principal Destinations.

	1947	1948	1949	1950	1951*
	£	£	£	£	£
United Kingdom	1,219,924	2,140,928	3,059,049	6,333,707	2,697,123
Argentina .	8,452	—	820	77,575	—
Denmark .	39,213	375,290	—	—	—
Norway .	594,592	952,733	458,752	—	880,780
Uruguay .	33,364	40,641	—	10,816	—
High Seas .	53,587	390,611	95,200	154,248	217,134

* All 1951 figures are estimates.

Chapter 6: Production

Whaling and sealing are the only industries in the Dependencies and the by-products of the whale, such as meat meal and guano, are the sole products. The whaling season lasts for six months, October to April, and sealing is carried on from September to the end of October and from early March to early April. For the primary purpose of assisting whaling operations, the Government has, since 1st January, 1950, maintained a meteorological station in South Georgia, and in 1951 there were four other stations (five in 1950) in other parts

of the Dependencies manned by personnel of the Falkland Islands Dependencies Survey.

WHALING

There are three land whaling stations, all in South Georgia, and a ship repair base with a new dry-dock at Stromness. The average price of first quality whale oil was £120 per ton in 1950 and £110 in 1951.

In the 1949-50 season 3,356 whales were killed giving 148,166 barrels of oil worth £1,858,544. Bags of guano (bone meal) totalled 144,346 worth £355,157. In the 1950-51 season the number of whales taken was 2,817 and 152,001 barrels of oil were produced realising £2,555,840. Guano production in the same season was 126,091 bags worth £307,519.

The following table shows the catch and production of whales for the past five seasons :

	<i>Number of Whales</i>	<i>Oil (Barrels)</i>	<i>Guano (Bags)</i>
1946-47	2,550	144,386	129,151
1947-48	2,949	163,651	137,173
1948-49	2,941	172,290	141,021
1949-50	3,356	148,166	144,346
1950-51	2,817	152,001	126,091

SEALING

This is confined to the surplus males of the immense herd of elephant seals (*Mirounga leonina*) which, with the wholehearted co-operation of the sealers, has been carefully guarded by the Administration and in accordance with a report submitted by the Falkland Islands Dependencies Survey biologist, the annual catch will be restricted to 6,000 for the next five years. Sealing is carried out under a licence, and the coasts of South Georgia are divided into four regions of which only three are worked annually so that each division is rested one year in four. The catches for the last five seasons have been :

	<i>Seals</i>	<i>Oil (Barrels)</i>	<i>Average per Seal (Barrels)</i>
1947	6,000	11,994	1.999
1948	7,500	15,093	2.012
1949	6,876	13,358	1.942
1950	6,951	13,035	1.088
1951	7,877	14,608	1.855

Chapter 7 : Social Services

EDUCATION

There were two children in South Georgia in 1950 and three in 1951; there are no educational facilities.

HEALTH

There is little or no sickness in the Dependencies, apart from the common cold introduced by visiting ships. Accidents among the whaling crews are common.

The whaling companies have their own doctors, and each has a sick-bay, the Government contributing a share of the salary of the Medical Officer at Grytviken. Plans have been drawn up for a Government hospital but the response from the companies has not been encouraging.

HOUSING

Government officials are well housed and the accommodation provided by the whaling companies for the men working on the stations is adequate.

SOCIAL WELFARE

Each of the whaling companies has its own cinema. Football is popular in summer and skiing in winter.

Chapter 8 : Justice, Police and Prisons

The Administrative Officer who is also Magistrate sits at Grytviken in a court of first instance and the Supreme Court at Stanley is common to all the Dependencies. One constable is stationed at South Georgia. No cases of serious crime came before the courts during the years 1950 and 1951.

Chapter 9 : Public Utilities

There are no public utilities. The whaling stations and the Government quarters have their own water and electricity supplies.

Chapter 10: Communications and Transport

There is no regular sea communication between South Georgia and Port Stanley, but opportunity occurs from time to time during the whaling season for the carriage of mails direct between Europe and the River Plate and South Georgia. Ships of the pelagic fleet call at South Georgia on their way to the whaling grounds in November and on the return journey in March.

During the course of her tours of the Dependencies the *John Biscoe*, the Falkland Islands Dependencies Survey vessel, visits South Georgia at least twice. Communications with the other Dependencies is maintained by the same ship whose primary purpose is to relieve and supply the Antarctic bases.

Post offices are maintained at South Georgia and at each of the Survey Bases. Because of the enthusiasm of philatelists the sale of stamps is out of all proportion to the population and is a large item in the revenue of the Dependencies.

The Colonial Wireless Station at Grytviken is in regular communication with Stanley through which traffic passes overseas.

No roads or railways exist in the Dependencies. Three floating docks are maintained at South Georgia by the whaling companies, one at Grytviken and two at Stromness Harbour. In the past two years a dry dock has been constructed at Stromness capable of taking vessels up to 1,000 tons. The floating dock at Grytviken is 133 feet long and has a breadth of 34 feet and a lifting capacity of 600 tons. It is capable of taking vessels up to 140 feet in length and drawing 15 feet 6 inches. The larger Stromness dock is 150 feet long and 34 feet wide, it will accommodate vessels up to 160 feet in length and 15 feet in draught.

There are two ports of entry in the Dependencies, one at Grytviken, South Georgia and the other at Port Foster, Deception Island, in the South Shetlands.

The following ships entered at South Georgia in 1950 and 1951 :

Nationality	1950		1951	
	Vessels	Tonnage	Vessels	Tonnage
British	74	108,915	67	135,803
Foreign	33	52,133	15	36,175

The installation of lights at Deception Island and radio beacons at South Georgia is mentioned in the Review at the commencement of this Report.

Chapter 11: Falkland Islands Dependencies Survey

The S.V. *John Biscoe* (Cdr. H. J. Kirkwood, D.S.C., R.N.) left Port Stanley on her first Southern voyage of the 1949-50 season on 26th November. She carried on this occasion, in addition to her normal complement, two pilots and ground crew from the R.A.F. and R.C.A.F. and—crated upon her deck—a Norseman and an Auster float plane. She sailed in company with the R.F.A. *Gold Ranger* (Captain Parker) which had been loaned by the Admiralty to take down aviation spirit for the aircraft and gas oil for the Bases. Both vessels experienced difficulty in negotiating pack-ice in the Boyd Strait and it took them seven days for the voyage to Deception Island which normally takes three. Neither vessel suffered any damage but accumulation of ice in Whalers Bay hampered unloading. A more unexpected contret-emps was the development of measles by one of *John Biscoe's* crew which soon spread and seriously disturbed the ship's routine ; this was the subject of a most amusing 4th Leader in *The Times*.

The task of immediate importance was the relief of Base "E" (Stonington Island, Marguerite Bay) where four members of the Survey—two of them reported to be in poor health and causing anxiety—had already spent three winters owing to the ship's inability to relieve the Base in 1948-49 (see previous report). The experts had prophesied as bad an ice season, if not worse, for 1949-50, so that it was necessary to provide for evacuation by plane. Thus, while the *John Biscoe* carried on with her routine replenishment of the northern Bases all hands at Deception were busily engaged on the assembly of the aircraft ; as no facilities of any sort were available, this work had to be undertaken on an exposed beach in very low temperatures and frequently impeded by bad weather. It is a tribute to all concerned that both planes were airborne by the end of December and they escorted the *John Biscoe* into Harbour when the Governor arrived in her on 20th January, 1950, to conduct the relief. The plans for this having been unanimously agreed and a reconnaissance to the Argentine Islands (Base "F") having been carried out the ship moved on to Port Lockroy which, unused in the previous year, was re-opened so that it could serve as an intermediate fuelling station for the air operations ; she was joined here by the Auster and after the Base had been set up and a fuel depot had been laid, both moved on to the Argentine Islands where they were joined by the Norseman. As reported by the latter on her reconnaissance, ice-conditions south of the Base appeared to present an impenetrable barrier and it was decided, therefore, to commence evacuation by air ; the distance to be covered was approximately 220 miles and the plane had to carry sufficient petrol to be able to turn back again if unable to touch down at the Base. The charts

were unreliable and flying conditions entirely un dependable. The first of the two third-winter men was flown out on 30th January, 1950, and three others with maps, records, two Emperor penguins and the personal kit of this party were lifted on 6th February. Some improvement in conditions appearing possible and it being most desirable to get all valuable equipment and some, at least, of the dogs away it was decided to try and get through with the ship which set course for Marguerite Bay on the following afternoon and after some hazardous hours in the Bismark Strait she won through into more or less open waters and, after negotiating a belt of heavy floes across the approaches to the bay, she arrived at Nene Fjord in the early hours of 10th February. Two days sufficed to load the stores which were already packed, to leave the Base secure and tidy and to embark the remaining men and some 36 dogs. The relief was complete. Cdr. Kirkwood received the O.B.E. for his services in connection with this relief, and generally; Pilot Officer P. St. Louis (R.C.A.F.) the M.B.E., and Sergeants Bodys and Hunt (R.A.F.) the B.E.M.

Some progress has been made with Hydrographic Survey during the year, and at Base "H" (Signy Island) the Survey's biologist had completed his investigations of the Elephant Seal. A Scientific Bureau charged with the duty of preparing and presenting for publication the considerable volume of scientific data and reports accumulated by the Survey since 1943-44 was set up under a grant from Colonial Development and Welfare funds and Dr. V. E. Fuchs, upon the recommendation of the Governor, was appointed as its Director. 40 huskies were presented to the Anglo-Norwegian-Swedish Expedition and were shipped to England where, unfortunately, some of them were afflicted with "hard-pad" disease. The closing of Base "E"—by intent—and Base "D" voluntary—made it possible to devote some time and attention to a very necessary overhauling of the administrative side of the Survey and, equally necessary, of its financial machinery.

The year brought with it the termination of the secondment of Cdr. Kirkwood who had done so much to improve the spirit and efficiency of the S.V. *John Biscoe* and in October, 1950, the ship sailed south once more under the command of Captain Johnson.

The 1950-51 season was uneventful, reliefs were carried out without incident; further, if limited progress was made with the Hydrographic Survey and substantial improvement effected in the Meteorological Service thanks mainly to the co-operation of the Director of the Meteorological Service in the Air Ministry, through whose good offices personnel are now seconded to F.I.D.S. from the Ministry. This, amongst other things, enabled the Survey to meet the wishes of the whaling community at South Georgia in setting up a Forecasting Service there. The former Secretary of F.I.D.S. (Major K. S. Pierce-Butler) was appointed as Administrative Officer and Magistrate, South Georgia, and was himself succeeded in the Office of Secretary by Mr. F. K. Elliott, former Base Leader at Hope Bay. Mr. R. M. Laws, the F.I.D.S. biologist, transferred his seal investigations to a

wider field at South Georgia and Dr. W. J. Sladen concluded a detailed investigation into the Adelie penguins at Signy Island; he was also able to do some sound recording to support his cinema record. Two teams of huskies were presented to the Festival of Britain and financial support was given to an expedition organised by Mr. D. Carse, destined for work in South Georgia. Further and satisfactory progress was made in improving the administrative and financial control of the Survey and a generous contribution to the cost of its activities was made by Her Majesty's Government.

Preparations were made for the re-opening of Hope Bay in the ensuing season.

PART II

Chapter 1: Geography

THE Dependencies include all lands and islands south of 50° of south latitude between the meridians of 20° and 50° west longitude and south of 58° of south latitude between 50° and 80° west longitude. There are two main groups, the one consisting of South Georgia with the South Orkneys and the South Sandwich Islands, and the other of the South Shetlands with Grahamland. They are defined in the Falkland Islands Letters Patent of 21st July, 1908, as amended by the Letters Patent of 28th March, 1917.

The island of South Georgia lies about 800 miles to the east of the Falkland Islands, in 54½° south latitude, the South Orkneys and the South Sandwich Islands being 450 miles to the south-west and south-east respectively of South Georgia. The northern point of the South Shetlands is about 500 miles to the south of the Falkland Islands.

South Georgia has an area of about 1,450 square miles, is about 100 miles in length with a maximum breadth of about 20 miles and consists mainly of steep mountains. There is little flat land and the island is almost entirely barren, the main vegetation being grass which grows on the north-eastern side of the island, where the snow melts in the summer. There are no indigenous mammals other than seals, but reindeer were introduced in 1911, and there is now a large, wild herd. There are many sea-birds, including penguins and albatrosses. The coastline has been fairly well charted. Although South Georgia is little more than a hundred miles farther south than Stanley, the difference in climate is very marked, that of the former approximating closely to conditions in the Antarctic. The mountains are covered by an extensive snow field throughout the year and the glaciers descend on a grand scale to the sea.

The other Dependencies are Antarctic in character, being very mountainous with many glaciers and almost completely snow-covered throughout the year.

Several instances of volcanic activity have been recorded at Deception Island, South Shetlands. The first earthquake of which there is any definite report occurred in 1923, although some of the whalers stated that shocks were felt in 1912. In February, 1924, a strong tremor was experienced at Deception Island where the occasion was marked by the collapse of a large rock forming the top of a well-known natural arch named the "Sewing Machine" on account of its shape. In 1925, one of the giant columns in the entrance to the harbour disappeared. Again, in the season 1928-29 several earth-

quake shocks were felt, the most pronounced being in March, 1929, when a large quantity of rock fell, completely changing the formation of the ridge on the east side of the harbour. The water in the harbour of Port Foster frequently became agitated by subterranean heat, and the beaches in places were obscured by the steam they emitted. Volcanic activity has been observed in the South Sandwich group.

Chapter 2: Flora and Fauna

As has been mentioned at the beginning of this Report the flora and fauna of the Dependencies have received much attention from members of the Falkland Islands Dependencies Survey and some very valuable work has been done, especially with seals and penguins. The islands and coasts are rich in bird life and of the biology of many of the species we know little; much remains to be done. Collections of plants have been made and some marine collecting done, and a large number of birds have been ringed.

Chapter 3: History

South Georgia was explored and taken possession of for Great Britain by Captain Cook, who landed there in 1775, the year in which he also discovered the South Sandwich group. The South Orkneys were discovered by Captain Powell of the British ship *Dove*, who landed on Coronation Island on 7th December, 1821, and took possession of the group in the name of King George IV. The South Shetlands were discovered by W. Smith, who landed and took possession in 1819, and they were examined by Captain Bransfield in 1829. Captain Bransfield also discovered Grahamland, and John Biscoe explored its west coast in 1832 when he took possession for Great Britain. Profitable sealing voyages to South Georgia were made prior to 1793 and British whalers were reported there in 1819.

Fur-sealing in the Dependencies achieved such proportions in the early part of the nineteenth century that voyages were made to them in the two seasons 1820-21 and 1821-22 by no less than 91 ships. So reckless was the slaughter that the fur-seal was practically exterminated. James Weddell stated that by 1822-24 these animals were almost extinct. A meteorological station on Laurie Island in the South Orkneys was established in 1903 by the Scottish Expedition under Dr. W. S. Bruce, and with the assent of the Government was transferred by him in 1904 to the Argentine Government, by whom it is maintained by permission of the British Authorities.

Later history is mainly concerned with the whaling industry.

From 1906 to the present day, whaling has been carried on in South Georgia by companies which are the lessees of the Administration.

In the South Shetlands the whaling lasted from 1906 to 1931. There was one leasehold land station at Deception Island, and floating factories operated in various well-known anchorages under licences from the Administration, but the pelagic development resulted in a rapid withdrawal of the fleet towards the end of the nineteen-twenties and to the complete abandonment of the field.

There was also a leasehold land station at Signy Island, South Orkneys, which operated from 1920 to 1923. The station, however, was not a success and in 1923 the company was granted permission to operate under licence with a floating factory and catchers. Operations were continued on this base up to and including the season of 1930-31.

Whaling activities at South Georgia were reduced to one station in 1932-33 as a result of the depression in the oil market caused by over-production due to increased pelagic whaling. Two companies operated from 1933-34 to 1939-40 and also in 1941-42. Owing to the war one station only was worked in each of the seasons 1940-41, 1942-43, 1943-44 and 1944-45. Three companies commenced operating in the season 1945-46 and have continued to do so each year since that date.

Chapter 4: Administration

The Dependencies are subject to the authority of the Governor and his Executive Council, the former being empowered under the Letters Patent of 1948 to legislate for the Dependencies.

An Administrative Officer, who is also Magistrate, and an official staff are maintained in South Georgia, and control over whaling operations in the Dependencies is carried out by representatives of the Government, who accompany the expeditions as required.

There is no local government in South Georgia; in fact, there are no communities besides the whaling stations which are run by the managers on behalf of the several companies owning them.

In the Dependencies other than South Georgia, there is a magistrate at each of the posts maintained by the Falkland Islands Dependencies Survey, who is one of the members of the survey party.

Chapter 5: Weights and Measures

Imperial and Metric weights and measures are in general use.

Chapter 6: Reading List

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APPENDIX

Colonial Development and Welfare schemes in operation in the Colony and Dependencies.

Title of Scheme.	No.	Expenditure to end of 1951.		
		D. & W. sources	C. sources	Total
Town Hall	D.959	£ 16,350	£ 19,989	£ 36,339
M. V. Philomel	D.956	14,500	—	14,500
King Edward Memorial Hospital	D.780	35,000	1,586	36,580
Infant School	D.1072	5,169	—	5,169
Camp Education	D.970	5,124	—	5,124
Power Station and Plant	D.1130	10,236	—	10,236
Scientific Bureau, Falkland Islands Dependencies Survey	R.312	} 3,243	—	3,243
F.I.D.S. Publications	R.312-A			

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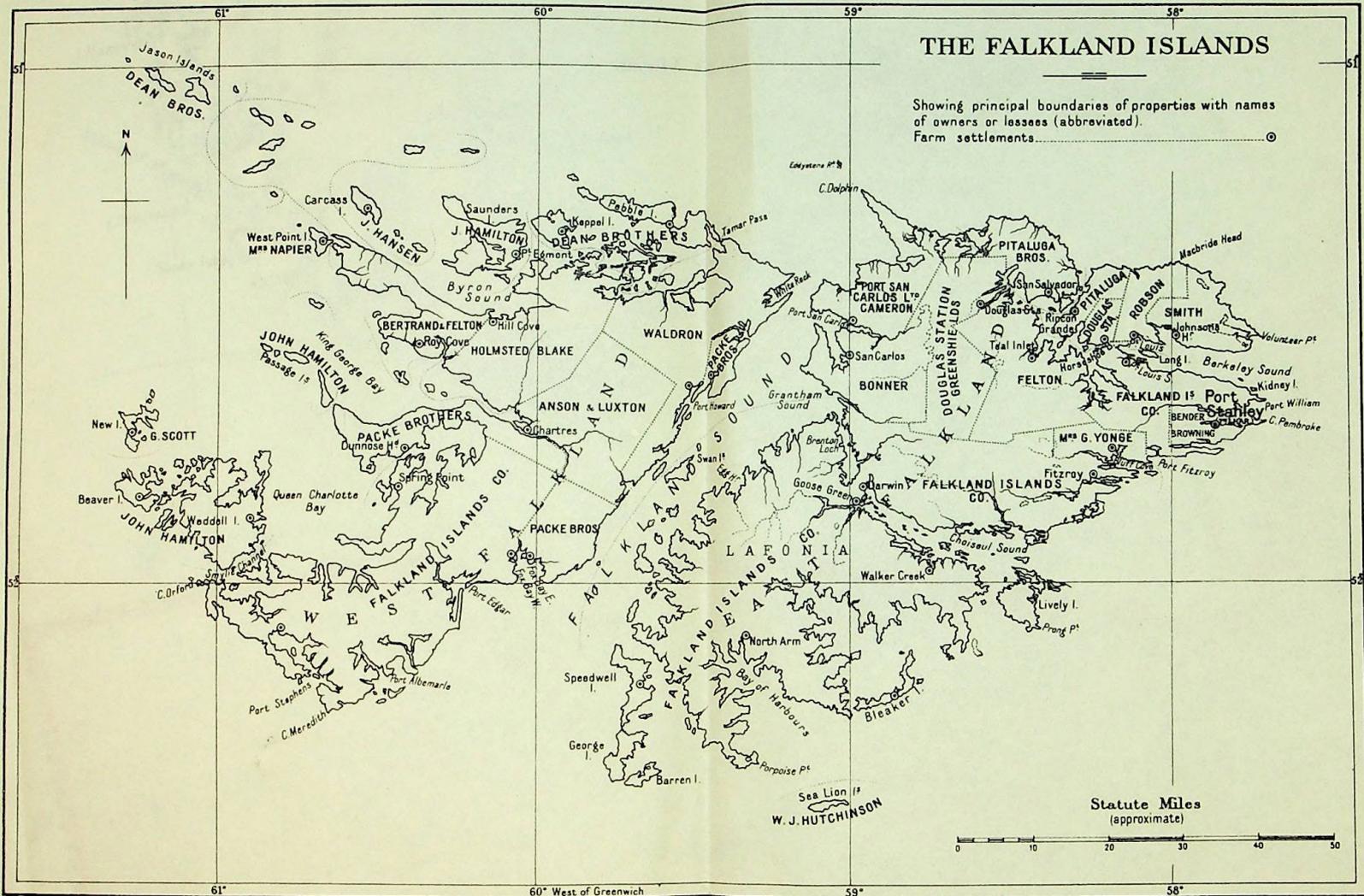
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AND ISLANDS AND DEPENDENCIES. 10

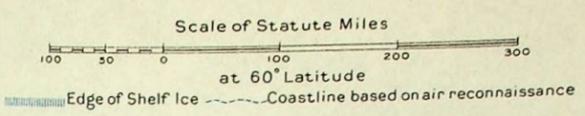
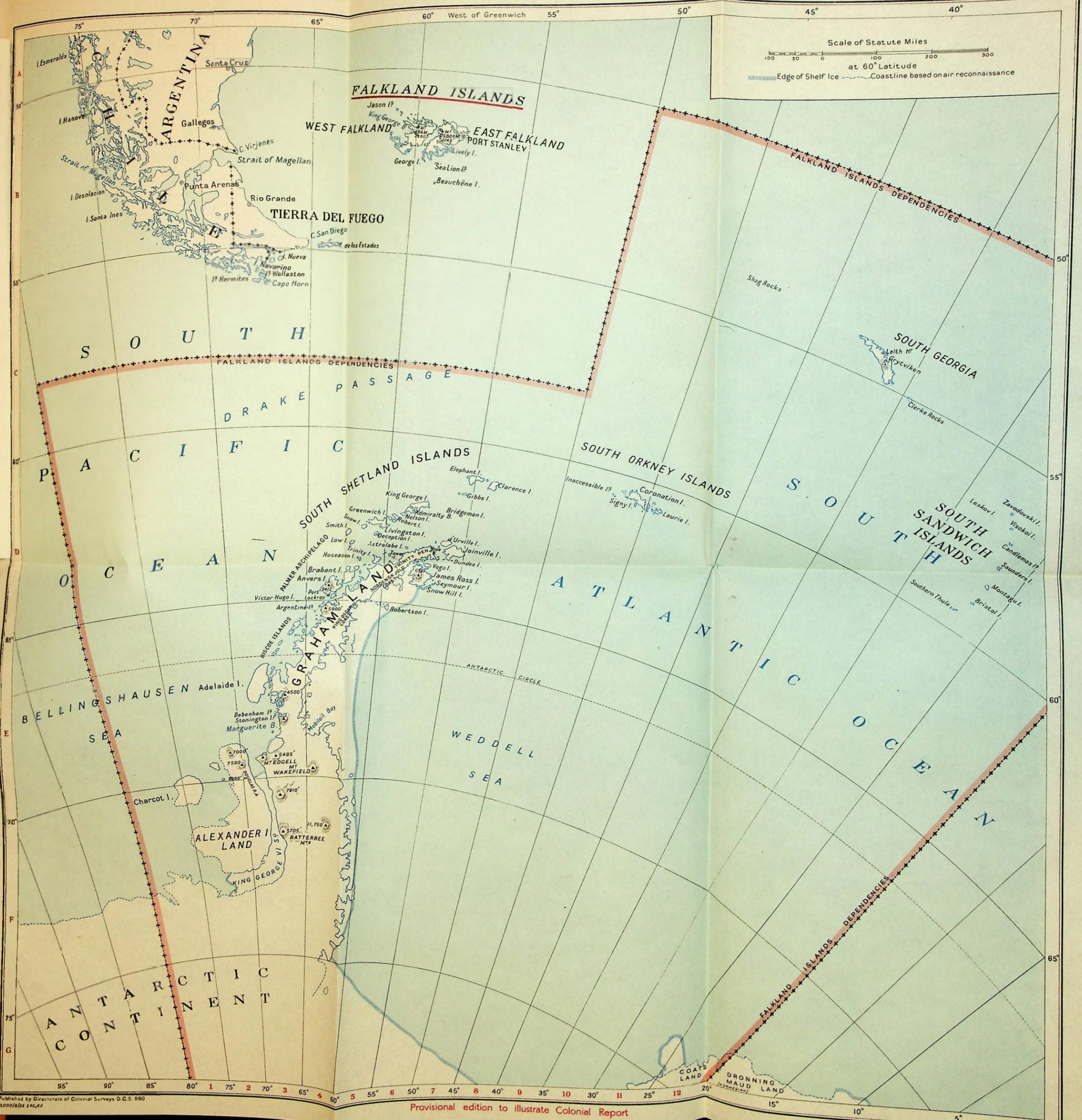


THE FALKLAND ISLANDS

Showing principal boundaries of properties with names of owners or lessees (abbreviated).
Farm settlements.....⊙



Drawn by Directorate of Colonial Surveys. D.C.S. 30/1.



COLONIAL REPORTS

ANNUAL REPORTS

BASUTOLAND	GOLD COAST	N. RHODESIA
BECHUANALAND	HONG KONG	NYASALAND
PROTECTORATE	JAMAICA	SARAWAK
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BR. HONDURAS	FED. OF MALAYA	SINGAPORE
BRUNEI	MAURITIUS	SWAZILAND
CYPRUS	NIGERIA	TRINIDAD
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*BARBADOS	*GRENADA	SOLOMON IS.
BERMUDA	LEEWARD IS.	*SOMALILAND
CAYMAN IS.	NEW HEBRIDES	*TONGA
DOMINICA	*ST. HELENA	TURKS AND CAICOS IS.
*FALKLAND IS.	ST. LUCIA	ZANZIBAR
*GAMBIA		

*These territories will produce a Report for 1950-51 and the remainder for 1951-52.

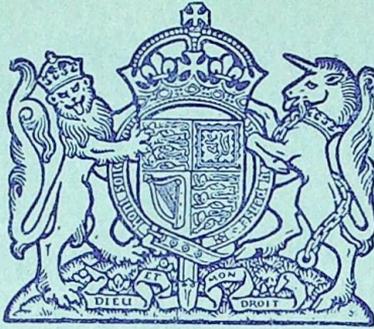
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REPORT ON
The
FALKLAND ISLANDS
and Dependencies
FOR THE YEARS
1952 & 1953

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Review of 1952 and 1953

THE highlight of the period under review was the Coronation of Her Majesty Queen Elizabeth II and this event was celebrated throughout the Colony and its Dependencies in a manner befitting such a great occasion.

The years 1952 and 1953 saw the general level of revenue for both the Colony and its Dependencies sustained and the Colony's reserves were more than doubled as a result of the phenomenal prices obtained for wool during 1951.

On 26th April, 1952, the Governor laid the foundation stone of the new Infants' School in Stanley and in 1953 plans were approved for a boarding school at Darwin, which is being erected by the Falkland Islands Company as a gift to the Colony and which will subsequently be staffed and maintained by Government.

The Churchill Wing of the Hospital was formally opened on 23rd May, 1953; this extension, which the Prime Minister has honoured with his name, comprises general wards, private wards, maternity wing, X-ray department, out-patients department, laboratory, dispensary, boardroom, staff dining room, duty room, kitchen and laundry. A Camp dentist was appointed in 1952 and in 1953 a Tuberculosis Specialist embarked on a Colony-wide survey. The old wing of the Hospital has been converted into a Tuberculosis Sanatorium.

The freezer at Ajax Bay started operations in 1953 and the first frozen mutton was exported in June of that year. The control of the project has been transferred by the Colonial Development Corporation to a local company.

The Air Service was augmented by the purchase of a Canadian de Havilland Beaver seaplane which has proved most suitable for local conditions and the Harbourmaster was trained in England as a relief pilot.

The old age pension scheme was brought into force in 1952 and a census of the population of the Islands was taken on 28th March, 1953.

Considerable improvements have been made to the broadcasting service. A whole-time secretary has been appointed and the hours of broadcasting have been increased; new transmitting equipment has been obtained and awaits installation.

A mechanical peat-winning machine has been purchased by Government.

There was a considerable increase in the activities of the Falkland Islands Dependencies Survey as a result of the re-opening of the stations at Port Lockroy and at Hope Bay. The former is operated as an ionospheric recording station while the latter, on the Grahamland mainland, serves as a convenient base from which sledge journeys for topographical and geological surveys of the Peninsula can be carried out. Meteorology has continued more or less on the same scale

though the additional data provided by the extra Bases has led to more reliable forecasting.

With the appointment of a Medical Officer to serve at Hope Bay a limited amount of medical research has been possible.

The s.v. *John Biscoe* was re-designated a Royal Research Ship and took part in the Coronation Naval Review at Spithead.

The Government Jetty at South Georgia was repaired and strengthened and the first of two radio navigation beacons was erected there.

(A) THE COLONY

PART I

Chapter 1 : Population

THE population is entirely white and has been derived to a large extent from the United Kingdom, though there are several Scandinavian strains. On 31st December, 1953, the population numbered 2,220 (2,230) of whom 1,230 (1,248) were males and 990 (982) females. The density of the population is approximately one person to every two square miles. About half the inhabitants live in Stanley while the rest are divided, more or less equally, between the East and West Falklands. The number of births registered in 1953 was 46 (55) of which 24 (28) were male and 22 (27) female children. During the year there were 19 (24) marriages and 27 (33) deaths of which 3 (2) were infants under two years of age. One hundred and forty-four (209) persons arrived in the Colony and 185 (281) left. The total population has decreased over the last twenty years by about 5 per cent though the population of Stanley shows a slight increase. The census taken on 28th March, 1953, gave a population total of 2,230 of which 1,246 were males and 984 females.

Figures for 1952 are in brackets.

Chapter 2 : Occupations, Wages and Labour Organisation

EMPLOYMENT

There is a general shortage of labour in the Colony and, in consequence, there is no unemployment. The principal industry, sheep farming, employs approximately 500 men. Labour in Stanley is mainly at the disposal of the Government and the Falkland Islands Company Limited, —the former employed an average of 60 men on hourly wages during 1953, and the latter employed 71. A number of men, many of whom were from the United Kingdom, were employed on the construction of the Colonial Development Corporation's freezer at Ajax Bay, and others were engaged in sealing until the company at Albemarle closed down in late 1953.

The Public Works Department employs a few artisans engaged under contract terms from the United Kingdom. Several farm managers have also found it necessary to import labour from the United Kingdom to work as shepherds and navvies in the Camp.

WAGES AND CONDITIONS OF EMPLOYMENT

In Stanley during 1952 and 1953, unskilled labourers were paid at the rate of 1s. 8d. per hour, plus a cost-of-living bonus which, at the end of 1953, stood at 7d. per hour. Skilled labourers and artisans received 1s. 11d. and 2s. 1d. respectively, plus a cost-of-living bonus. The hours of work were 45 per week. On 1st January, 1952, 4d. of the cost-of-living bonus was merged into the basic wage.

In the Camp general labourers, termed "navvies", receive £11 per month on the West Falkland and £10 10s. 0d. per month on the East Falkland, and shepherds £12 10s. 0d. and £12 per month respectively. The Camp monthly cost-of-living bonus fluctuates between £7 6s. 3d. and £8 2s. 6d. In addition Camp labourers receive free quarters, fuel, meat and milk.

COST OF LIVING

Mutton is the staple meat; beef is little used except in winter, and the supply of fresh fish, fowls and pork is irregular. The wild Upland Goose is eaten at all seasons and gives some variety to a restricted diet. Vegetables are not easily bought and the majority of householders grow their own.

There are three hotels and a few boarding houses in Stanley which offer varying degrees of comfort at terms ranging from 30s. to 70s. per week. Several householders are also willing to take one or two paying guests. Rents for furnished houses vary from £4 to £6 10s. a month.

The rents of unfurnished houses for working people are from £3 per month. In the majority of cases Government provides houses for its overseas officials at a rent of 5 per cent of their salaries. Houses if not so obtained are very difficult to rent and relatively expensive to buy.

Prices continued to rise sharply until the middle of 1952 when the cost of living steadied and remained unchanged up to the end of 1953. The following are prices of the more important commodities as in December, 1951, and December, 1953.

	1951	1953
Bread	10d. per 2-lb. loaf	1s. 1d. per 2-lb. loaf
Butter (imported)	3s. 6d. per lb.	4s. 0d. per lb.
Margarine	2s. 8d. per lb.	2s. 10d. per lb.
Coffee	6s. 0d. per lb.	6s. 11d. per lb.
Tea	6s. 3d. per lb.	3s. 8d. per lb.
Eggs	3s. 0d. per doz.	4s. 0d. per doz.
Flour	4d. per lb.	5½d. per lb.
Meat: Beef	4½d. per lb.	5d. per lb.
Mutton	3d. per lb.	4½d. per lb.
Pork	2s. 6d. per lb.	2s. 6d. per lb.
Ham	7s. 5d. per lb.	8s. 1d. per lb.
Bacon	2s. 10d. to 3s. 2d. per lb.	4s. 2d. to 4s. 4d. per lb.
Milk	5d. per pint	5d. per pint
Jam	2s. 4d. to 4s. 8d. per 2-lb.	2s. 2d. to 3s. 5d. per 2-lb.
Sugar	1s. 0d. per lb.	8½d. per lb.
Vegetables:		
Onions (imported)	4d. per lb.	8d. per lb.
Potatoes (imported)	4d. per lb.	7d. per lb.

Dried Fruit:		
Sultanas	1s. 10d. per lb.	1s. 9d. per lb.
Currants	1s 9d. per lb.	1s. 9d. per lb.
Raisins	1s. 10d. per lb.	1s. 10d. per lb.
Quaker Oats	2s. 10d. per pkt.	2s. 11d. per pkt.
Cereals	1s 0d to 1s 7d. per pkt.	1s. 7d. per pkt.
Cigarettes	7s. 2d. to 8s. 4d. per 100	7s. 6d. to 10s. 2d. per 100
Tobacco	23s. 8d. to 24s. 6d. per lb.	23s. 8d. to 29s. 8d. per lb.
Alcohol:		
Whisky	22s. 4d. to 25s. 3d. per bottle	23s. 1d. to 24s. 1d. per bottle
Brandy	19s. 0d. per bottle	22s. 1d. to 31s. 2d. per bottle
Gin	18s. 9d. to 19s. 8d. per bottle	18s. 8d. to 19s. 3d. per bottle
Beer	22s. 0d. to 32s. 7d. per doz.	28s. 8d. to 35s. 9d. per doz.
	(qts.)	(qts.)
Paraffin	3s. 9d. per gallon	3s. 6d. per gallon
Petrol	4s. 7d. per gallon	4s. 10d. per gallon
Electricity	3d. per unit (plus flat quarterly rate of £1)	3d. per unit (plus flat quarterly rate of £1)

An important item in the domestic economy is peat, the only fuel generally available, which is sold by the cart-load. A lorry-load (three cart-loads) costs £1 8s. 0d. and a year's supply averages 15 to 40 loads according to the size of the house, the number of fires and the quality of the peat. The majority of the local inhabitants cut and stack their own peat and have only the expense of carting it from the peat-bank. Unfortunately, but obviously, these banks are moving further and further from Stanley as the years go by, and in the Camp some settlements are having difficulty in obtaining a good supply. Experiments are now being made with mechanical peat-winning machinery.

Chapter 3: Public Finance and Taxation

REVENUE AND EXPENDITURE

Revenue for 1952-53, including receipts from Colonial Development and Welfare funds, amounted to £397,759 and expenditure, including that on Colonial Development and Welfare schemes, was £289,661.

The revenue and expenditure figures since 1st January, 1946 are as follows:

	Revenue		Expenditure	
	Ordinary	Total	Ordinary	Total
	£	£	£	£
1946	198,601	198,879	219,854	222,164
1947	103,463	103,788	115,620	124,289
1948	128,617	148,934	121,842	162,694
1949	166,838	169,811	112,436	163,912
1950	179,322	218,754	111,762	204,042
1951-52 (15 months)*	437,030	452,974	170,308	362,469
1952-53	377,836	397,759	168,245	289,661
1953-54 (revised estimate)	232,128	237,205		219,896

* Financial year altered to end on 31st March.

The main heads of revenue and expenditure in 1951-52, 1952-53 and 1953-54 were as follows :

	REVENUE		1953-54
	1951-52*	1952-53	<i>Revised Est.</i>
	£	£	£
Customs	140,818	53,162	53,355
Dependencies contribution to cost of Central Administration	10,000	10,000	10,000
Internal Revenue	192,143	247,719	103,519
Interest	13,581	12,582	14,947
Posts and Telegraphs	56,308	30,731	21,335
	EXPENDITURE		1953-54
	1951-52*	1952-53	<i>Estimate</i>
	£	£	£
Governor	4,433	3,629	3,949
Agriculture	3,709	3,103	3,722
Customs	2,211	11,213	1,691
Education	9,675	8,350	11,060
Harbour and Aviation	12,934	20,237	18,979
Medical	17,213	12,806	16,682
Pensions	6,335	5,566	7,575
Police and Prisons	3,387	3,132	3,227
Posts and Telegraphs	22,403	19,459	21,906
Public Works Department	18,428	18,391	15,483
Public Works Recurrent	21,341	22,926	17,311
Secretariat and Treasury	11,731	12,225	11,415

* 15 months.

There is no public debt. The excess of assets over liabilities on 31st March, 1953, was £460,854 and on the same date the reserve fund amounted to £244,278.

Expenditure during 1952-53 on approved schemes financed by grants from Colonial Development and Welfare funds amounted to £16,759 bringing the total expenditure at 31st March, 1953 to £162,596 of which £53,647 has been met from Colony sources.

TAXATION

The main heads of taxation are customs duties and income tax.

Customs Tariff

Import duties are payable at the following rates :

Wines : General, 6s. 6d. per gallon in bulk ; Empire 4s. 6d. per gallon in bulk.

General, 14s. 3d. per dozen quart bottles ; Empire 9s. 9d. per dozen.

Spirits : 52s. per gallon, except Rum 36s. per gallon.

Malt Liquors : 1s. per gallon in cask, 1s. per dozen pint bottles.

Tobacco : 6s. per lb.

Cigarettes : 10s. per lb.

Matches : General 10s. per gross boxes ; British 5s. per gross.

Export duties during 1953 were payable at the following rates :

Wool : *Ad valorem* duty : 2d. per lb. for 1953 clip. (1½d. per lb. in 1952).

Tallow, hides and skins : 2½ per cent of selling price.

Whale and seal oil : 6d. per barrel of 40 gallons for each £5 of the average market price per ton of first grade oil.

Other Whale and Seal products : 6d. per 100 lb.

Revenue received during 1952-53 : Import duties £25,564 ; Export duties £27,598.

Income Tax

The following were the rates on taxable income for 1953 :

Companies	3s. 6d. per £	
Individuals	First £100	Nil
	Next £100	1s. 0d. per £
	" £250	2s. 0d. "
	" "	2s. 6d. "
	" "	3s. 0d. "
	Above £950	3s. 6d. "

Allowances

Married Person	£100
Children under 16 years	£40 first child, £25 others.
Earned Income	One-tenth (maximum £100).
Dependant	£25
Insurance or Pension Fund contributions	Premiums or contributions (maximum one-sixth of chargeable income).

Revenue received during 1952-53 : Companies £188,443 ; Individuals £55,559.

Chapter 4 : Banking and Currency

There are no commercial banks in the Colony, but the Treasury will remit funds abroad on payment of a commission of one per cent. A similar service is also provided by the Falkland Islands Company Limited, and the Estate Louis Williams who operate agencies of Lloyds Bank Limited and Hambros Bank Limited respectively.

Deposits in the Government Savings Bank amounted to £805,060 on 31st December, 1953, and the number of depositors' accounts open was 1,888. Interest on deposits is paid at the rate of 2½ per cent per annum.

The legal tender of the Colony consists of Falkland Islands Government currency notes of £5, £1, and 10s. denominations and United

Kingdom coinage. The note circulation increased from £69,666 on 31st December, 1952 to £75,666 on 31st December, 1953.

Chapter 5 : Commerce

With the exception of meat and a limited quantity of vegetables and fruit, practically the whole of the Colony's requirements in foodstuffs is imported.

The values of imports and exports and sources of supply for 1949, 1950, 1951, 1952 and 1953 were as follows :

	IMPORTS				
	1949 £	1950 £	1951 £	1952 £	1953 £
Food, drink and tobacco	58,202	70,781	88,077	127,521	109,457
Raw materials and mainly un-manufactured goods	35,625	59,085	69,091	151,254	98,526
Mainly manufactured goods	194,962	197,393	280,090	378,021	382,801
Miscellaneous	5,726	1,113	3,445	5,233	2,304
Bullion and Specie	—	—	—	42	456
Total Imports	£294,515	£328,372	£440,703	£662,071	£593,544

EXPORTS (INCLUDING RE-EXPORTS)

	1949 £	1950 £	1951 £	1952 £	1953 £
Wool	384,820	542,956	557,736	656,623	346,170
Hides & Skins	25,878	19,419	32,673	38,178	16,863
Tallow	7,110	2,141	1,877	2,548	1,700
Livestock	2,000	1,201	880	3,702	—
Seal Oil	—	—	21,444	5,368	—
Frozen Meat	—	—	—	—	10,110
Other articles	914	30	347	761	370
Exports	£420,722	£565,747	£614,957	£707,180	£375,213
Re-exports	8,286	3,280	7,006	8,227	6,259
Total Exports	£429,008	£569,027	£621,963	£715,407	£381,472

	SOURCES OF IMPORTS (PERCENTAGES)				
	1949	1950	1951	1952	1953
British Commonwealth	79.60	81.19	85.28	77.21	82.87
Foreign Countries	20.40	18.81	14.72	22.79	17.13

	PRINCIPAL SUPPLYING COUNTRIES				
	1949 £	1950 £	1951 £	1952 £	1953 £
United Kingdom	212,213	251,362	360,164	494,597	481,276
Other Parts of Commonwealth	19,115	15,227	15,646	16,931	10,638
Argentina	17,839	15,948	14,641	22,529	21,251
Chile	—	8,394	8,617	22,752	19,324
Sweden	16,212	3,819	3,316	59,236	36,096
Uruguay	15,950	17,510	16,349	25,512	16,405
U.S.A.	4,617	1,615	1,538	3,632	958
Finland	—	12,033	9,787	—	—

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY, 1951

<i>Item</i>	<i>Value</i> £	<i>Quantity</i>	<i>Principal Supplying Countries</i>
Provisions	58,870	—	U.K. £35,266, Uruguay £738, Argentine £11,201
Hardware	131,835	—	U.K. £122,116, Uruguay £1,029, U.S.A. £1,538, Sweden £3,316
Drapery	11,933	—	U.K. £11,933
Coal, coke & fuel oil	15,988	—	U.K. £2,738, Uruguay £13,074
Timber	34,404	—	U.K. £16,879, Sweden £2,230, Chile £5,500, Finland £9,787
Paint	12,054	—	U.K. £11,750, Sweden £304
Chemicals	8,764	—	U.K. £7,704, Uruguay £709
Beer	4,380	10,390 gallons	U.K. £4,380
Spirits	8,482	10,630 gallons	U.K. £8,482
Tobacco	11,970	17,479 lb.	U.K. £11,939
Wines	1,578	1,249 gallons	U.K. £482, South Africa £163, Portugal £340, Spain £301

12

PRINCIPAL EXPORTS, 1951

<i>Item</i>	<i>Value</i> £	<i>Quantity</i>	<i>Destination</i>
Wool	557,736	4,319,351 lb.	United Kingdom
Tallow	1,877	670 cwt.	United Kingdom
Hides and Skins	32,673	2,957 cwt.	United Kingdom
Live Sheep	880	880 animals	Chile

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY, 1952

<i>Item</i>	<i>Value</i> £	<i>Quantity</i>	<i>Principal Supplying Countries</i>
Provisions	79,108	—	U.K. £43,709, Uruguay £4,521, Argentine £18,179
Hardware	190,431	—	U.K. £183,053, Uruguay £635, U.S.A. £3,592
Drapery	14,056	—	U.K. £14,056
Coal, coke and fuel oil	32,450	—	U.K. £23,283, Uruguay £9,167
Timber	98,966	—	Sweden £57,868, Chile £20,897, U.K. £16,731, Norway £3,470
Paint	16,166	1,386 cwt.	U.K. £16,166
Chemicals	18,234	—	U.K. £15,170, Tunisia £2,400, Uruguay £664
Beer	15,172	56,441 gallons	U.K. £15,172
Spirits	10,152	6,042 gailons	U.K. £9,120
Tobacco	15,441	19,675 lb.	U.K. £15,441
Wines	2,570	1,939 gailons	U.K. £1,089, Portugal £342, Spain £967

13

PRINCIPAL EXPORTS, 1952

<i>Item</i>	<i>Value</i> £	<i>Quantity</i>	<i>Destination</i>
Wool	656,623	4,065,023 lb.	United Kingdom
Tallow	2,548	683 cwt.	United Kingdom
Hides and Skins	38,178	4,275 cwt.	United Kingdom
Seal Oil	5,368	711 barrels	United Kingdom
Live Sheep	3,702	1,234 animals	Chile

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY, 1953

Item	Value £	Quantity	Principal Supplying Countries
Provisions	75,196	—	U.K. £48,191, Uruguay £3,001, Argentine £15,852
Hardware	252,816	—	U.K. £245,849, Uruguay £301, U.S.A. £958
Drapery	7,682	—	U.K. £7,672
Coal, coke and fuel oil	22,759	—	U.K. £10,202, Uruguay £11,501
Timber	60,678	—	U.K. £6,737, Chile £18,889, Sweden £35,052
Paint	8,547	1,306 cwt.	U.K. £8,419, Sweden £128
Chemicals	9,389	—	U.K. £9,148, Uruguay £227
Beer	8,206	15,304 gallons	U.K. £8,206
Spirits	10,291	6,427 gallons	U.K. £10,291
Tobacco	7,464	10,044 lb.	U.K. £7,464
Wines	1,645	989 gallons	U.K. £1,633

PRINCIPAL EXPORTS, 1953

Item	Value £	Quantity	Destination
Wool	346,170	3,957,819 lb.	United Kingdom
Tallow	1,700	486 cwt.	United Kingdom
Hides and Skins	16,863	1,977 cwt.	United Kingdom
Frozen Meat	10,110	405,343 lb.	United Kingdom

Chapter 6 : Production

The main industry is sheep farming and this is primarily concerned with the production of wool, skins and tallow (a by-product) for export. There is also some export of hides and since 1953 frozen mutton.

The land, with the exception of some 40,000 acres remaining to the Crown, is freehold and is divided into sheep farms varying in size from 3,600 to 400,000 acres and carrying from 1,700 to 50,000 sheep, approximately one sheep to every three acres. The Crown land can be rented. There is no agriculture other than some limited crops of oat hay.

The average weight of wool exported over the last five years was 4,155,979 pounds. In 1952 4,065,023 pounds were exported and in 1953 3,957,819 pounds.

Hides and skins to the value of £38,178 were exported in 1952 and £16,863 in 1953. The wool crops in 1952 and 1953 were exported to the United Kingdom.

During 1952 two bulls and nine rams were imported from the United Kingdom, 40 horses and six rams from Chile; 52 horses from Uruguay.

In 1953 one bull, eight rams and one dog were imported from the United Kingdom; 20 rams were imported from New Zealand; 18 fowls, six pigeons and two canaries were imported from Uruguay and one horse and two turkeys were imported from Chile.

The Colonial Development Corporation sealing venture at Albarle was forced to suspend operations at the end of 1952 and the company subsequently went into liquidation. Labour shortages, machinery breakdowns and a drop in the price of oil were contributory factors.

Other resources at present undeveloped are the extensive kelp (*Macrocystis*) beds, whales, which are found in the surrounding waters, and deep-sea fishing.

Chapter 7 : Social Services

EDUCATION

The Government is responsible for education throughout the Colony. It is compulsory in Stanley between the age of 5 and 14 and voluntary classes enable study to be continued to the age of 16. Evening classes are also held during the winter months open to all who wish to attend but, apart from Government employees, whose attendance up to the age of 18 is compulsory, the response is poor.

In Stanley there are two schools; an infants' school and an all-range school. Boarding allowances, at present £2 per month, are granted to assist Camp children to attend school in Stanley.

Camp children of 5 to 14 living within one mile and children of 7 to 14 living within two miles of a settlement school must attend it. Other children in the Camp are visited, where possible, by travelling teachers.

In 1953 there were four full-time settlement schools, two part-time schools and five travelling teachers on the East Falkland, and three full-time schools and four travelling teachers on the West Falkland.

Under the agreement with the Dorset County Council one boy was sent on scholarship to a County Grammar School in 1952 and a boy and a girl in 1953. The arrangement for voluntary secondment of Dorset teachers to the Colony has so far realised only one candidate.

Plans for the erection of a boarding school at Darwin have been approved and work is due to begin in 1954.

HEALTH

The climate is generally healthy but the consistency with which fine weather is marred by strong winds is rather trying, especially to people from the United Kingdom where the association of strong winds with sunshine is uncommon. The Islands have a daily average of four hours sunshine, and the annual average rainfall is 28 inches.

The quality of food in the Colony is good, but the variety poor. A supply of green vegetables depends entirely upon the activity of the householder who should be able to produce a nine-month supply, though many obtain green vegetables throughout the year. In many areas in the Camp the cultivation of vegetables, other than potatoes, is not undertaken. A limited supply of fresh fruit, which is generally expensive and seldom reaches the Camp in quantity, is imported from the Argentine and Uruguay; but white and red currants, raspberries, gooseberries, strawberries and rhubarb grow well in sheltered gardens.

In May, 1953, the Churchill Wing of the King Edward VII Memorial Hospital was opened by the Governor. The new wing contains 17 beds and has a well equipped theatre, X-ray department, out-patients' department and dental surgery besides the usual hospital offices.

The staff of the Medical Department during 1953 comprised the Senior Medical Officer, two Medical Officers (one being on the West Falkland), one Tuberculosis Officer, who is engaged on a tuberculosis survey of the Islands, one dentist in Stanley and one dentist who toured the Camp. The staff of the Hospital consisted of one matron, three nursing sisters, three nurses and a district nurse.

During 1953, 104 (120) patients were admitted to hospital and 3,558 (4,394) visits were paid to the out-patients' department; 42 (81) operations were performed—24 (19) major and 18 (62) minor—and 6 (11) patients died in hospital. (Figures for 1952 are in brackets).

A well attended ante- and post-natal clinic is held in the hospital. Forty-six (55) babies were delivered, with no maternal deaths in either year.

An Air Ambulance is available for medical cases from the Camp. Should bad weather make flying impossible, the m.v. *Philomel*, which is fitted to carry patients, is available.

HOUSING

The majority of the houses in the Colony are of timber construction, frequently with metal outer covering; the roofs are usually of corrugated iron. Concrete block building, particularly for Government premises, is now becoming more popular. Plans for all new buildings must be submitted for approval and must conform to the sanitation and constructional requirements of the Board of Health. There is a shortage of housing in Stanley due mainly to the high cost of materials and freightage and the shortage of labour.

The Government maintains accommodation for most of its overseas officials. Two blocks of small houses are available for rental by the poorer members of the community. These premises are liable to inspection and the tenants must keep them in a sanitary condition. The Board of Health has power to condemn houses which are unfit for habitation.

SOCIAL WELFARE AND AMENITIES

There are no orphanages or poor law institutions. Poor relief is administered by the Stanley Town Council and approximately £800 is disbursed annually. Accommodation for old and chronic invalids is provided in the Hospital.

Legislation exists for the payment of workmen's compensation and a local society, the Stanley Benefit Club, provides payments to its members in the event of death and sickness. Legislation providing for an old age contributory pension scheme was introduced in 1952. The scheme is compulsory for all residents in the Colony. Children's allowances based on the size of families are also payable to all residents.

There are four social clubs in Stanley: the Colony Club, the Falkland Club, the Working Men's Social Club and the Falkland Islands Defence Force Club. Membership of the last is confined to past or present members of the Force.

Rifle shooting is one of the most popular pastimes in Stanley and the Defence Force Rifle Association has a range with firing points up to 1,000 yards. A high standard of shooting is maintained and, weather permitting, shoots are held every Sunday during the summer. The Colony has been represented at Bisley in the inter-colonial competition on several occasions. "Postal" shoots are also keenly contested. There is a miniature rifle range in the Drill Hall and this is open to members and their wives.

The Drill Hall is also used for badminton and table-tennis. Folk dancing was revived in 1951 and is still most popular.

In 1953 The Falkland Islands Company completed the construction of a squash court in Stanley. The building, which was prefabricated in Sweden, is of wooden construction with a perspex roof and a gallery for spectators. This generous gift to the Colony has proved a most popular and welcome amenity.

Football is a very popular outdoor sport and the Club is well supported by both players and spectators.

The Stanley Sports Association holds an annual meeting in December for horse racing, gymkhana and athletic events. Race meetings are also held at Darwin and at the principal settlements in turn on the West Falkland.

The Working Men's Club holds a sports meeting annually for children and also organises various parties.

The Physical Training and Boxing Club, formed in 1951, is very well supported and has proved of great benefit to Stanley youths and men. A boxing tournament is held each year.

The Shooting and Fishing Club, formed in 1950, remains as popular as ever.

The Guild of Spinners, Weavers and Dyers celebrated its sixth anniversary in 1953. There is also a local branch of the Red Cross and Order of St. John.

A Natural History Centre was inaugurated in July, 1951. It received strong support, and much valuable information of local flora and fauna has been collected. Many people in the Camp correspond and contribute specimens.

The 1st Falkland Islands Company of the Boys' Brigade has been in existence since 1944. Training is carried out during the winter months. Classes are held in signalling (semaphore and morse), ambulance, physical training and drill. The strength in 1953 was 43. Ten boys are to attend the International Camp to be held in the United Kingdom in 1954.

The Girls' Club was formed in November, 1952, and in December, 1953, became a unit of the Girls' Life Brigade. The total membership is 40.

There are three places of worship: Christ Church Cathedral consecrated in 1892, St. Mary's Roman Catholic Church established in 1899, and the Tabernacle (United Free Church) established in 1896.

Church services are relayed every Sunday evening through the broadcasting station in Stanley for the benefit of Camp listeners.

There is a small church at Darwin which is used by visiting ministers.

The new Town Hall, built with the assistance of a grant from Colonial Development and Welfare funds and opened in 1950, contains a dance hall with stage, dressing rooms, refreshment room and a well stocked and well patronised library. The museum is in the process of re-establishment. In 1953 weekly cinematograph exhibitions were given in the dance hall by a private operator.

Chapter 8 : Legislation

The Revised Edition of the Laws, containing the Laws operative on 31st December, 1950, was brought into force on 12th March, 1953.

Apart from the Old Age Pensions Ordinance no major legislation was introduced during the period under review.

Chapter 9 : Justice, Police and Prisons

The judicial system of the Colony is administered by a Supreme Court, with the Governor acting as Judge, and a Magistrate's Court in Stanley. The post of Magistrate is at present held by the Colonial Secretary. The Colony retains the part-time services in England of a retired Colonial Judge as Legal Adviser.

A number of farm managers are Justices of the Peace and as such have power to deal with minor offences.

Crime is mainly confined to petty theft, damage to property, and offences against the licensing laws.

The following are statistics of cases heard in Stanley during 1951, 1952 and 1953 :

	1951	1952	1953
Licensing Offences	18	39	36
Road Traffic Offences	1	16	—
Damage	3	—	—
Offences against Police	3	—	—
Attempted Suicide	1	—	—
Idle and Disorderly Person	1	—	—
Breach of Peace	2	—	—
Neglect of young child	1	—	—
Assaults	—	6	8
Larceny, Breaking and Entry	—	5	5
Prostitution	—	1	—
Malicious Damage	—	3	1
Taking forbidden articles into Prison	—	2	—
Sex offence	—	1	—
Cruelty to Animals	—	1	—
Maintenance	—	1	2
Debt	—	3	2
Eviction	—	1	—
Threats, Breach of Peace, Breach of Recognisance	—	3	3
Dog offences	—	—	2
Custody of child	—	—	1

The Police Force consists of a Chief Constable, a sergeant and five constables.

The Chief Constable also acts as Superintendent of the Fire Brigade, Gaoler, Sanitary Inspector and Registrar of Aliens.

Chapter 10 : Public Utilities and Public Works

ELECTRICITY

A 24-hour supply is available in Stanley. The supply voltage is 230 A.C. for lighting, heating and small power and 400 A.C. for large power. The new diesel electric power station, opened on 27th January, 1951, has a maximum output of 550 kilowatts. Distribution is overhead at 3.3 kv. and 230 to 400 volts. The system is 3-phase 4-wire.

There are 460 consumers in Stanley who pay a tariff at their option of 9d. per unit, or 3d. per unit plus £1 per quarter.

In the Camp most of the managers' houses have their own generators and some settlements are supplied with electricity. Many of the shepherds' houses have self-installed lighting systems with wind-chargers to recharge their batteries.

WATER SUPPLY

The water supply in Stanley is barely adequate for the needs of the town and supplies are brought by pipe-line from a distance of about three miles. In times of drought the tanks must be filled by pump action from Moody Stream. Storage is available for some 335,000 gallons, and many householders use rain-water tanks as reserves. A qualified water engineer who conducted a survey at the end of 1952 has drawn up plans for an increased and purified supply system.

In Camp use is made of fresh-water springs, rain-water tanks and wells with hand drawn or windmill pumped supplies.

PUBLIC WORKS

The Public Works Department controls all the public services. The staff, under the Superintendent of Works, is 65 in number, of whom nine are artisans from the United Kingdom, seven are local tradesmen and the remaining 49 are locally employed unskilled labourers.

The principal activities of the Department during 1952 and 1953 were the completion of the new Churchill Wing of the King Edward VII Memorial Hospital, the construction of a new house for the Secretary of the Falkland Islands Dependencies Survey, work on the new infants' school, repair and maintenance of Government property, extension and modification of the Government Wireless Station, completion of the Town Hall and work on its surroundings, the redecking and strengthening of the Government Jetty, construction of a new wireless station at Fox Bay and the installation of a drainage system in and modifications to the seaplane hangar.

The efficiency of the carpenters' shop has been increased by the installation of a new Universal Woodworking Machine.

The Superintendent was also responsible for the cutting of some 15,000 cubic yards of peat. In December, 1953, a peat-cutting machine was imported and preliminary tests have proved very successful.

Chapter 11 : Communications

SHIPPING

The Falkland Islands Company's 855 ton vessel *Fitzroy* links Stanley with the outside world. She averages twelve journeys annually to Montevideo carrying freight, mail and passengers. The Company also charters vessels to carry extra cargoes ; in 1952 the Company chartered three and in 1953 four vessels. The R.R.S. *John Biscoe* provides occasional communications between Stanley, South Georgia and the rest of the Dependencies, and periodic visits are paid to the Colony and Dependencies by ships of the Royal Navy.

The following table shows the number of vessels which entered and left Stanley and the net tonnage of cargo cleared to 31st December, 1953.

	1951	1952	1953
Number of ships which entered			
Stanley	15	20	21
Number of ships which left Stanley	15	18	20
Net tonnage in	6,379	8,004	18,010
Net tonnage out	6,290	5,257	17,930

These figures consist mainly of repeated entries of the s.s. *Fitzroy* and the charter vessels. The *Ripplingham Grange* which carried the Islands' first export of frozen mutton entered at Ajax Bay in 1953.

AIR SERVICE

An Air Service, operated by Government, was started in 1948 to improve communications between the capital and the settlements and to facilitate the treatment of sick cases.

The Norseman seaplane has been replaced by a de Havilland Beaver seaplane and two Auster seaplanes are also maintained. The original Auster landplane is no longer in commission.

ROADS

There are 12 miles of road in Stanley, and in the Camp there are some stretches of motorable track suitable for the jeep or tracked-type of vehicles. The Stanley roads are in a very poor state of repair due to a labour shortage and the prior claim of more essential works.

The following table shows the number of vehicles licensed in 1952 and 1953 for whole or part of the year :

	1952	1953
Lorries	25	24
Cars	66	69
Vans	16	23
Motor-cycles	40	38

A telephone system is maintained in Stanley by Government for general as well as official use and there are over 320 subscribers. Most of the sheep-stations on the East Falkland have their own lines connected to the Stanley system ; on the West Falkland the telephones converge on Fox Bay where there is a Government wireless station for inter-island traffic.

Some of the farms have private radio transmitters for local use, but these have been largely superseded by radio-telephony sets provided and installed by the Government.

The Posts and Telegraphs Department handles approximately 12 mails annually from overseas, each averaging 180 bags. An average of 40 inter-island mails also pass through the Post Office. Inter-island airmail is controlled by prevailing weather conditions and averages six per month.

Telegrams for inland and overseas are accepted at the Post Office. In 1953 the number of telegrams received exceeded 13,000 and the number sent was over 28,000.

A commercial wireless telegraphy station operates daily from 9 a.m. until 11 p.m. and employs seven operators and two learners.

Two electricians are employed on servicing the telephone, broadcasting and re-diffusion services.

Chapter 12: Press, Broadcasting and Films

PRESS

No newspapers or periodicals are published in the Colony other than the official *Gazette*. A weekly news-letter is however broadcast to Stanley, the Camp and the Dependencies.

BROADCASTING

The Falkland Islands hold the honour of having established the first colonial broadcasting service. In the early part of 1929 a wired broadcasting system was established in Stanley ; the service covered not only the town but also many parts of East Falkland, the programme being carried to outlying farms by the normal telephone lines. Although a number of earlier experiments were made, wireless broadcasting from a radio transmitter did not become a regular feature until 1942. The two methods, operated jointly, are now a well-established service in the Islands.

The broadcasting service is controlled by a voluntary committee under a director. The committee was strengthened in 1953 by the appointment of a salaried secretary.

At least two hours broadcasting are now undertaken on every evening in the week and four part-time announcers are employed. B.B.C. news bulletins, sports results and "Radio Newsreel" are broad-

cast regularly and extensive use is made of the B.B.C. Transcription Service. The acquisition of a tape recording machine in 1953 has facilitated the production of local features.

On the technical side, the United Kingdom General Post Office undertook the design of a completely new re-diffusion system for Stanley which includes modern studio equipment. The Colony has acquired a Marconi 5-kw. medium-wave broadcasting transmitter purchased with a grant of £10,000 from Colonial Development and Welfare funds. Plans have been approved for the renovation of the broadcasting studio and control room and it is expected that all new installations will be operating fully by the middle of 1954.

In 1953 360 wireless receiving licences were issued and 261 wired broadcasting subscriptions were paid.

FILMS

A film library controlled by the Superintendent of Education was established by Government in 1953. Films are obtained from J. Arthur Rank Distributors Limited and the Central Office of Information and hired out on a non-profit basis to the various farm settlements owning 16 mm. projectors and to Mr. A. L. Hardy, a local business man, who operates the cinema in the Town Hall. They are also shown to the schoolchildren on the Education Department's projector.

Chapter 13: Local Forces

The Falkland Islands Volunteer Corps was first formed in 1892. The Force stood down in 1919 and was reconstituted in 1920 as the Falkland Islands Defence Force.

Recruitment, which is voluntary, is steady and the Company remains at the required strength.

Chapter 14: General

THE D.S.I.R. IONOSPHERIC OBSERVATORY

At the end of the war responsibility for the running of ionospheric observatories in British colonial territories was transferred from the Admiralty to the Department of Scientific and Industrial Research, and in 1947 an observatory, maintained entirely by this Department, was re-established at Stanley.

The staff of two is drawn from the Department's Radio Research Station in England.

The major part of the work of the observatory consists in the measurement, with the aid of automatic recording apparatus, of the characteristics of the ionosphere immediately overhead and the transmission of results to the Radio Research Station at Slough, England.

Despite the cold weather and strong gales prevailing on 2nd June, 1953, the carefully planned programme was followed.

At 8 a.m. a Royal Salute of 101 guns was fired, 50 from a shore battery and 51 from a visiting warship.

At 10.30 a.m. the Governor inspected a parade of detachments of the Royal Navy, the Royal Marines, the Falkland Islands Defence Force and the Boys' Brigade. After the parade services were held in all the churches.

The Governor then held a large reception at Government House where the health of Her Majesty the Queen was drunk. Guests included members of the Executive and Legislative Councils and Heads of Departments.

From mid-day onwards there were almost continuous relays of B.B.C. programmes and the broadcast of Her Majesty was heard clearly. The Governor later broadcast to the Colony.

During the afternoon prizes were awarded for the best decorated house and business premises in Stanley.

Street lighting was augmented by additional lights in patriotic colours affixed to each lamp post.

After dark a large bonfire was lighted by the youngest member of the Boys' Brigade, and as the flames died the sky was illuminated by a magnificent display of fireworks.

The Coronation Ball commenced at 9 p.m. and over 700 people were present. The Governor proposed a loyal toast to Her Majesty the Queen which was drunk by all present.

The children's Fancy Dress Party held on 3rd June attracted a large crowd. In the evening a supper was held for all people over the age of 64. After supper they were the guests of the Boys' Brigade who gave a gymnastic display in the Town Hall.

Every child in the Colony received two souvenirs of the occasion. Celebrations also took place at Camp stations.

PART II

Chapter 1 : Geography and Climate

THE Falkland Islands lie in the South Atlantic Ocean between 51° and 52½° South and 57° and 62° West and are about 300 miles east and slightly to the north of the Straits of Magellan. There are two main islands, the East and West Falkland, divided by the Falkland Sound, running approximately north-east and south-west, and about 200 smaller islands around them within a space of 130 by 80 miles. The area, computed from the Admiralty chart, is as follows :

	<i>Square miles</i>
East Falkland and adjacent Islands . . .	2,580
West Falkland and adjacent Islands . . .	2,038
	4,618

The islands have a very deeply indented coastline and possess many excellent harbours and anchorages. The surface is hilly attaining its maximum elevation of 2,315 feet in Mount Adam on the West Falkland. There are no navigable rivers. The entire country is covered with moorland "white grass" (*Cortaderia hilosa*) predominating, although there are large areas of "diddle-dee" (*empetrum*). There are numerous outcrops of rocks and here and there peculiar "rivers" of angular boulders, known locally as "stone runs", the origin of which is debatable. Apart from Stanley, where practically every house has a garden, there is no cultivation except in the immediate vicinity of the farm settlements and shepherds' houses, where vegetables, fruit bushes and in some places oats and grass for hay are grown. The soil is mainly peat, but sandy areas occur. In general appearance the Falklands are bleak and inhospitable to a degree but they can nevertheless look attractive in fine weather and the sunsets are often magnificent.

Trees exist only where they have been planted but there are areas of wild fuchsia (*Chiloitrichum diffusum*) and, on the West Falkland only, "Box" (*veronica elliptica*) is indigenous. Most of the islands and small coastal areas are clothed luxuriantly in tussac grass (*poa flabellata*) which is excellent food for stock and which has kept more than one shipwrecked sailor alive.

The capital, Stanley, is situated on a sharply rising hillside forming the southern slopes of a harbour entered from Port William, on the east of the group. It has about 1,200 inhabitants. Smaller settlements have been established at headquarters of the various sheep stations into which the Colony is divided. Of these the most important is Darwin, the headquarters of the Falkland Islands Company's farms, with a population of about 100. The entire territory outside Stanley is known locally as the "Camp" (Spanish : Campo—countryside).

The climate of the Falklands is often deplored. It is cool and windy, with an average annual temperature of 42°F. The islands are generally colder than any part of the British Isles, though temperatures

below 20°F. are uncommon, even in mid-winter, because of the maritime exposure. For the same reason summer temperatures seldom exceed 70°F. Warm spells with light winds are infrequent and, when they do occur, are of brief duration. The islands are exposed to persistent strong winds which accompany fair weather as often as foul. The average wind speed throughout the year is 15 knots and gales (winds whose mean speed is greater than 33 knots) develop for at least short periods almost one day in five, with a tendency to be more frequent in summer. Thus the islands are windier than almost any part of the British Isles except a few exposed coastal areas in the north and west. Precipitation, which is generally light or moderate in intensity, is fairly evenly spread throughout the year but the summers are characterised by fair and very dry spells when north-west winds reach the area after the passage over the Andes. The average rainfall is about 28 inches per year which is rather more than London. The aggregate of bright sunshine, however, is almost exactly the same and averages four hours per day over the year.

Chapter 2: History

The honour of first sighting the Falklands is thought to belong to Captain John Davies, who observed the group from his ship *Desire* in 1592. He sailed from Plymouth in an expedition commanded by Admiral Cavendish with the Philippines and the Coast of China, via Cape Horn, as their destination.

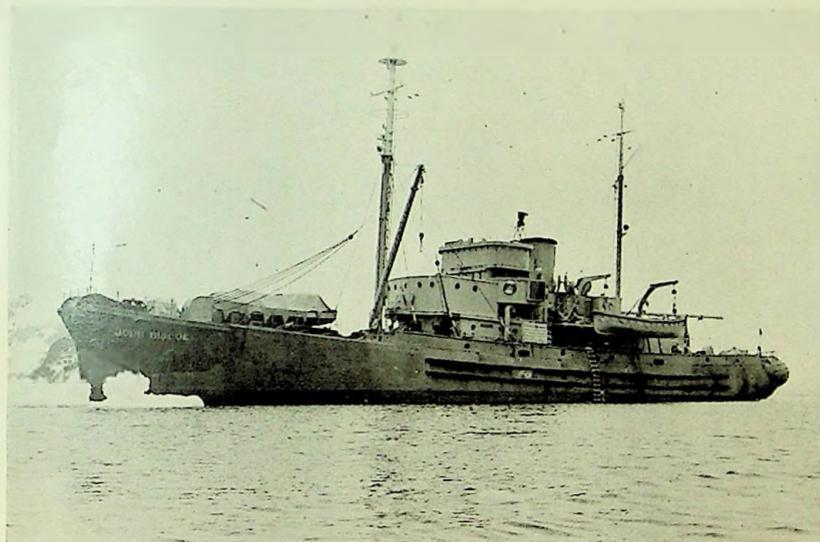
John Jane, the historian of the voyage described the discovery of the islands as follows :

" The Ninth (Aug. 1592) wee had a sore storme, so that wee were constrained to hull, for our sailes were not to indure any force. The 14 wee were driven in among certaine isles never before discovered by any known relation, lying fiftie leagues or better from the shoare East and Northerly from the Streights ; in which place unlesse it had pleased God of his wonderfull mercie to have ceased the winde, wee must of necessitie have perished. But the winde shifting to the East wee directed our course for the Streights, and the 18th August wee fell with the Cape (Virgin) in a very thick fogge ; and the same night wee ankered ten leagues within the Cape."

These isles were the Falkland Islands.

Two years later Sir Richard Hawkins reports having seen them, and called them "Hawkin's Maidenland" after Queen Elizabeth, and a Dutchman, Sebald Van Weerdt, appears to have visited some of the outlying islands, thought to be the Jasons, on the north-west coast in 1598. They were long named the Sebaldine Islands and are so shown on a map hanging in the Secretariat at Stanley, bearing a date "about 1790".

The Falklands were so named by Captain Strong after Viscount Falkland, Treasurer of the Navy in 1690. He sailed in the *Welfare* between the West and East Falkland and called the passage Falkland Sound. But it does not appear that this name was applied to the group as a whole before 1745.



R.R.S. JOHN BISCOE



SURVEYORS FIXING POSITION WITH SUN-SIGHT AND TIME SIGNAL, SIGNY ISLAND, SOUTH ORKNEY ISLANDS



ADELIE PENGUIN ROOKERY AT GOURLAY PENINSULA,
SIGNY ISLAND, SOUTH ORKNEY ISLANDS



LOOKING NORTH TO LEMAIRE CHANNEL FROM
GALINDEZ ISLAND, ARGENTINE ISLANDS



THE CHURCHILL WING OF THE KING EDWARD VII
MEMORIAL HOSPITAL, STANLEY



AERIAL VIEW OF GOOSE GREEN SETTLEMENT, EAST
FALKLAND



THE NEW HARBOUR DEPARTMENT OFFICE AND WAREHOUSE
ON THE GOVERNMENT JETTY, STANLEY



THE BEAVER AIRCRAFT IN PORT STANLEY

To historians the islands are known also as "Les Malouines" after Viscomte de Bougainville who sailed from the Brittany port of St. Malo ; the Spanish variant is used on the mainland of South America "Las Islas Malvinas".

The recorded history of the islands begins in 1764 when a settlement was established by de Bougainville. Setting sail from St. Malo on 15th September, 1763, he called at Montevideo—as is still the custom—where he took on board everything that was necessary to establish a settlement, including cows, calves, goats, sheep, pigs and horses. The Falklands were reached on the 31st January, 1764. Finding no good anchorage at what is known as West Falkland the expedition sailed round to East Falkland and entered Berkeley Sound. The site for the new settlement was selected on 17th March and a fort, St. Louis, was erected together with several huts. On 5th April formal possession in the name of King Louis XV was taken of all the islands under the name of "Les Malouines". Traces of this colony may still be seen at the western extremity of Berkeley Sound.

In the light of history it seems a strange coincidence that the Admiralty should have despatched to the Falklands about the same time a Captain John Byron ("Foul-weather Jack") with orders to seek some suitable place for use as a base. He made his landfall at Saunders Island and taking possession of this and all the neighbouring islands in the name of King George III, named the settlement and harbour Port Egmont after the Earl of Egmont, then First Lord of the Admiralty.

On his departure he left Captain MacBride in charge and the latter while circumnavigating the islands was surprised to discover the French settlement at Port Louis less than 100 miles from his own base. He warned the French to remove themselves from the territory belonging to the English Crown and himself went to England to report his discovery. The Government thereupon decided to establish a settlement at Port Egmont and during 1776 both countries maintained settlements in the islands. For the next two years much bad feeling was engendered among the three great Powers of the period, France, Spain and England. Spain had for long regarded the South Atlantic as her own particular sphere of interest and was determined to resist any attempts by either France or Britain to appropriate the islands. After long, and very angry correspondence, the French King consented to withdraw his subjects and it was duly done in 1767 on payment of a sum said to have amounted to £24,000. The Spaniards, having taken possession changed the name of the settlement to Soledad, and left a garrison there under authority of the Imperial Governor at Buenos Aires. Of this episode, de Bougainville wrote :

" I delivered our settlement to the Spaniards who took over possession of it by planting the Spanish colours which were saluted at sunrise and sunset, from the shore and from the ships. I read King Louis' letter to the French inhabitants of this infant colony by which His Majesty permits their remaining under the Government of His Most Catholic Majesty. Some families profited of the permission ; the rest, with the garrison embarked on board the Spanish frigates."

Endeavours to induce the British to withdraw were more protracted and eventually orders were sent for their expulsion by force. On 4th June, 1770, a Spanish frigate entered Port Egmont and two days later four more Spanish ships anchored opposite the settlement. The one British vessel was a sloop-of-war the *Favourite* and the only fortifications a block-house and a mud battery mounting four pounders. The British captain, playing for time, wrote to the Spanish commodore, requesting him to depart as soon as he had obtained "necessary refreshments". In a brief reply the Spaniard stated that he had come with a very large force, comprising 1,400 men, besides the crews of his vessels and an ample supply of ammunition and artillery, and his orders were to expel the British occupants. The latter then had no other course but to capitulate, the Spanish troops coming ashore on 10th June, 1770. The British settlers were embarked on board the *Favourite* and sailed on 14th July, reaching England on 24th September.

The Spanish action brought the two countries to the verge of war, but on 16th September, 1771, after protracted negotiations, Port Egmont was restored to Britain. However, the settlement was short-lived for the islands were abandoned by the British in 1774; before they left, a plaque was erected on a block-house with the following inscription:

"BE IT KNOWN TO ALL NATIONS. That Falkland Islands with this Fort, the Stonehouse, Wharfs and Harbours, Bays and Creeks thereunto belonging are the Sole Right and Property of His Most Sacred Majesty, George the Third, King of Great Britain, France and Ireland, Defender of the Faith, etc. In witness whereof this plate is set up, and His Britannic Majesty's colours left flying as a mark of possession.

by S. W. Clayton
Commanding Officer at Falkland Islands
A.D. 1774."

While Port Egmont remained deserted the Spaniards maintained their settlement of Soledad until they too withdrew in the first quarter of the nineteenth century; the exact date is still uncertain. Apart from the sealing and other vessels which frequently took refuge in the natural harbours the Falklands were without permanent occupants for a number of years.

Argentine interests in the Falklands began in 1824 with the endeavours of Louis Vernet to revive the settlement at Port Louis (or Soledad). Vernet, by origin a German from Hamburg who had long resided in America, had removed to Buenos Aires. Under authority of the Republic of Buenos Aires he finally took possession of Soledad in August, 1829. British protests followed this action, although the situation remained quiet until 1831. Vernet then seized three United States vessels, a rash action which eventually led to the American warship *Lexington* destroying the small fort at Soledad and retaking the vessels which had been seized.

Argentine claims to the islands persisted, but the British Government re-asserted its sovereignty in 1832 by sending out His Majesty's ship *Clio* under command of Captain Onslow. On reaching Port Louis he found 25 Argentine soldiers, and a schooner flying the Argen-

tine colours. The Argentine commander was acquainted with the object of the mission and given orders to quit; while consenting to embark his soldiers he kept the Argentine flag flying whereupon Captain Onslow landed, hoisted the British flag, and sent an officer to haul down the foreign flag which was delivered on board the Argentine ship. On leaving Port Louis in 1833 Captain Onslow entrusted William Dickson (Vernet's storekeeper) with the care of the settlement leaving him with instructions that the British flag be hoisted when any vessels anchored, and on all holidays.

The year of establishment of the Colony is marked with a savage crime which will cause less surprise if the wild nature of the settlers remaining at Port Louis is called to mind—sealers and whalers of various nationalities, Indian convicts and gauchos from South America and adventurers generally disposed to resent the mere existence of authority. On 26th August, 1833, without warning and, so far as is known, for no tangible cause, Matthew Brisbane (Vernet's agent) and William Dickson were brutally done to death by three gauchos and six Indians assisted by some deserters from vessels who supplied the firearms. Brisbane lies buried in the cemetery there, and his grave, put in order by Governor Allardyce many years after and restored again by Sir James O'Grady in 1933 is now cared for and honoured.

When the news of the crime became known Lieutenant Henry Smith, R.N. was sent to the Colony as Governor and was succeeded as such by other naval officers until a civil administration was formed under Lieutenant R. C. Moody, R.E. in 1842. Governor Moody laid out a township which he named Anson and then removed in 1844 to Stanley, the present capital.

After difficult times in the beginning further settlers and fresh capital were gradually attracted by the possibilities of the new Colony and in 1846 that part of the East Falkland Islands lying south of the isthmus at Darwin was conceded by sale to Samuel Lafone of Montevideo; Lafone, however did not long continue to farm the property on his own account and in 1851 transferred it to the Falkland Islands Company which was incorporated by charter that same year. The Falkland Islands Company besides owning Lafonia has extensive tracts of land in the northern half on the East Falkland Island and also in the West Falkland Island and carries on business as shipping agents and general merchants in Stanley.

In 1849 a small garrison composed of sappers, which had been maintained in the Colony, was replaced in turn by a garrison of Marines, 35 in number and all married. About this time the South American Missionary Society founded a training settlement for Indians from Tierra del Fuego on Keppel Island. The settlement did not succeed and the experiment had to be abandoned. Bishop Stirling, who was consecrated the first Bishop of the Falkland Islands in 1869, came out to Keppel Island as superintendent of the settlement in 1862.

In February, 1871, the Duke of Edinburgh visited the islands and in January, 1881, Prince (later King) George entered Port William together with his brother Albert Victor on board H.M.S. *Bacchante*,

but was prevented from landing by the receipt of sudden orders to proceed to the Cape of Good Hope.

The early industry of the Colony was exploitation, mainly for their hides, of wild cattle running freely over the East Falkland Island. These wild cattle were descendants of the cattle introduced by de Bougainville and of later importations during the Spanish occupation; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor. Sheep farming was attempted first by the brothers Whittington on East Falkland where, by the year 1860, a considerable number of sheep was being run, and shortly afterwards a start was made on the West Falkland. Between 1870 and 1880 a definite change over from cattle to sheep took place and subsequently the wild cattle were killed off by degrees and have now become almost extinct.

The Colony enjoyed a steady prosperity from the proceeds of its wool, but few landmarks of positive progress stand out other than that in 1885 the Colony became entirely self-supporting and that in 1912 a wireless station was opened. Indeed, the Falkland Islands were little remembered until 8th December, 1914, when they sprang into fame as the scene of Sturdee's brilliant victory over Graf von Spee. Not long before they had bidden farewell to Cradock on the eve of Coronel. The eighth of December has been adopted in the Colony as a national day and is annually celebrated by a religious service and by a public holiday.

A memorial commemorating this victory was unveiled on 26th February, 1927.

When war was declared in 1939 the Falkland Islands Defence Force was embodied in order to man the previously chosen outposts and gunsites, and training of the infantry company was greatly intensified. At the same time the Colony's value as a naval base became obvious as a result of the activity in the South Atlantic. One notable local event was the return of the British cruisers after the Battle of the River Plate to land the wounded who were cared for in the local hospital for several weeks. At the beginning of 1940 there were at one time as many as six cruisers in Stanley Harbour and its approaches, but after the disappearance of German raiders, naval activity diminished greatly. The area to the south of the River Plate was devoid of shipping and, perhaps, too remote for submarine warfare.

In 1942, following the outbreak of war with Japan, a garrison of Imperial troops arrived. It comprised the 11th Battalion, the West Yorkshire (the Prince of Wales' Own) Regiment, the 359th A.A. Battery, R.A., and parties of the Auxiliary Corps, in all some 2,000 officers and men. The sending of such a force was an indication of the strategic importance of the Colony. The manpower shortage continued because batteries and outposts manned by the local force had to be kept at full strength.

Until a permanent camp of Nissen hutting was constructed the 2,000 troops were billeted in the town and the householders of Stanley, despite all inconveniences including the evacuation of schoolchildren

to the Camp, displayed that hospitality which is a characteristic of the Falkland Islands. The Force left at the beginning of 1944 and was greatly missed; it was succeeded by a much smaller body, about 200 men, which was responsible for the maintenance and eventually the dismantling of the Camp, and it was withdrawn in 1945.

Unemployment in the Colony disappeared with the calling-up of men for the Falkland Islands Defence Force and this mobilisation embarrassed civil affairs in the early days. Military and civil manpower needs were a matter for frequent adjustment throughout the war, and although neither was perhaps fully satisfied, a state of fair equilibrium was reached at least as regards essential activities. The drift of men into Stanley which had been going on for some years was aggravated in the early days of the war and has had a marked and permanent effect in a labour shortage on the farms.

Stanley Town Hall was accidentally burned to the ground in 1944. Its fine public hall played a very important part in social life, so that the loss of it was a blow to the whole community. The building contained also the Public Library, the Museum and certain Government offices. A new Town Hall was opened in 1950.

The roads in Stanley deteriorated on account of heavy military traffic, for which they were not designed, and their reconstruction will be a long and expensive task.

During the war the Colony and Dependencies made gifts of over £70,000 to the United Kingdom as a war contribution, including some £20,000 for war charities. Ten Spitfires were purchased with £50,000 of this total, which was voted by the Legislative Council in 1940, and these aircraft flew into action bearing the name "Falkland Islands". Despite limited manpower, over 150 of the Colony's young men and women served in the Armed Forces, Merchant Navy, Nursing Services and the Land Army in the United Kingdom. After the war some of them elected to stay there.

Chapter 3: Administration

At the head of the Government is the Governor and Commander-in-Chief, who is advised by an Executive Council composed of four official and three unofficial members. In December, 1951, the constitution was amended so that the number of nominated official members of the Legislative Council was reduced from three to two giving, for the first time, a majority to the unofficial members of the Council. The re-constituted Legislative Council met in 1952 and comprised the three senior officials of the Administration (the Colonial Secretary, the Senior Medical Officer and the Agricultural Officer), four elected members (two representing Stanley and one each the East and West Falklands), two nominated official members, and two nominated unofficial members.

Local government is confined to Stanley where there is a Town Council consisting of six elected members and three members nominated by the Governor ; the members of the Council elect one of their members annually as chairman.

Chapter 4 : Weights and Measures

Imperial weights and measures are used.

Chapter 5 : Reading List

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- GEOBEL, JULIUS, Jr. *The Struggle for the Falkland Islands.* New Haven, Yale University Press and London, Oxford University Press, 1927.
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(B) THE DEPENDENCIES

PART I

Chapter 1: Population

THE population of South Georgia comprises the workers at the whaling factory and a few Government servants at Grytviken (King Edward Cove) in Cumberland Bay. The total population in 1952 was 1,477 of whom 1,469 were males, 6 females and 2 children. In 1953 the total population was 1,449 of whom 1,441 were males, 6 females and 2 children. Two deaths were registered in 1952 and 6 in 1953. There were neither marriages nor births. The population fluctuates with the whaling season ; in the winter the total declines to rather less than half.

Chapter 2: Occupations, Wages and Labour Organisation

OCCUPATIONS

Whaling and, to a small extent, sealing—with the necessary auxiliaries of repair shops—are the only occupations in South Georgia. Labour is recruited from overseas, mainly Norway and the United Kingdom, on special terms adopted by the whole whaling industry. The whaling season is from October to April and the men work about 60 hours a week. During the remainder of the year the average number of working hours is 46. Sealing operations are conducted only from Grytviken.

WAGES AND COST OF LIVING

A system of bonuses on production is employed and, besides wages and bonuses, all hands are provided with quarters, light and food, which although plain is good and plentiful. All foodstuffs are supplied by the companies, and no cost-of-living bonus is awarded. There are no shops or private trade, but each station has a "slop chest" where clothing, tobacco, etc. may be purchased.

Chapter 3: Public Finance and Taxation

Revenue for 1952-53, including a grant of £47,000 from Her Majesty's Government towards the cost of the Survey, amounted to £207,741 and expenditure was £210,218. The revised estimates for 1953-54 are £91,989, £289,210 and £308,490 respectively.

The revenue and expenditure figures since 1st January, 1947, are as follows :

	Revenue £	Expenditure £
1947	38,899	64,212
1948	225,807	92,306
1949	218,917	200,775
1950 (6 months)*	75,388	89,685
1950-51	195,137	200,697
1951-52	155,697	187,458
1952-53	207,741	210,218

* Financial year altered to end on 30th June.

The general revenue balance at 30th June, 1953, was £60,470 and on the same date the reserve fund amounted to £109,369.

The main heads of taxation are customs and income tax (for details see under the Colony). Revenue received during 1952-53 : Import duties £12,959, Export duties £77,303, Income Tax £52,631.

Chapter 4: Banking and Currency

There are no banks but facilities are provided by the Administration for deposits in the Government Savings Bank and for remitting funds abroad.

Legal tender consists of Falkland Islands Government currency notes of £5, £1 and 10s. denominations and United Kingdom coinage.

Chapter 5: Commerce

Except for a certain amount of whale meat and fish, all the Dependencies requirements of foodstuffs are imported.

The value of imports and exports for the years 1951, 1952 and 1953 was :

	IMPORTS		
	1951	1952	1953
	£	£	£
Raw Materials	1,841,088	1,574,102	1,374,618
Mainly manufactured	773,376	666,948	697,778
Food, drink and tobacco	204,134	165,032	159,252
Miscellaneous	2,616	329	56
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	£2,821,214	£2,406,411	£2,231,704

Total imports from the High Seas were £657,420 in 1951, £461,800 in 1952 and 634,920 in 1953.

FALKLAND ISLANDS
SOURCES OF IMPORTS

Percentages, including imports from the High Seas for re-export

	1951	1952	1953
Foreign countries	47.82	57.77	44.47
British Commonwealth	28.88	23.04	27.07
High Seas	23.30	19.19	28.46

PRINCIPAL SUPPLYING COUNTRIES

	1951	1952	1953
	£	£	£
United Kingdom	814,666	554,438	604,342
Argentine	47,517	159,231	179,367
Dutch West Indies	842,458	942,640	389,449
Norway	183,291	260,049	238,003
Spain	92,266	16	100
U.S.A.	95	—	—
Uruguay	115,340	6,333	9,080
Venezuela	40,976	—	168,069
High Seas	657,420	461,800	634,920

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY, 1951-53

Principal Supplying Countries

	1951	1952	1953
	£	£	£
Coal, Coke, Fuel and Lubricating Oil	1,115,155	1,050,445	689,805
Food, Drink and Tobacco	204,134	165,032	159,252
Bags and Bagging	113,911	5,887	37,094
Hardware	282,513	368,336	517,118
Canvas and Rope	87,887	28,052	49,705
Paints and Oils	41,993	6,767	13,842
Coal, Coke, Fuel and Lubricating Oil			
Food, Drink and Tobacco			
Bags and Bagging			
Hardware			
Canvas and Rope			
Paints and Oils			
Coal, Coke, Fuel and Lubricating Oil			
Food, Drink and Tobacco			
Bags and Bagging			
Hardware			
Canvas and Rope			
Paints and Oils			

Dutch West Indies £838,982
U.K. £115,728, Norway £41,078
U.K. £103,531
U.K. £236,507, Norway £35,397
U.K. £76,682
U.K. £41,082

Dutch West Indies £928,700
U.K. £88,675, Norway £48,691
U.K. £4,717
U.K. £197,108, Norway £157,667
U.K. £15,070
U.K. £2,472

Dutch West Indies £389,449, Argentine £132,951
U.K. £76,391, Norway £48,689
U.K. £23,359
U.K. £407,464, Norway £95,944
U.K. £33,984
U.K. £8,883

FALKLAND ISLANDS

TOTAL EXPORTS

	1949	1950	1951	1952	1953
	£	£	£	£	£
Whale Oil	2,296,293	1,925,112	2,422,746	1,958,059	1,504,550
Seal Oil	189,726	—	186,915	203,680	37,100
Whale Meat & Bone Meal	268,117	387,423	234,288	359,660	295,933
Other Whale Products	128,024	—	31,648	168,260	135,932
Other Articles	14,864	3,097	282	318	475
Exports	2,897,024	2,315,632	2,875,879	2,689,977	1,973,990
Re-exports	707,460	4,260,714	225,561	999,188	840,497
Total Exports	£3,604,484	6,576,346	3,101,440	3,689,165	2,814,487

DOMESTIC EXPORTS

		1951	1952	1953
Whale Oil	barrels	150,537	146,259	132,341
Whale Meat and Bone Meal	lb.	20,689,640	28,249,599	19,924,356
Seal Oil	barrels	13,906	20,368	3,710
Solubles	lb.	1,752,080	12,572,336	12,098,464
Other Whale Products	lb.	—	400,344	10,775

RE-EXPORTS

		1951	1952	1953
Whale Oil	barrels	4,986	66,891	1,553

TOTAL EXPORTS

Principal Destinations

	1951	1952	1953
	£	£	£
United Kingdom	2,875,896	3,429,753	2,265,079
Argentina	1,858	5,040	41,330
Norway	407	3,550	332,738
Uruguay	6,145	550	300
High Seas	217,134	251,272	175,040

TOTAL EXPORTS

Distribution by Percentages

	1951	1952	1953
British Commonwealth	92.73	92.94	80.48
Foreign Countries	.27	0.25	13.31
High Seas	7.00	6.81	6.21

Chapter 6: Production

Whaling and sealing are the only industries in the Dependencies and the by-products of the whale, such as meat meal and guano, are the sole products. The whaling season lasts for six months, from October until April; sealing takes place from September to the end of October and from early March to early April. For the primary purpose of assisting whaling operations, the Government has, since January, 1950, maintained a meteorological station in South Georgia, and in 1953 there were six other stations in various parts of the Dependencies manned by personnel of the Falkland Islands Dependencies Survey.

WHALING

There are three whaling stations all of which are in South Georgia, and a ship repair base with a dry dock at Stromness. The average price of first grade whale oil in 1951 was £110, and in 1952 was £90.

In the 1951-52 season 2,270 whales were killed giving 119,905 barrels of oil valued at £1,399,880. Bags of meat meal totalled 103,233 worth £359,660.

The following table shows the catch and production of whales for the past five seasons:

	Number of Whales	Oil (Barrels)	Bone Meal (Bags)
1947-48	2,949	163,651	137,173
1948-49	2,941	172,290	141,021
1949-50	3,356	148,166	144,346
1950-51	2,817	152,001	126,091
1952-53	2,270	119,905	103,233

SEALING

This is confined to the surplus males of the herd of elephant seals (*Mirounga leonina*) which, with the wholehearted co-operation of the sealers, has been carefully guarded by the Administration, and, in accordance with a report submitted by the Falkland Islands Dependencies Survey biologist, the annual catch has been restricted to 6,000 for a five-year period starting in 1952. Sealing is carried out under licence, and the coasts of South Georgia are divided into four regions of which only three are worked annually so that each division is rested one year in four. The catches for the last five seasons have been:

	Seals	Oil (Barrels)	Average per Seal (Barrels)
1949	6,876	13,358	1.942
1950	6,951	13,035	1.088
1951	7,877	14,608	1.855
1952	6,000	10,807	1.801
1953	6,000	11,475	1.912

Chapter 7: Social Services

EDUCATION

There were two children in South Georgia during 1952 and 1953 ; there are no educational facilities, but books and materials may be obtained from the Education Department.

HEALTH

Apart from the common cold introduced by visiting ships the Dependencies are remarkably free from sickness. The accident rate among whaling crews is high.

The whaling companies employ their own doctors, and each has a sick-bay. The Government contributes a share of the salary of the Medical Officer at Grytviken. A dentist appointed and paid by Government and maintained by the companies was recruited at the end of 1953.

HOUSING

All Government officials are well housed and the accommodation provided by the whaling companies for the men working on the stations is adequate.

SOCIAL WELFARE

Each of the whaling companies has its own cinema ; films are also sent to the Administrative Officer from the Central Film Library. Football is the most popular sport in summer and ski-ing in winter.

Chapter 8 : Justice, Police and Prisons

The Administrative Officer is also the Magistrate. He sits at Grytviken in the first instance, and the Supreme Court in Stanley is common to all the Dependencies. One police constable is stationed at South Georgia.

The following table enumerates the charges dealt with in South Georgia in 1953.

	1953
Found in possession of a still	2
Larceny	4
Evasion of Duty on Spirits	6

Chapter 9: Public Utilities

There are no public utilities. The whaling stations and the Government quarters have their own water and electricity supplies.

Chapter 10: Communications and Transport

There is no regular sea communication between South Georgia and Stanley, but during the whaling season the opportunity occurs for the passage of mails direct between Europe and the River Plate and South Georgia. Ships of the pelagic fleet call at South Georgia on their way to the whaling grounds in November and again on their return journey in March.

South Georgia is visited at least twice a year by the R.R.S. *John Biscoe* for refuelling in the course of her annual relief tours of the Dependencies.

Three floating docks are maintained by the whaling companies at South Georgia, one at Grytviken and two at Stromness Harbour. A dry dock has been constructed at Stromness which is capable of taking vessels up to 1,000 tons. The floating dock at Grytviken is 133 feet long and 34 feet broad ; it has a lifting capacity of 600 tons. It will house vessels up to 140 feet in length and 15 feet 6 inches draught. The other dock at Stromness is 150 feet long and 34 feet wide ; this will accommodate vessels up to 160 feet in length and 15 feet in draught.

There are two ports of entry in the Dependencies, one at Grytviken, South Georgia, and the other at Port Foster, Deception Island, in the South Shetlands.

The following ships entered at South Georgia in 1952 and 1953 :

Nationality	1952		1953	
	Vessels	Tonnage	Vessels	Tonnage
British	62	139,887	51	112,833
Foreign	14	48,376	13	40,038

The tonnage represents the total net register.

Post offices are maintained at each of the Survey Bases and at South Georgia. Because of the enthusiasm of philatelists the sale of stamps is out of all proportion to the population and forms a large item in the revenue of the Dependencies.

The Colonial Wireless Station at Grytviken is in regular communication with Stanley through which traffic passes overseas.

Chapter 11: Meteorological Service

The Falkland Islands and Dependencies Meteorological Service (which was established in 1950) is constituted as an integral part of the Falkland Islands Dependencies Survey and it embraces also the forecasting offices at South Georgia and Stanley, Falkland Islands. The headquarters of the service is at Stanley, and the cost of its operation is carried on the Dependencies Budget, with a contribution from the Colony.

The general functions of the service are :

1. Provision of forecasting services for the whaling fleets operating in the waters of the Falkland Islands and Dependencies.

2. Provision of local forecasts in the Falkland Islands for the general public, for coastal shipping, and the Government Air Service.

3. The organisation of meteorological observations in the Falkland Islands and Dependencies and the broadcasting of this information in the form of collective synoptic messages designed for international use.

4. The collection and publication of climatic data.

5. Limited investigation into the meteorology of the Falkland Islands and Dependencies area.

Forecasting Services

The Stanley forecast office continued during 1952 and 1953 to issue two local area forecasts each day for the use of the general public and coastal shipping. Forecasts were also supplied, as required, to the Government Air Service operating over the Islands, and to ships at sea on their way to and from Falkland Islands ports. During the summer, additional forecasting services were provided to meet the needs of shore-based whalers at South Georgia, and the pelagic whaling fleets operating in the waters of the Dependencies. These services took the form of special forecast bulletins issued from both Stanley and Grytviken, South Georgia, covering about two million square miles of the South Atlantic and Antarctic Oceans, south of 50 degrees South, between latitudes 70 and 10 degrees West. The bulletins, which were issued thrice daily, contained gale and storm warnings and brief synoptic analyses, as well as forecasts. Those transmitted from Stanley, covering the western half of the area (west of 40° W.) were followed almost immediately by those from Grytviken which covered the area east of 40° W. Thus vessels operating near the centre of the area were served by two bulletins both of which could be intercepted in a comparatively short time. The broadcasts were made on two frequencies simultaneously and the wavelengths were chosen to ensure reception in all parts of the area. During the summer an additional local forecast for the Falkland Islands was issued in the late evening, and proved useful in planning activities for the following morning.

Reporting Stations and FICOL

In addition to Stanley and Grytviken, full reporting stations were maintained at the Falkland Islands Dependencies Survey Bases at Signy Island, Admiralty Bay, Deception Island and Argentine Islands. The Station at Hope Bay, which re-opened in January, 1952, maintained a full programme of observations from May of that year. At all these stations observations were taken at three-hourly intervals throughout the day and night, and pilot balloon ascents, to determine the speed and direction of upper winds, were made whenever conditions were suitable. A more modest programme of observations was undertaken at the Falkland Islands Dependencies Survey Base at Port Lockroy, which is devoted largely to ionospheric investigations. Daily observations were made at three outstations in the Falkland Islands in 1952, and at four in 1953. Fox Bay and Pebble Island

reported in both years, and the closing of Port Stephens early in 1953 was offset by the re-opening of the Darwin Station and the establishment of a new one on West Point Island. Reports for 12, 18 and 23 hours G.M.T. and the results of all pilot balloon ascents were collected in headquarters within a very short time of the observations being made. They were then re-issued in collective messages called "FICOL" for interception over a wide area extending as far as Rio de Janeiro in the north and Cape Town, South Africa, in the east. These messages also contained reports from ships when available, and (with the permission of the Director, Meteorological Office, Air Ministry,) the results of all upper air soundings made by the Air Ministry Radio-Sonde Unit in Stanley were also included. Broadcasts were made on two frequencies simultaneously and, to ensure reception over long distances, one of the main radio transmitters at the Government wireless station, which has a power of 3½ kw., was used for this purpose.

Climatological Work

Detailed monthly returns, based on a continuous weather watch day and night, were maintained by all main stations and simpler returns were made at Port Lockroy and the Falkland Islands outstations.

The climatological summaries for the period from 1944-50, which are being compiled under the supervision of the Meteorological Office, London, were almost ready for publication by the end of 1953, and will include a historical gazetteer of stations and an explanatory text. The annual summaries for 1951 and 1952 were completed and printed locally at the Government Printing Office in Stanley.

Air Ministry Upper Air Unit

Since 1947 the Meteorological Office of the Air Ministry has maintained a Radio-Sonde Unit in Stanley and this has continued to make regular daily flights during 1952 and 1953. Using British Radio-Sonde and Radar wind-finding equipment the Unit measures temperatures, humidities and winds to high levels, usually to more than 50,000 feet. The Air Ministry accepts financial liability for this work, and provides the staff, but, with the permission of the Director, the results are included in the collective messages and climatological publications of the local service.

Staff

A total of 13 comprise the headquarters establishment in Stanley. This figure includes clerical and other ancillary staff but does not include the staff of the Radio-Sonde Unit, which consists of four men. Most of the specialist staff are drawn from the Meteorological Office and they serve on secondment from the Air Ministry. On the Antarctic Bases there are normally three meteorologists, and, in addition, a Forecasting Officer serves at South Georgia. At the Falklands outstations observations are made by enthusiastic and competent part-time observers, who receive a modest annual payment for their services.

Detailed Annual Reports on the Falkland Islands and Dependencies Meteorological Service are presented each year to the Governor by the Chief Meteorological Officer.

Chapter 12 : Falkland Islands Dependencies Survey

WORK AT BASES DURING 1951

Only five stations, Deception Island, Argentine Island, Admiralty Bay, Signy Island and South Georgia, were maintained in the Falkland Islands Dependencies during 1951. These stations were mainly occupied with meteorology ; they kept continuous watch on the weather throughout the 24 hours and transmitted their observations thrice daily to Stanley.

In addition Deception Island station made a series of ionospheric recordings three times a day between August and December using manually operated equipment prefabricated by the Ionospheric Station at Port Stanley. Admiralty Bay and Signy Island stations made maps of their local areas and undertook some routine bird ringing. At South Georgia a detailed biological study was made on the Elephant Seal (*Mirounga leonina*) which completed the investigations made at Signy Island during 1948 and 1949.

ANNUAL RELIEF 1951-52

The annual refit and provisioning of the s.v. *John Biscoe* was completed by October when she left Southampton on her 1951-52 relief of Bases. She called at St. Vincent, Rio de Janeiro, Montevideo and Punta Arenas, collecting a new specially designed scow and motor boat unit at the latter port.

The vessel left Port Stanley on her first southern voyage of the season on 7th December and in just under a month had relieved all Bases except the Argentine Islands, and had re-established the station at Port Lockroy.

On her return to the Falkland Islands, stores and equipment for the re-establishment of Hope Bay were loaded before she again sailed for the south on 26th January, 1952. The vessel reached Hope Bay on the 30th, but foul weather, in the course of which she dragged anchors and damaged her rudder badly, caused some delay in the landing of stores and building materials. By 14th February a store shed had been built and fitted out as temporary living quarters for ten men and the main building began to take shape. The *John Biscoe* was then able to continue with the voyage to Admiralty Bay, Port Lockroy and the Argentine Islands to complete their annual relief. She then returned to Hope Bay to find considerable progress had been made with the building operations and finally sailed for Port Stanley where she arrived on 2nd March.

The vessel again left for the south on 7th March, this time for South

Georgia to deliver live sheep and mutton carcasses to the whaling stations and to enable the Auditor and Superintendent of Posts and Telegraphs to pay an official visit to the Government station at Grytviken. She returned on 16th March.

The Governor embarked on the s.v. *John Biscoe* on 30th March to make his annual inspection of the Bases ; Deception Island, Port Lockroy, the Argentine Islands, Hope Bay and Admiralty Bay were visited, but before reaching Signy Island it was necessary to divert the ship to Port Stanley on the advice of the Senior Medical Officer because a member of the hydrographic party was seriously ill ; this young man unfortunately died within five hours of reaching home. Extensive fields of pack ice were encountered during the journey and the ship's behaviour in ice impressed everyone on board. Very heavy seas were experienced across Drake's Passage, resulting in the destruction of the new scow and damage to the motor boat.

The hydrographic survey party under Lieutenant F. W. Hunt, R.N., made considerable progress during the season working from the s.v. *John Biscoe*. Further survey data was collected for the South Orkneys and Shetlands and for South Georgia, Trinity Peninsula and Wiencke Island. A number of taut wire runs were made during voyages to fix the positions of the various land masses in relationship to each other.

The vessel sailed for England on 17th June and took 30 days for the voyage.

WORK AT BASES DURING 1952

All Bases, except Port Lockroy, which kept a detailed weather log, maintained full-scale meteorological observations with pilot balloon ascents whenever weather permitted. South Georgia and Port Stanley continued to issue weather forecasts.

Port Lockroy, re-established as an ionospheric station, made hourly observations throughout most of the year using a more efficient type of equipment than that used the previous year at Deception Island.

The new hut at Hope Bay was sufficiently advanced by the end of March for the party to move in. Some medical research (haematological and urinary vitamin C investigations) was attempted and results proved interesting. Personnel also did some routine bird ringing and biological observations and collection. A shortage of seals for dog food during the first half of the year delayed the start of the sledging programme. It was necessary for parties to go as far afield as View Point, 16 miles away, to hunt seals. In spite of this delay two main journeys of over 300 miles each were made during which most of the survey and geology of the southern half of James Ross Island was completed and a large depot of food and fuel laid at the Seal Nunataks.

Signy Island station did some bird ringing and made a series of seal counts. Material was collected from Weddell Seals for investigations into the sex and cycle of the male, early embryonic growth and the ovarian cycle through the lactation period.

The South Georgia Survey Expedition was hampered by periods of bad weather, but their results justified the effort.

The s.v. *John Biscoe* underwent her usual refit during the late summer and autumn of 1952.

She sailed for the Falkland Islands in October and left on her first southern voyage on 24th November. She visited Hope Bay, Deception Island, Admiralty Bay, Signy Island and South Georgia and arrived back in Port Stanley on 17th December having enjoyed a comparatively ice-free voyage.

She left again for the Dependencies on 13th January, 1953, but unfortunately sustained serious damage to her rudder and steering gear while collecting provisions for the voyage from Darwin station in the Falkland Islands. She was forced to return to Port Stanley for temporary repairs and to unload all cargo before proceeding to Montevideo for dry-docking. She finally sailed from Stanley for the Dependencies on 25th February. She visited all Bases and South Georgia to deliver stores and mail and to complete the annual relief and returned to Port Stanley on 24th April.

During the voyage over a week was spent at the Argentine Islands laying the foundations for a new building to be erected during the 1953-54 season to accommodate the larger staff required for the scientific research programme scheduled for 1954. The main building at Admiralty Bay was also badly in need of repair and part of it had to be pulled down and re-erected on new foundations. New store sheds were built at Hope Bay and at Admiralty Bay.

The second voyage, first delayed by the mishap at Darwin and then by difficult ice conditions, was the last of the season and s.v. *John Biscoe* sailed for the United Kingdom on 11th May and arrived on 11th June.

On her return it became known that Her Majesty the Queen had been pleased to grant permission for the re-designation of the Survey Vessel as Royal Research Ship. She was invited to take part in the Coronation Naval Review at Spithead and work on painting the hull started almost immediately. She was ready just in time and took up her position next to the Canadian Ice Breaker *Diberville*. It was a fitting climax to a trying but successful season.

WORK AT BASES DURING 1953

Again in 1953 the emphasis was on meteorology but there was a considerable increase in other activities.

The latest type of automatic ionospheric equipment was installed at Port Lockroy early in the year and has since been running continuously.

At Deception the normal Base complement of six was augmented in November by two surveyors who made a complete survey of the slands.

At Hope Bay shortage of seals persisted throughout 1953 and it was necessary to maintain parties at View Point for most of the year. To make their lot easier, a small permanent hut was erected and sub-

sequently equipped as a sub-meteorological station. The meteorological observations taken were transmitted to Hope Bay for onward transmission to Port Stanley and provided an interesting comparison between the weather on each side of Trinity Peninsula. Medical research, ornithology and biological collection continued as well as local survey and geology.

A number of important sledge journeys were made during the year including one in the middle of winter to Jason Island. The party covered a total distance of 720 miles in 75 days and completed the topographical survey of Robertson and Jason Islands together with some geology of the areas. Several depot laying journeys were also made and a limited amount of survey and geology was done at the same time.

On 7th December a four-man party, fully equipped and with dog teams, was landed at Joinville Island with plans for making a complete survey of the island as well as Dundee and D'Urville.

Signy island station continued with their ornithological studies and seal counts and made geological collections locally and on Coronation Island.

The South Georgia Survey Expedition returned to South Georgia in October to complete the survey and geology of the island. Once again they have experienced a number of set-backs and it seems unlikely they will achieve all they set out to do.

Another party arrived at South Georgia by the same vessel in October and are to make an intensive study of the King Penguin and some seal observations during 1954 in the vicinity of the Bay of Isles.

PART II

Chapter 1 : Geography

THE Dependencies include all lands and islands south of 50° of south latitude between the meridians of 20° and 50° west longitude and south of 58° of south latitude between 50° and 80° west longitude. There are two main groups, the one consisting of South Georgia with the South Orkneys and the South Sandwich Islands, and the other of the South Shetlands with Grahamland. They are defined in the Falkland Islands Letters Patent of 21st July, 1908, as amended by the Letters Patent of 28th March, 1917.

The island of South Georgia lies about 800 miles to the east of the Falkland Islands, in 54½° south latitude, the South Orkneys and the South Sandwich Islands being 450 miles to the south-west and south-east respectively of South Georgia. The northern point of the South Shetlands is about 500 miles to the south of the Falkland Islands.

South Georgia has an area of about 1,450 square miles, is about 100 miles in length with a maximum breadth of about 20 miles and consists mainly of steep mountains. There is little flat land and the island is almost entirely barren, the main vegetation being grass which grows on the north-eastern side of the island, where the snow melts in the summer. There are no indigenous mammals other than seals, but reindeer were introduced in 1911, and there is now a large, wild herd. There are many sea-birds, including penguins and albatrosses. The coastline has been fairly charted. Although South Georgia is a little more than a hundred miles farther south than Stanley, the difference in climate is very marked, that of the former approximating closely to conditions in the Antarctic. The mountains are covered by an extensive snow field throughout the year and the glaciers descend on a grand scale to the sea.

The other Dependencies are Antarctic in character being very mountainous with many glaciers and almost completely snow-covered throughout the year.

Several instances of volcanic activity have been recorded at Deception Island, South Shetlands. The first earthquake of which there is any definite report occurred in 1923, although some of the whalers stated that shocks were felt in 1912. In February, 1924, a strong tremor was experienced at Deception Island where the occasion was marked by the collapse of a large rock forming the top of a well-known natural arch named the "Sewing Machine" on account of its shape. In 1925 one of the giant columns in the entrance to the harbour disappeared. Again, in the season 1928-29 several earthquake shocks were felt, the most pronounced being in March, 1929, when a large quantity of rock fell, completely changing the formation of the ridge on the east side of the harbour. The water in the harbour of Port Foster frequently became agitated by subterranean heat, and the beaches in places were obscured by the steam. Volcanic activity has been observed in the South Sandwich group.

Chapter 2 : History

South Georgia was explored and taken possession of for Great Britain by Captain Cook, who landed there in 1775, the year in which he also discovered the South Sandwich group. The South Orkneys were discovered by Captain Powell on the British ship *Dove* who landed on Coronation Island on 7th December, 1821, and took possession of the group in the name of King George IV. The South Shetlands were discovered by W. Smith, who landed and took possession in 1819, and they were examined by Captain Bransfield in 1829. Captain Bransfield also discovered Grahamland, and John Biscoe explored its west coast in 1832 when he took possession for Great Britain. Profitable sealing voyages to South Georgia were made prior to 1793 and British whalers were reported there in 1819.

Fur-sealing in the Dependencies achieved such proportions in the early part of the nineteenth century that voyages were made to them in the two seasons 1820-21 and 1821-22 by no less than 91 ships. So reckless was the slaughter that the fur-seal was practically exterminated. James Weddell stated that by 1822-24 these animals were almost extinct.

A meteorological station on Laurie Island in the South Orkneys was established in 1903 by the Scottish expedition under Dr. W. S. Bruce and, with the assent of the Government, was transferred by him in 1904 to the Argentine Government, by whom it is maintained by permission of the British Authorities.

Later history is mainly concerned with the whaling industry. From 1906 to the present day, whaling has been carried on in South Georgia by companies which are the lessees of the Administration.

In the South Shetlands the whaling lasted from 1906 to 1931. There was one leasehold land station at Deception Island, and floating factories operated in various well-known anchorages under licences from the Administration, but the pelagic development resulted in a rapid withdrawal of the fleet towards the end of the nineteen-twenties and to the complete abandonment of the field.

There was also a leasehold land station at Signy Island, South Orkneys, which operated from 1920 to 1923. The station, however, was not a success and in 1923 the company was granted permission to operate under licence with a floating factory and catchers. Operations were continued on this base up to and including the season of 1930-31.

Whaling activities at South Georgia were reduced to one station in 1932-33 as a result of the depression in the oil market. Two companies operated from 1933-34 to 1939-40 and also in 1941-42. Owing to the war one station only was worked in each of the seasons 1940-41, 1942-43, 1943-44 and 1944-45. Three companies began operating in the season 1945-46 and have continued to do so each year since that date.

Chapter 3 : Administration

The Dependencies are subject to the authority of the Governor and his Executive Council, the former being empowered under the Letters Patent of 1948 to legislate for the Dependencies.

An Administrative Officer, who is also Magistrate, and an official staff are maintained in South Georgia, and control over whaling operations in the Dependencies is carried out by representatives of the Government who accompany the expeditions as required.

There is no local government in South Georgia ; in fact, there are no communities other than the whaling stations which are run by the managers on behalf of the several companies owning them.

At each of the Falkland Islands Dependencies Survey Bases there is a Magistrate who is one of the members of the survey party.

Chapter 4: Weights and Measures

Imperial and metric weights and measures are in general use.

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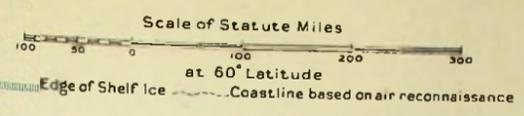
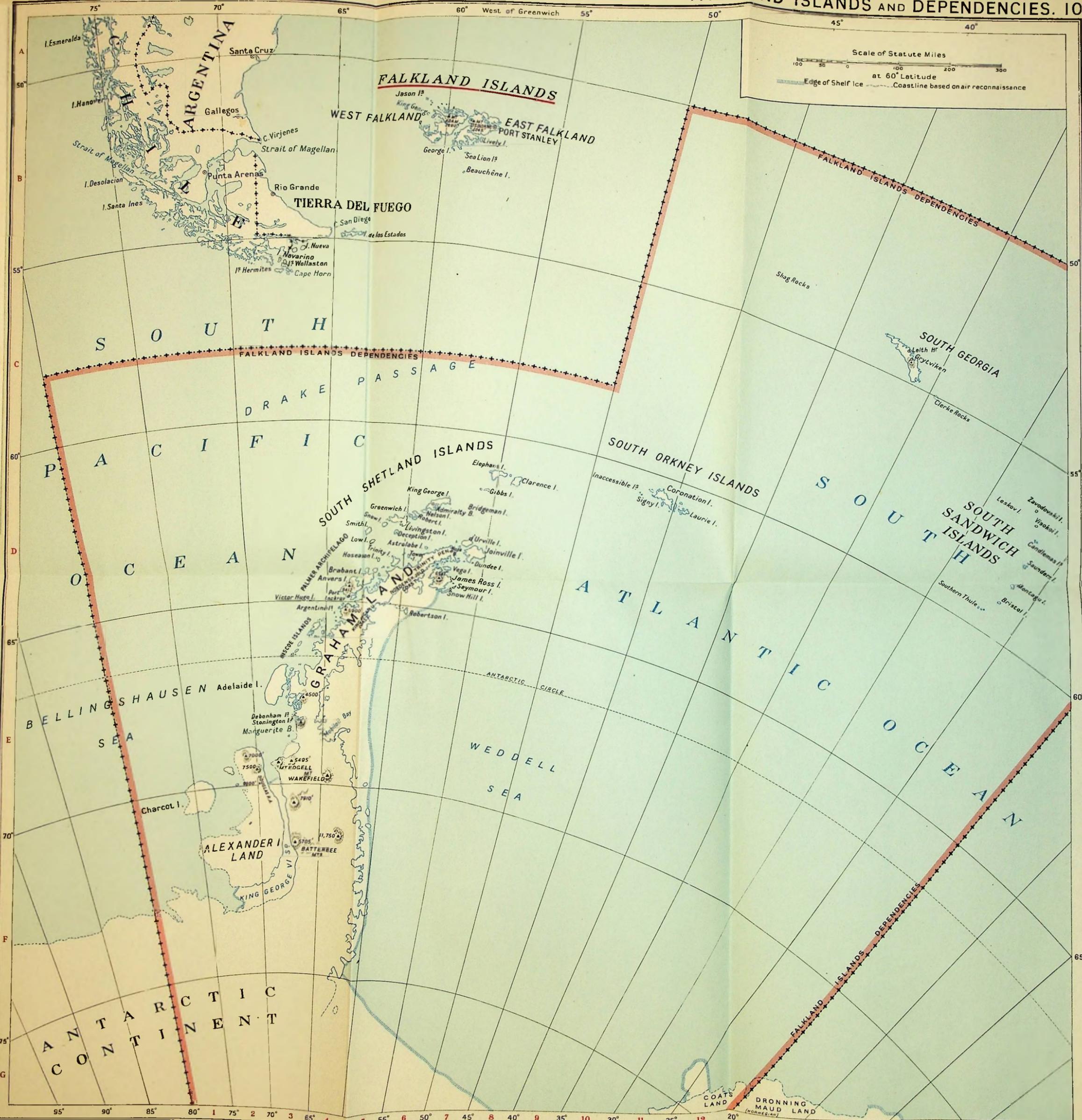
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Maps will be found facing the last page

THE COLONY

General Review of 1954 and 1955

His Excellency O. R. Arthur, formerly Colonial Secretary, Bermuda, arrived in April 1954 to assume duty as Governor and Commander-in-Chief in succession to Sir Miles Clifford, who retired from the Oversea Civil Service.

The year 1954 saw the completion of a successful tuberculosis survey of virtually the entire population of the Islands; 93·3 per cent of the population was examined. Patients were treated in the renovated T.B. wing of the old hospital with the modern drugs which have done so much to overcome this disease in other parts of the world. In Stanley 99 per cent of the school children were examined and B.C.G. vaccinations of the majority of reactors were carried out. This survey and treatment should result in a substantial decrease in the incidence of the disease, the death rate from which during the last 10 years was approximately four times that of the United Kingdom.

New broadcasting equipment was installed in 1954 and a marked improvement was immediately apparent in transmission and reception.

The Falkland Islands Freezer Company Limited obtained only poor results in 1954 and as there was little prospect of success in 1955, the Company ceased to operate. A Receiver was appointed in September 1955 by the Supreme Court to dispose of the assets of the Company.

The new Infants' School, financed very largely from Colonial Development and Welfare funds, was opened by His Excellency the Governor on the 12th June 1955. This modern and well-equipped school is a marked asset to education in the Colony.

The new boarding school at Darwin was completed in 1955. The Falkland Islands Company Limited, to mark their centenary, made a generous gift of £20,000 towards the cost of the school. The Government contributed the next £10,000 and the Company and Government will, between them, meet all costs in excess of £30,000. The school, which is to be staffed and equipped at Government expense, will mark a new era in education in the Camp (the country outside the capital).

Ordinary revenue during the financial year 1953-54 amounted to £231,547, approximately £4,000 more than the approved estimate. During 1954-55, ordinary revenue at £262,153 exceeded the approved estimate by £8,000. Ordinary expenditure in 1953-54 was £162,775, being more than the approved estimate by approximately £5,000. In 1954-55, ordinary expenditure at £218,877 exceeded the approved estimate by £48,000.

Good progress was maintained in the various schemes financed partly or in whole by Colonial Development and Welfare funds. The scheme for camp education assisted materially in providing educational facilities for the children living in isolated areas.

The new power station was completed in 1955 with the building of two oil storage tanks. Work on the jetties was also completed.

The following table shows Colonial Development and Welfare schemes initiated or in progress during the period under review, with their appropriate numbers and titles and the amount spent on each scheme both from Colonial Development and Welfare and local funds.

Colonial Development and Welfare Schemes

Heads	Scheme No.	1953-54		1954-55		Total Expenditure for the year 1953-54 and 1954-55	
		Colony Expenditure £ s. d.	C.D.W. Expenditure £ s. d.	Colony Expenditure £ s. d.	C.D.W. Expenditure £ s. d.	Colony £ s. d.	C.D.W. £ s. d.
Camp Education*	D.970	—	1,435 1 10	—	1,085 18 4	—	2,521 0 2
Infant School*	D.1,072	3,645 2 11	1,345 4 0	3,000 1 1	—	6,645 4 0	1,345 4 0
Power Station*	D.1,130	—	1,248 0 6	2,533 11 3	1,822 4 0	2,533 11 3	3,070 4 6
Jetties*	D.1,772	—	1,157 5 1	—	1,519 3 10	—	2,676 8 11
Stanley Water Supply†	D.2,325	—	—	—	390 8 4	—	390 8 4
		3,645 2 11	5,185 11 5	5,533 12 4	4,817 14 6	9,178 15 3	10,003 5 11

* In progress.

† Initiated.

PART II

Chapter 1: Population

At the census taken on the 28th March 1953 the population of the Colony was 2,230, made up as follows :

	Males	Females	Total
Stanley	557	578	1,135
Other Districts, East Falklands	410	232	642
West Falklands	279	174	453
Totals	1,246	984	2,230

The total population at previous censuses was:

1921	2,094
1931	2,392
1946	2,239

The population is entirely white and has been derived to a large extent from the United Kingdom, though there are several Scandinavian strains. On the 31st December 1955 the population numbered 2,249 (2,212)* of whom 1,260 (1,229) were males and 989 (983) females. The density of the population is approximately one person to every two square miles. About half the inhabitants live in Stanley while the rest are divided, more or less equally, between the East and West Falklands. The number of births registered in 1955 was 48 (49) of which 28 (24) were male and 20 (25) female children. During the year there were 18 (26) marriages and 22 (20) deaths of which 3 (0) were infants under two years of age. Three hundred and nine (200) persons arrived in the Colony and 298 (237) left. The total population has decreased over the last twenty years by about 5 per cent though the population of Stanley shows a slight increase.

Chapter 2: Occupations, Wages and Labour Organisation

EMPLOYMENT

THE principal industry, sheep farming, employs approximately 500 men. Labour in Stanley is mainly at the disposal of the Government and the Falkland Islands Company Limited. The former employed an average of 60 men on hourly wages during 1955 and the latter employed 72; 23 workmen from Germany were employed on the new Stanley roads and water filtration projects. The Public Works Department employed a few artisans engaged under contract from the United

* Figures for 1954 are in brackets.

Kingdom. Several farm managers also found it necessary to import labour from the United Kingdom to work as shepherds and navvies in the Camp. Four Chilean navvies were engaged in 1955 to work on one farm.

There was a general shortage of labour in the Colony and, consequently, no unemployment.

WAGES AND CONDITIONS OF EMPLOYMENT

Stanley

During 1954 and the first part of 1955 unskilled labourers were paid at the rate of 1s. 8d. per hour and skilled labourers and artisans received 1s. 9d. and 2s. 1d. per hour respectively. In addition a cost of living bonus of 7d., and later 8d., per hour was paid. As from the 1st August 1955, this bonus was consolidated with the basic wage and artisans were paid an additional 2d. per hour.

Wages at the close of 1955 were:

£5 5s. 0d. per week for unskilled labourers
£5 8s. 9d. and £6 11s. 3d. per week for skilled labourers and artisans respectively.

A five and a half day week of 45 hours was worked. Time and a half was paid for overtime, with double time for work on Sundays and public holidays of which there are eight each year. Hourly workers were granted a paid holiday of one week annually. There was no night work except in essential services.

The Camp

In the Camp, general labourers, termed navvies, received £11 per month on the West Falklands and £10 10s. 0d. per month on the East Falklands. Shepherds received £12 10s. 0d. and £12 per month respectively. The Camp monthly cost of living bonus remained at £8 2s. 6d. throughout the two years. In addition, labourers and shepherds received free quarters, fuel, meat and milk. Extra bonuses were paid for shearing, while labourers and shepherds were able to enhance their earnings by engaging in contract work such as fencing and peat cutting. All Camp employees were paid monthly. An average of 45 hours weekly was worked, with Saturday afternoons and Sundays as rest days. Employees in the Camp were given 15 days holiday annually, which included the eight public holidays.

COST OF LIVING

MUTTON is the staple meat; the supply of fresh fish, fowls, pork and beef is irregular. The wild Upland Goose is eaten at all seasons and gives some variety to a restricted diet. Locally grown vegetables are not easily obtained and the majority of householders grow their own.

There is one hotel and a few boarding houses in Stanley which offer varying degrees of comfort at terms ranging from 35s. to 70s. per week. Several householders are also willing to take one or two paying guests. Rents for furnished houses vary from £4 to £6 10s. 0d. a month.

The rents of unfurnished houses for working people are from £3 per month. In the majority of cases the Government provides houses with basic furniture for its overseas officials at a rent of 5 per cent of their salaries. Houses, if not so obtained, are very difficult to rent and relatively expensive to buy.

The cost of living rose during the first half of 1954, necessitating an increase of 1*d.* per hour in the cost of living bonus, but thereafter steadied and remained unchanged up to the end of 1955.

The following were the prices of the more important commodities in December 1954 and December 1955.

	1954	1955
Bread	1 <i>s.</i> 2 <i>d.</i> per 2-lb. loaf	1 <i>s.</i> 0 <i>d.</i> per 2-lb. loaf
Butter (imported)	4 <i>s.</i> 0 <i>d.</i> per lb.	2 <i>s.</i> 4 <i>d.</i> per lb.
Margarine	2 <i>s.</i> 1 <i>d.</i> per lb.	2 <i>s.</i> 1 <i>d.</i> per lb.
Coffee	8 <i>s.</i> 5 <i>d.</i> per lb.	3 <i>s.</i> 11 <i>d.</i> per lb.
Tea	7 <i>s.</i> 1 <i>d.</i> per lb.	8 <i>s.</i> 7 <i>d.</i> per lb.
Eggs	4 <i>s.</i> 0 <i>d.</i> per doz.	4 <i>s.</i> 0 <i>d.</i> per doz.
Flour	5½ <i>d.</i> per lb.	5½ <i>d.</i> per lb.
Meat :		
Beef	5 <i>d.</i> per lb.	5 <i>d.</i> per lb.
Mutton	4½ <i>d.</i> per lb.	4½ <i>d.</i> per lb.
Pork	2 <i>s.</i> 6 <i>d.</i> per lb.	2 <i>s.</i> 6 <i>d.</i> per lb.
Ham	8 <i>s.</i> 4 <i>d.</i> per lb.	6 <i>s.</i> 0 <i>d.</i> per lb.
Bacon	4 <i>s.</i> 8 <i>d.</i> per lb.	2 <i>s.</i> 0 <i>d.</i> per lb.
Milk	6 <i>d.</i> per pint	6 <i>d.</i> per pint
Jam	2 <i>s.</i> 8 <i>d.</i> -3 <i>s.</i> 5 <i>d.</i> per 2-lb.	2 <i>s.</i> 7 <i>d.</i> -4 <i>s.</i> 2 <i>d.</i> per 2-lb.
Sugar	8 <i>d.</i> per lb.	9 <i>d.</i> per lb.
Vegetables :		
Onions (imported)	6½ <i>d.</i> per lb.	4 <i>d.</i> per lb.
Potatoes (imported)	5½ <i>d.</i> per lb.	5 <i>d.</i> per lb.
Dried Fruit :		
Sultanas	1 <i>s.</i> 10 <i>d.</i> per lb.	1 <i>s.</i> 11 <i>d.</i> per lb.
Currants	1 <i>s.</i> 10 <i>d.</i> per lb.	2 <i>s.</i> 0 <i>d.</i> per lb.
Raisins	1 <i>s.</i> 10 <i>d.</i> per lb.	1 <i>s.</i> 10 <i>d.</i> per lb.
Quaker Oats	2 <i>s.</i> 9 <i>d.</i> per pkt.	1 <i>s.</i> 5 <i>d.</i> per small pkt.
Cereals	1 <i>s.</i> 9 <i>d.</i> -2 <i>s.</i> 9 <i>d.</i> per pkt.	1 <i>s.</i> 3 <i>d.</i> -2 <i>s.</i> 10 <i>d.</i> per pkt.
Cigarettes	7 <i>s.</i> 4 <i>d.</i> -9 <i>s.</i> 0 <i>d.</i> per 100	7 <i>s.</i> 4 <i>d.</i> -10 <i>s.</i> 10 <i>d.</i> per 100
Tobacco	23 <i>s.</i> 8 <i>d.</i> -29 <i>s.</i> 8 <i>d.</i> per lb.	23 <i>s.</i> 8 <i>d.</i> -28 <i>s.</i> 4 <i>d.</i> per lb.
Alcohol :		
Whisky	22 <i>s.</i> 11 <i>d.</i> -24 <i>s.</i> 9 <i>d.</i> per bot.	22 <i>s.</i> 11 <i>d.</i> -29 <i>s.</i> 5 <i>d.</i> per bot.
Brandy	22 <i>s.</i> 1 <i>d.</i> -31 <i>s.</i> 2 <i>d.</i> per bot.	22 <i>s.</i> 1 <i>d.</i> -31 <i>s.</i> 2 <i>d.</i> per bot.
Gin	19 <i>s.</i> 3 <i>d.</i> -19 <i>s.</i> 7 <i>d.</i> per bot.	19 <i>s.</i> 7 <i>d.</i> -19 <i>s.</i> 8 <i>d.</i> per bot.
Beer	17 <i>s.</i> 5 <i>d.</i> -19 <i>s.</i> 7 <i>d.</i> per doz. small bots.	18 <i>s.</i> 5 <i>d.</i> -22 <i>s.</i> 0 <i>d.</i> per doz. small bots.
Paraffin	3 <i>s.</i> 9 <i>d.</i> per gal.	3 <i>s.</i> 9 <i>d.</i> per gal.
Petrol	4 <i>s.</i> 7 <i>d.</i> per gal.	4 <i>s.</i> 6 <i>d.</i> per gal.
Electricity	3 <i>d.</i> per unit (plus flat quarterly rate of £1)	3 <i>d.</i> per unit (plus flat quarterly rate of £1)

An important item in the domestic economy is peat, the only fuel generally available, which is sold by the cart load. A lorry-load (three cart loads) costs from 30*s.* to 35*s.* and a year's supply averages 15 to 40 loads, according to the size of the house, the number of fires and the quality of the peat. The majority of the local inhabitants cut and stack their own peat and have only the expense of carting it from the peat-bank. These banks are moving further from Stanley as the years go by, and in the Camp some settlements have had difficulty in obtaining a good supply. A certain amount of the Stanley supply is obtained by means of mechanical peat-winning machinery.

LABOUR DEPARTMENT

THERE is no Labour Department in the Colony.

LABOUR RELATIONS

THERE were two trade unions, the Falkland Islands Labour Federation (general) and the Union of Carpenters and Shipwrights. The former had 550 paid up members with a full-time Secretary, and the latter 15.

The Labour Federation met annually with the Sheepowners' Association for drawing up the agreement between employers and workers in the Camp. Both meetings were held in a friendly atmosphere. There were no trade disputes and no man-days lost.

A Civil Servants' Association was formed in August 1948 to improve the conditions of service of locally recruited civil servants. Steps have been taken to extend its activities by including all civil servants paid from Personal Emoluments and to affiliate with the Colonial Civil Servants' Association in the United Kingdom. A representative council will be elected to look after the interests of all Government servants.

No labour legislation was enacted.

SAFETY, HEALTH AND WELFARE

THERE are no factories or industries in the Colony, other than sheep farming, and consequently no legislation dealing with safety, health and welfare in work places was enacted. Accidents at work come within the provisions of the Workmen's Compensation Ordinance, which provides for the payment of compensation to workmen for injuries suffered in the course of their employment and was enacted in 1937. There is no legislation or other provision for unemployment.

INDUSTRIAL TRAINING

A number of apprentices received training in the following departments of Government: Public Works (carpenters), Posts and Telegraphs (W/T operators), Power and Electrical (electrical engineering), Medical (dental mechanic), and Printing.

The Falkland Islands Company Limited also had a number of apprentices in training. During 1955 it was decided that an Apprenticeship Board should be established.

Chapter 3: Public Finance and Taxation

REVENUE AND EXPENDITURE

TOTAL revenue for 1954-55 amounted to £268,194 and expenditure to £286,332.

Revenue and expenditure during the last three financial years were as follows:

Year	Revenue		Expenditure	
	Ordinary	Total	Ordinary	Total
	£	£	£	£
1952-53	377,836	397,759	168,245	289,661
1953-54	231,547	241,741	162,775	221,931
1954-55	262,153	268,194	218,877	286,332

The Colony's financial year was from the 1st April to the 31st March.

The main heads of revenue and expenditure were as follows:

	Revenue (£)		
	1952-53	1953-54	1954-55
Customs	53,162	51,758	79,233
Dependencies contribution to cost of Central Administration	10,000	10,000	10,000
Internal Revenue	247,719	106,698	107,119
Interest	12,582	15,242	15,602
Posts and Telegraphs	30,731	18,289	15,585

	Expenditure (£)		
	1952-53	1953-54	1954-55
Governor	3,629	4,115	4,952
Agriculture	3,103	2,955	2,837
Customs	11,213	1,612	1,518
Education	8,350	9,240	13,104
Harbour and Aviation	20,237	17,866	20,963
Medical	12,806	17,727	27,026
Pensions	5,566	8,712	6,511
Police and Prisons	3,132	3,183	3,597
Posts and Telegraphs	19,459	20,826	22,317
Public Works Department	18,391	14,132	26,897
Public Works Recurrent	22,926	19,458	33,447
Secretariat and Treasury	12,225	11,768	12,710
Extraordinary Expenditure	104,657	54,275	70,302

There is no public debt. Assets and liabilities are shown on pages 13 and 14.

Statement of Assets and Liabilities on 31st March, 1954

	£	s.	d.	£	s.	d.	£	s.	d.
DEPOSITS:									
Savings Bank Fund	859,038	19	4						
Intestate Estates	291	0	0						
Provident Fund	19,282	15	2						
Postal Monies	8,040	19	1						
Note Security Fund	99,505	5	9						
Miscellaneous	9,018	3	4						
Reserve Fund				995,177	2	8			
Marine Renewals Fund				252,628	3	8			
Workmen's Compensation Fund				8,346	11	8			
Power Station Renewals Fund				3,554	19	4			
Remittances				6,689	13	0			
Old Age Pensions Equalization Fund				3,706	9	7			
Aviation Renewals Fund				20,170	12	10			
Surplus of Assets over Liabilities				4,029	19	10			
Land Sales Fund									
General Revenue Balance A/c.	269,154	6	0	491,159	0	6			
	222,004	14	6						
GENERAL REVENUE BALANCE ACCOUNT									
Balance on 1/4/53	192,108	10	2						
Surplus on 31/3/54	19,810	10	9						
Appreciation of Investments 1953/54	10,085	13	7						
	222,004	14	6						
							£1,785,462	13	1
ASSETS:									
CASH BALANCES:									
Treasury				32,431	10	8			
Crown Agents				664	11	4			
Joint Colonial Fund				110,000	0	0			
South Georgia				28	6	0			
INVESTMENTS:									
Surplus Funds				135,157	7	10			
Reserve Fund				242,863	3	9			
Note Security Fund				40,173	14	8			
Workmen's Compensation Fund				2,846	8	8			
Provident Fund				22,852	9	11			
Savings Bank Fund				819,387	15	4			
Land Sales Fund				265,283	14	5			
Power Station Renewals Fund				6,753	5	8			
Marine Renewals Fund				7,999	16	6			
Old Age Pensions Fund				18,911	6	8			
Aviation Renewals Fund				4,068	6	0			
Farm and Building Loans							1,566,297	9	5
Advances							40	5	8
Remittances							59,377	5	9
							16,623	4	3
							£1,785,462	13	1

The above Statement does not include:

(a) Interest free loan to H.M. Government amounting to £2,198 12s. 0d.

(b) A sum of £2,004 17s. 9d. due by H.M. Government in respect of under issues on the following C. D. & W. Schemes.

D970	£1,436	17	9
D1072	568	0	0
	£2,004	17	9

Statement of Assets and Liabilities on 31st March, 1955

Liabilities		Assets	
£	s. d.	£	s. d.
DEPOSITS:			
Savings Bank Fund	930,340 6 8		
Intestate Estates	291 0 0	16,866 15 0	
Provident Fund	10,724 0 0	314 1 5	
Postal Monies	5,937 19 2	93,000 0 0	
Note Security Fund	82,317 17 8		110,180 16 5
Miscellaneous	7,515 5 2		
Reserve Fund	1,037,126 8 8		
Marine Insurance Fund	260,922 10 4	84,012 7 2	
Power Station Renewals Fund	9,600 11 3	239,631 5 3	
Remittances	8,394 5 2	66,263 2 8	
Old Age Pensions Equalization Fund	12,770 12 8	3,017 2 1	
Aviation Renewals Fund	29,268 4 9	22,655 2 3	
Workmen's Compensation Fund	6,154 11 4	889,820 13 8	
Surplus of Assets over Liabilities:		262,350 17 6	
Land Sales Fund	3,751 19 5	8,267 12 3	
Aviation Renewals Fund	271,053 11 2	9,132 11 4	
General Revenue Balance A/c.	194,632 11 4	28,750 12 7	
		6,100 3 10	
			1,620,001 10 7
			30 5 8
			25,707 9 11
			77,755 3 6
			£1,833,675 6 1

The above Statement does not include:

(a) Interest free loan to H.M. Government amounting to £2,198 12s. 0d.

(b) A sum of £568 4s. 5d. due by H.M. Government in respect of tender issues on the following C. D. & W. Schemes.

D970A	£137 16 1
D1130	40 0 0
D2325	390 8 4
	£568 4 5

TAXATION

The main heads of taxation were customs duties and income tax.

Customs Tariff

Import duties were payable at the following rates:

Wines: General, 6s. 6d. per gallon in bulk.

Empire, 4s. 6d. per gallon in bulk.

General, 14s. 3d. per dozen quart bottles.

Empire, 9s. 9d. per dozen.

Spirits: 52s. per gallon, with the exception of rum which was taxed at 36s. per gallon.

Malt Liquors: 1s. per gallon in cask, 1s. per dozen pint bottles.

Tobacco: 6s. per lb.

Cigarettes: 10s. per lb.

Matches: General, 10s. per gross boxes; British, 5s per gross.

Export duties during 1954-55 were payable at the following rates:

Wool—*Ad Valorem* duty: 2d. per lb. for 1954-55 clip.

Tallow, hides and skins: 2½ per cent of selling price.

Whale and seal oil: 6d. per barrel of 40 gallons for each £5 of the average market price per ton of first grade oil.

Other Whale and seal products: 6d. per 100 lbs.

Revenue from customs duties was:

Imports	1953-54	1954-55
	£	£
Wines	269	637
Spirits	10,448	21,609
Malt Liquors	467	606
Tobacco and Cigarettes	3,270	8,405
Matches	69	201
Exports		
Wool	36,632	45,655
Tallow	1	18
Hides and Skins	602	2,102

Income Tax

THE following were the rates on taxable income for the years 1954 and 1955:

Companies: 3s. 6d. per £ (flat rate).

Individuals: First £100 Nil.

Next £100 1s. per £.

Next £250 2s. per £.

Next £250 2s. 6d. per £.

Next £250 3s. per £.

Above £950 3s. 6d. per £.

Allowances

Married Person: £100
 Children under 16 years: £70
 Earned Income: One-fifth (maximum £400)
 Dependant: £25
 Insurance or Pension:
 Fund Contributions: Premiums or contributions (maximum one-sixth of chargeable income)
 Revenue received during 1953-54: Companies £32,469
 Individuals £28,554.
 Revenue received during 1954-55: Companies £72,547
 Individuals £33,534.

The following tabular statement shows the incidence of tax on individuals at varying rates of income:

Annual Income	Single	Married	Married with 1 Child	Married with 2 Children	Married with 3 Children	Married with 4 Children
£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
200	3 0 0	—	—	—	—	—
300	9 0 0	2 0 0	—	—	—	—
400	17 0 0	7 0 0	—	—	—	—
500	25 0 0	15 0 0	2 10 0	—	—	—
600	33 15 0	23 0 0	8 0 0	3 0 0	—	—
700	43 15 0	31 5 0	16 0 0	9 0 0	3 10 0	—
800	53 15 0	41 5 0	24 0 0	17 0 0	10 0 0	4 0 0
900	64 5 0	51 5 0	32 10 0	25 0 0	18 0 0	11 0 0
1,000	76 5 0	61 5 0	42 10 0	33 15 0	26 0 0	19 0 0
			52 10 0	43 15 0	35 0 0	27 0 0

Estate Duty

Estate duty in accordance with the schedule below is payable whether or not the deceased died in the Colony, but only in respect of property in the Colony. There is provision in the Ordinance for relief in respect of quick successions.

SCHEDULE
 Rate of Estate Duty

£	£	Rate of Duty
Not exceeding 100		Nil.
Exceeding 100 but not exceeding 300		£1 10s. 0d. (fixed).
" 300 " " " 500		£2 10s. 0d. "
" 500 " " " 1,000		1 per cent "
" 1,000 " " " 2,000		2 " "
" 2,000 " " " 3,000		3 " "
" 3,000 " " " 5,000		4 " "
" 5,000 " " " 7,500		5 " "
" 7,500 " " " 10,000		6 " "
" 10,000 " " " 12,500		7 " "
" 12,500 " " " 15,000		8 " "
" 15,000 " " " 20,000		10 " "
" 20,000 " " " 25,000		12 " "
" 25,000 " " " 30,000		14 " "
" 30,000 " " " 35,000		16 " "
" 35,000 " " " 40,000		18 " "
" 40,000 " " "		20 " "

Rate of Estate Duty (contd.)

	£	£	Rate of Duty
Exceeding 45,000 but not exceeding 50,000			22 per cent
" 50,000 " " " 60,000			24 " "
" 60,000 " " " 75,000			27 " "
" 75,000 " " " 100,000			30 " "
" 100,000 " " " 150,000			35 " "
" 150,000 " " " 200,000			40 " "
" 200,000 " " " 250,000			45 " "
" 250,000 " " " 300,000			50 " "
" 300,000 " " " 500,000			55 " "
" 500,000 " " " 750,000			60 " "
" 750,000 " " " 1,000,000			65 " "
" 1,000,000 " " " 2,000,000			70 " "
" 2,000,000 " " "			75 " "

STANLEY TOWN COUNCIL FINANCES

Revenue accruing to the Stanley Town Council, the only local authority in the Colony, amounted to £6,131 during 1955. Expenditure was £5,356. Revenue and expenditure in 1954 were £5,006 and £5,031 respectively.

The main heads of revenue were:

	1954	1955
	£	£
Government Grant	800	800
General rates (including contribution of £577 by Government)	2,528	2,870
Water rate	614	703
Rents from Town Hall	771	1,395

The main heads of expenditure were:—

Town Clerk	321	382
Cemetery	444	349
Fire Brigade	380	624
Library	144	206
Poor Relief	482	560
Scavenging	695	815
Street Lighting	336	344
Town Hall	724	758
Transport	790	704

Chapter 4: Currency and Banking

THE legal tender of the Colony consists of Falkland Islands Government Currency Notes of £5, £1 and 10s. denominations and United Kingdom coinage. On 31st December 1955 the note issue in circulation amounted to £86,343.

There are no commercial banks in the Colony but the Treasury remits funds abroad on payment of a commission of 1 per cent. A similar service is also provided by the Falkland Islands Company Limited, and the Estate Louis Williams, who operate agencies of Lloyds Bank Limited and Hambros Bank Limited respectively.

Deposits in the Government Savings Bank amounted to £906,932 on the 31st March 1955 and the number of depositors' accounts open was 2,082. At the same date in 1954, deposits amounted to £826,045 with 2,059 accounts open. Interest on deposits is paid at the rate of $2\frac{1}{2}$ per cent per annum.

Chapter 5: Commerce

IMPORTS

WITH the exception of meat and a limited quantity of vegetables and berry fruits, practically the whole of the Colony's requirements in food stuffs are imported.

The values of imports and sources of supply were as follows:

Value of Imports*

	1953	1954	1955
	£	£	£
Food, drink and tobacco	109,457	112,095	99,807
Raw materials and mainly unmanufactured goods	98,526	117,867	94,849
Mainly manufactured goods	382,801	250,301	307,396
Miscellaneous	2,304	4,282	4,275
Total Imports	593,088	484,545	506,327

* Excluding bullion and specie.

Principal Imports and Sources of Supply, 1954

Item	Value	Quantity	Principal Supplying Countries
Provisions	£ 67,337	—	United Kingdom £39,503, Uruguay £2,710, Argentine £17,888
Hardware	151,482	—	United Kingdom £148,857, Denmark £1,081, U.S.A. £998, Uruguay £218
Drapery	5,232	—	United Kingdom £5,232
Coal, Coke and Fuel Oils	23,818	—	United Kingdom £3,646, Uruguay £19,500
Timber	87,150	—	Sweden £39,513, Chile £38,921, United Kingdom £8,716
Paint	4,838	875 cwt.	United Kingdom £4,639
Chemicals	5,992	—	United Kingdom £5,382, Uruguay £497, Belgium £113
Spirits	12,260	9,260 galls.	United Kingdom £12,260
Beer	4,767	7,782 galls.	United Kingdom £4,763
Tobacco and Cigarettes	16,788	39,349 lb.	United Kingdom £16,788
Wines	3,164	2,132 galls.	United Kingdom £3,164

Principal Imports and Sources of Supply, 1955

Item	Value	Quantity	Principal Supplying Countries
	£		
Provisions	65,852	—	United Kingdom £45,827, Uruguay £2,048, Argentine £13,919
Hardware	199,305	—	United Kingdom £198,345, Holland £308, Uruguay £224, U.S.A. £274
Drapery	3,913	—	United Kingdom £3,913
Coal, Coke and Fuel Oils	18,748	—	United Kingdom £9,971, Uruguay £8,957
Timber	70,708	—	United Kingdom £2,270, Chile £39,864, Sweden £28,574
Paint	9,222	772 cwt.	United Kingdom £9,222
Chemicals	8,206	—	United Kingdom £7,990, Uruguay £216
Spirits	8,067	4,663 galls.	United Kingdom £8,067
Beer	7,616	15,242 galls.	United Kingdom £7,616
Tobacco and Cigarettes	11,448	13,732 lb.	United Kingdom £11,448
Wines	1,925	1,675 galls.	United Kingdom £1,829, Chile £96

Sources of Imports

	Per cent		
	1953	1954	1955
British Commonwealth	82.94	70.84	77.44
Foreign Countries	17.06	29.16	22.56

Principal Supplying Countries

	1953	1954	1955
	£	£	£
United Kingdom	481,276	337,802	388,393
Other parts of the Commonwealth	10,638	5,452	3,696
Argentina	21,251	25,306	18,770
Chile	19,324	43,637	44,672
Sweden	36,096	40,552	28,870
Uruguay	16,405	23,067	11,941
U.S.A.	958	998	274
Finland	—	—	—
Switzerland	—	1,478	5,469
Denmark	—	—	80
Germany	—	1,141	3,224

All goods imported, except those purchased by the Government, are distributed by local traders. Imports from the dollar area are limited to essentials and consist mainly of spare parts for American-made wind generators and for the two Beaver aircraft.

EXPORTS

The values, quantities and markets for exports were as follows:

<i>Exports (Including Re-exports)</i>			
	1953	1954	1955
	£	£	£
Wool*	346,170	453,300	448,980
Hides and Skins*	16,863	34,553	22,756
Tallow	1,700	1,975	—
Livestock	—	—	2,191
Seal Oil	—	—	—
Frozen Meat	10,110	15,775	—
Other Articles	370	560	50
Exports	375,213	506,163	473,977
Re-exports	6,259	12,698	7,033
Total	381,472	518,861	481,010

* Value based on cost of production.

Principal Exports, 1954

Item	Value £	Quantity	Destination
Wool	453,300*	4,395,049 lb.	United Kingdom
Tallow	1,975	522 cwt.	United Kingdom
Hides and Skins	34,553*	4,050 cwt.	United Kingdom
Frozen Meat	15,775	759,282 lb.	United Kingdom

* Cost of production.

Principal Exports, 1955

Item	Value £	Quantity	Destination
Wool	448,980*	4,395,322 lb.	United Kingdom
Hides and Skins	22,756*	2,650 cwt.	United Kingdom
Live Sheep	2,191	2,191 sheep	Chile

* Cost of production.

Chapter 6: Production

ALL land, with the exception of some 40,000 acres remaining to the Crown, is freehold and is divided into sheep farms varying in size from 3,600 to 161,000 acres and carrying up to 33,000 sheep, approximately one sheep to every five acres.

The Falkland Islands Company Limited, which owns a number of farms, holds freehold land amounting to approximately 1,229,000 acres and carrying 263,000 sheep.

The Crown Land may be rented.

The average weight of wool exported over the last four years was 4,203,303 lbs. In 1954, 4,395,049 lbs. of wool were exported and, in 1955, 4,395,322 lbs. The wool clips in 1954 and 1955 were exported through the medium of the Falkland Islands Company Limited.

Hides and skins to the value of £34,553 were exported in 1954 and £22,756 in 1955.

Resources at present undeveloped are the extensive kelp (*macrocystis*) beds, whales which are found in the surrounding waters, deep sea fishing and the elephant and fur seal.

AGRICULTURE AND ANIMAL HUSBANDRY

No crops are grown in the Colony, with the exception of a limited supply of oaten hay.

The Agricultural Department is administered by the Agricultural Officer, two Agricultural and Livestock Assistants, one clerk and two labourers.

The policy of the Agricultural Department is:

- (i) to co-operate with sheep farmers in maintaining a high standard of health in their flocks by combating and preventing disease;
- (ii) to control the importation of livestock and agricultural products;
- (iii) to advise stock owners in all matters connected with animal husbandry;
- (iv) to collect and produce agricultural and livestock statistics.

No dairy produce was exported. An occasional shipment of mutton was made to the whaling establishments in South Georgia and some sheep were sold to meat freezing plants in Southern Chile. The Colony is self-supporting in mutton and beef, supplies for Stanley being obtained from various settlements.

Three small dairies in Stanley supply milk to the town. Farms in the Camp have their own cows. Methods of keeping livestock are uniform throughout the Colony.

Sheep and cattle are distributed among farms in the East and West Falklands.

At the 31st December 1955 the Colony had 597,781 sheep, 12,256 cattle, 2,858 horses and 67 swine. In 1954 the numbers were 611,168 sheep, 11,138 cattle, 3,043 horses and 35 swine.

The Falkland Islands Freezer Company Limited, which was established by the Colonial Development Corporation, began operating in 1953, when carcasses of mutton and beef were frozen and shipped to the United Kingdom. Because of the poor quality a considerable financial loss was incurred, and there was no improvement in 1954. Supplies of sheep and cattle fell far short of what was expected and after two disastrous seasons the Company ceased to operate. A Receiver was appointed in September 1955 to dispose of the Company's assets.

All wool, hides and skins produced in 1954 and 1955 were sold in the United Kingdom.

FORESTRY

THERE are no forests in the Colony.

FISHERIES

THERE is no organised fishing industry and no full-time fishermen. Occasional catches of mullet and smelt are made by net hauling, all of which are sold for local consumption.

MINING

THERE are no known minerals in the Falkland Islands.

MANUFACTURING INDUSTRIES

THE Colony has no manufacturing industries.

CO-OPERATIVE SOCIETIES

THE Government Employees' Canteen was formed in 1952 and membership is open to employees and pensioners of the Colonial Government. All members are required to take up one £10 share on joining the Canteen. A maximum of 50 shares may be held.

The Canteen is run on the lines of a co-operative society and imports groceries, clothing and footwear, furniture and household goods. It is operated by a committee who remain in office for three years. Part-time storekeepers attend on three afternoons a week.

Chapter 7: Social Services

EDUCATION

THE Government is responsible for education in the Colony. All education in the years under review was free. Children wishing to continue their education after reaching the age of 14 may do so in what is known as the Continuation Class. There is no secondary or higher education. Bursaries are awarded to children wishing to train for teaching posts within the Department of Education. Evening classes are held each winter from May to October. The classes are open to all who wish to attend, but apart from Government employees under the age of 18, whose attendance is compulsory, the response in 1954 and 1955 was not encouraging. The Colony's total expenditure on education in 1953-54 was £12,891, (£9,246 recurrent), or 7.9 per cent of total ordinary expenditure, and in 1954-55, £16,104, (£12,998 recurrent), or 7.3 per cent of ordinary expenditure. For details of Colonial Development and Welfare grants towards education see p. 7.

Attendance in Stanley is compulsory for all children between the ages of 5 and 14 years and in the Camp for children between 5 and 14 years of age living within one mile, and children between 7 and 14 years living within two miles, of a settlement school. In addition, a number of travelling teachers were employed in the Camp. These teachers visit outlying shepherds' houses for a fortnight at a time.

There are two schools in Stanley. The new Infants' School caters for children from 5 to 8 years of age and the Senior School for children aged 9 to 14 years or more.

The following is a summary of children and teachers in each school during the period under review :

Number of Teachers as at 31st December 1954

	Infants' School		All Range School		Camp		Total	
	Male	Female	Male	Female	Male	Female	Male	Female
<i>Certificated</i> Completed Secondary School course	—	—	4	—	1	1	5	1
<i>Uncertificated</i> But who have completed Secondary School course	—	1	—	—	4	—	4	1
<i>Trained (locally)</i> But have not completed Secondary School course	—	1	—	3	—	6	—	10
<i>Untrained</i>	—	—	—	—	—	3	—	3

Number of Teachers as at 31st December 1955

<i>Certificated</i> Completed Secondary School course	—	1	4	1	2	1	6	3
<i>Uncertificated</i> But have completed Secondary School course	—	1	—	—	6	—	6	1
<i>Trained (locally)</i> But have not completed Secondary School course	—	—	—	2	—	5	—	7
<i>Untrained</i>	—	—	—	—	—	5	—	5

Number of Children receiving Education

	Schools	Enrolment		
		Boys	Girls	Total
<i>On December 31st, 1954</i>				
Infants	1	17	25	42
All Range	1	70	61	131
Camp	20*	81	76	157
Total: Camp and Stanley		168	162	—
Grand Total				330
<i>On December 31st, 1955</i>				
Infants	1	15	23	38
All Range	1	56	58	114
Camp	19*	87	91	178
Total: Camp and Stanley		158	172	—
Grand Total				330

* Schools and Teachers.

To encourage Camp children to attend school in Stanley a boarding allowance of £2 per month for each child was granted in 1954-55.

To mark their centenary the Falkland Islands Company Limited made a generous donation towards the cost of erecting a boarding school near Darwin on the East Falkland. The school, which is to be maintained and equipped at Government expense, was due to open in 1956. A similar but smaller boarding school is planned for Port Howard on the West Falkland.

Settlement Schools and Teachers

	1954	1955
Settlement Schools*	10	9
Travelling Teachers	10	10

* With resident teacher.

Under an agreement with the Dorset County Council, one boy and one girl were sent on scholarships to a County Grammar School in 1954 and one girl in 1955.

Of the four scholarship children at present in Dorset, three have been recommended for an additional two years to take the Certificate of Education at advanced level.

PUBLIC HEALTH

THE general health of the population was good during the period under review, although an epidemic of an influenza-like upper respiratory infection swept through Stanley in July 1955. Almost every household was affected and otitis media was a common complication.

Tuberculosis

In 1954, 606 persons were tested for tuberculin sensitivity; 579 were examined after the tests and of these 81 showed positive reactions. All tuberculin-negative reactors in Stanley, with three exceptions, and all at Goose Green and Port Stevens, a total of 304, were vaccinated with B.C.G. dry frozen vaccine "Behringwerke". The conversion rate in 65 persons, tested six to eight months after vaccinations, was 92.3 per cent.

With the completion of the T.B. wing of the hospital in June 1954, 10 beds and three cots became available for the treatment of tuberculous patients. Eighteen patients were treated at hospital and three in their own homes. Two cases were sent to England for major surgical treatment which was successfully carried out.

The treatment of all T.B. patients was free and the Government introduced a scheme to give financial aid to T.B. patients and their dependents.

There was one new case of pulmonary tuberculosis in 1955. All the known treated cases were examined periodically and six were admitted to hospital for further treatment.

Medical Facilities and Cases

With the completion in 1955 of the electric laundry all major additions and alterations to the King Edward Memorial Hospital were made. The hospital has 32 beds for the treatment of medical, surgical, obstetric and T.B. cases. Two revolving chalets were built in the foreground of the hospital in 1954. These were used by day only and proved most useful.

During 1955, 104 (36)* operations were performed at the hospital—30 (20) major and 74 (16) minor; 8 (4) patients died in hospital.

A well-attended ante-natal and post-natal clinic was held at the hospital.

Mortality

There was no maternal mortality in either year.

Of the total of 20 deaths in the Colony in 1954 none occurred in individuals under the age of 15 years, but in 1955 there were three, two from suffocation by bedclothes and one from T.B. peritonitis. There were 22 deaths in all.

Mortality does not arise from any principal group of disease. The major cause of death during 1954 was from drowning (three cases) and there were two deaths from senile myocardial degeneration.

Medical Services in the Camp

For medical purposes, the Falklands are divided into three areas: Stanley and the North Camp, Lafonia, and West Falkland. The Senior Medical Officer and one Medical Officer are stationed in Stanley and see all the patients in Stanley and the North Camp. One

* Figures for 1954 are in brackets.

Medical Officer lives at Darwin, in Lafonia, and deals with all the medical cases in his area. In the West Falkland, a doctor is stationed at Fox Bay. His patients live in the West Falkland and in the many islands to the North and West.

All settlements on the main East and West Falklands can communicate direct with a doctor by telephone; out-lying houses and the islands have radio-telephones.

Standard medical chests are provided at all settlements. When necessary, advice on the use of their contents—medicines, splints and dressings—can be given by telephone or radio telephone.

The Government Air Service is available for the transport of doctors and patients. As a rule, the Camp doctors ride to their patients but, when it is convenient, or necessary, they are flown. The Government-owned m.v. *Philomel* is also at the call of the Medical Department, and is used in emergency when the aircraft cannot be used.

The system is practical and efficiently meets the unusual needs of a roadless country of mountain ranges, great areas of grassland pastures, and many islands, inhabited by a widely-scattered population.

Local Authority Services

The Stanley Town Council was responsible for sewage disposal and employed two night soil collectors. There still remain just over 100 houses in Stanley without modern sanitary installations, although the number is slowly decreasing.

There were three licensed dairies in Stanley, which were inspected periodically by the Chief Constable who fills the post of Sanitary Inspector. The dairy herds were examined by the Agricultural Officer and all animals were tuberculin tested.

The Medical Department

The staff of the Medical Department in 1955 consisted of the Senior Medical Officer, three Medical Officers, one Matron, three nursing sisters, one tuberculosis sister, one district nurse, and six staff nurses. Domestic and other staff at the hospital consisted of one clerk, one caretaker, one cook, five maids and one laundry maid.

There were no doctors or nurses working for companies and there were no private practitioners.

Expenditure on medical services during 1953-54 was £17,727, or 10.8 per cent of total Government ordinary expenditure. In 1954-55 it amounted to £22,810, or 10.42 per cent of total ordinary expenditure.

Revenue was as follows:

Revenue	1952	1953	1954	1955
	£	£	£	£
Medical . . .	2,143	2,248	2,150	1,739
Dental . . .	766	2,308	345	580
	<u>2,909</u>	<u>4,556</u>	<u>2,495</u>	<u>2,319</u>

Because of difficulties in recruiting, two Government dentists were available for only three months in 1954. During the remainder of the period under review one dentist served the entire Colony. Most of his time was spent in Stanley although it was possible for him to visit many of the settlements. One dental mechanic and an apprentice were employed.

HOUSING AND TOWN PLANNING

THE majority of the houses in the Colony are built of timber with metal outer covering; the roofs are usually of corrugated iron. Concrete block building, particularly for Government premises, is now becoming popular. Plans for all new buildings must be submitted to the Board of Health for approval and must conform to the sanitation and constructional requirements of the Board. There is a shortage of housing in Stanley, caused mainly by the high cost of materials and freightage and the shortage of labour.

The Government maintains accommodation for most of its overseas officials. Two blocks of small houses are available for rental by the poorer members of the community. These premises are liable to inspection and the tenants must keep them in a sanitary condition. The Board of Health has power to condemn houses which are unfit for habitation.

SOCIAL WELFARE

THE Stanley Benefit Club is the oldest club in the Colony. It was formed in July 1859 to provide a fund for the support of members in cases of sickness or accident; it also meets funeral expenses. The Club has a membership of 166; the subscription is 2s. 6d. per month or 30s. per annum, payable in advance. This entitles a member to the following benefits after he has been enrolled for twelve months:

- 4s. per day for 26 weeks—to be followed by
- 2s. per day for 13 weeks—to be followed by
- 1s. per day for 13 weeks, and thereafter 3s. per month until recovery.

If a member is killed, or dies from illness or accident, the next of kin receives £15 to defray the funeral expenses.

During the period under review the Stanley Benefit Club paid to its members sick and other benefits amounting to £335 in 1954 and £450 in 1955. The Club's assets over liabilities on the 30th April 1955 were £2,878.

There are several other clubs in Stanley, among them the Colony Club, the Falkland Club, the Working Men's Social Club and the Falkland Islands Defence Force Club, membership of which is confined to past or present members of the Force.

Under the auspices of the Falkland Islands Defence Force Rifle Association, rifle shooting continued to be one of the most popular pastimes in Stanley. Local Bisley meetings are held annually and are run on the same lines as the annual Bisley meeting held in England.

During the winter months the Association was active in raising funds to provide for a fully representative team to be sent to Bisley for the 1956 meeting, and to compete in the *Morning Post* Junior Kolapore Imperial Challenge Cup, and the *Barnett* Junior McKinnon Imperial Challenge Cup.

There is a miniature rifle range in the Drill Hall and this is open to members and their wives. It is always well supported and this form of sport is growing in popularity. The Drill Hall is also used for badminton and table-tennis.

In 1953 the Falkland Islands Company Limited completed the construction of a squash court in Stanley. It is housed in a wooden building with a perspex roof and a gallery for spectators. This generous gift to the Colony has proved a most popular and welcome amenity.

Football is a very popular outdoor sport and the Club is well supported by both players and spectators.

The Stanley Sports Association holds an annual meeting in December for horse racing, gymkhana and athletic events. Race meetings are also held at Darwin and at most of the principal settlements in turn on the West Falkland.

The Working Men's Social Club holds a sports meeting annually for children and also organises various parties.

The Physical Training and Boxing Club, formed in 1951, is well supported and has proved of great benefit to Stanley youths and men. A boxing tournament is held each year.

An Angling and Shooting Club was formed in 1950, but shortage of transport has caused interest to fall and expeditions have had to be curtailed, although there was an increase in the number of rod fishermen. Trout imported from the United Kingdom have done well.

The Guild of Spinners, Weavers and Dyers was formed in 1948 to keep alive an ancient craft and to provide a home industry as an interest and a means of earning pin money for the woman in the home. The first exhibition of the Guild's work was held in 1950 and an annual exhibition has since become a popular event in the life of the Colony. By 1956 there were 15 members, all of whom are active in attending the regular monthly meetings at which, besides spinning and knitting, the women make rugs from local wool, slippers, tea cosies, and toys from lamb-skins, and cure and prepare skins for floor mats. The loom was not in use for lack of an experienced teacher, but the art of spinning was to be reintroduced into the Stanley Senior School after a lapse of ten years, and arrangements were made for the Guild and the Education Department to co-operate in an endeavour to foster interest.

The membership of the Girls' Life Brigade remained steady throughout the period under review. Courses were completed in accordance with the International Headquarters syllabuses at the advanced level in hygiene, first aid, physiology and anatomy, knitting and country dancing. Elementary standard badges were also granted in natural history, art, needlework, knitting and basketwork.

The 1st Falkland Islands Company of the Boys' Brigade, first formed in 1944, continued to be a most successful organisation. Training is carried out during the winter months. Classes are held in signalling, first aid, physical training and drill. The strength in 1955 was 40. Nine boys and an officer attended the International Camp held in the United Kingdom in 1954.

A Cricket Club, the first in the history of the Colony, was formed in November 1955. The initial membership was approximately 50 and the Club is steadily developing.

The Red Cross Society held its usual tea-meetings each month, the object being to collect and to purchase gifts for hospital patients and for elderly people living in the town. A canteen, organised by the Society, was opened for one week during February 1955 to provide refreshments for visiting sailors from one of Her Majesty's ships. There is an annual subscription of 2s. 6d. and membership was 14.

Folk dancing is held in Stanley for five months of the year in the Gymnasium. The Society meets once a week for two hours. A class for juniors is held weekly and recently a class for seniors has been instituted. Both are well attended. Membership is open to all over 13 years of age; the total membership averages 240. Members pay a small subscription and an entrance fee of 6d. each evening; the classes are free. Social evenings at which both ballroom and folk dancing were held proved a great attraction.

Legislation providing for an old age contributory pension scheme was introduced in 1952. The scheme is compulsory for all male residents in the Colony.

Children's allowances at the rate of 10s. per month for each child are granted to all parents with two or more children.

There are no orphanages or poor law institutes. Poor relief is administered by the Stanley Town Council and the amount spent on poor relief during 1955 was £560. Accommodation for old and chronic invalids is provided in the hospital.

There are three places of worship: Christ Church Cathedral, consecrated in 1892, St. Mary's Roman Catholic Church, established in 1899, and the Tabernacle (United Free Church), established in 1896. Church services are relayed every Sunday evening through the broadcasting station in Stanley for the benefit of Camp listeners.

The Town Hall, re-built with the assistance of a grant from Colonial Development and Welfare funds after being destroyed by fire in 1944, opened in 1950. It contains a dance hall with stage, dressing rooms, refreshment room and a well-stocked and well patronised library. In 1954 and 1955 film shows were given in the dance hall by a private operator.

There are no probation services for juvenile delinquents, but their number is small (*see* Chapter 9, Justice, Police and Prisons).

TYPES OF PUNISHMENT (1954-55 COMBINED)

	Convicted			Imprisonment			Fined			Bound Over			Imprisonment by length of sentence
	M.	F.	J.	M.	F.	J.	M.	F.	J.	M.	F.	J.	
<i>Magistrate's Court</i>													
Assaults	9	—	—	8	—	—	1	—	—	—	—	—	
Attempted suicide	1	—	—	—	—	—	—	—	—	1	—	—	
Breaking and entering	2	—	1	—	—	—	—	—	1	2	—	—	
Larceny	9	3	1	2	2	—	7	1	1	—	—	—	1 male, 14 days 1 male, 1 month 1 female, 14 days 1 female, 2 months 1 female, 14 days
Receiving Malicious damage	1	1	—	—	1	—	—	—	—	1	—	—	
Wilful damage	12	—	—	—	—	—	12	—	—	—	—	—	
Traffic	2	—	—	—	—	—	2	—	—	—	—	—	
Licensing	16	—	—	—	—	—	16	—	—	—	—	—	
Licensing	59	1	—	5	1	—	54	—	—	—	—	—	4 males, 1 month 1 male, 6 weeks 1 female, 1 month
Threats	1	—	—	—	—	—	—	—	—	1	—	—	
False marriage declaration	1	—	—	1	—	—	—	—	—	—	—	—	
Disorderly behaviour	7	—	—	—	—	—	—	—	—	—	—	—	1 male, 6 weeks.
Insulting conduct	1	—	—	—	—	—	4	—	—	3	—	—	
Other offence	—	1	—	—	—	—	—	1	—	1	—	—	
<i>Supreme Court</i>													
Breaking and entering	2	—	—	—	—	—	—	—	—	2	—	—	

Offences dealt with by Naval Authorities after reports by Police

	1954	1955
Larceny	2	—
Wilful damage	3	2
Disorderly behaviour	—	5
Insulting conduct	—	1
Obscene language	—	1
Drunk and incapable	11	5

POLICE

THE authorised strength of the Falkland Islands Police Force is seven, consisting of the Chief Constable, one Sergeant and five Constables, all of whom are stationed in Stanley. One constable is stationed at South Georgia.

With the exception of the Chief Constable, members of the Force are recruited locally.

Training is carried out under the supervision of the Chief Constable.

No disciplinary action was taken against members of the Police Force in 1954 and 1955.

Police Sergeant Norris was awarded the Colonial Police Medal for Meritorious Service in the Birthday Honours, 1955.

Crime

The number of indictable offences is decreasing. The most serious case of juvenile delinquency during the period under review was the larceny of goods valued at £74. With only two juveniles charged in two years, the incidence of juvenile delinquency is low.

Other Police duties

The Chief Constable acts also as Gaoler, Immigration Officer and Sanitary Inspector. The Police Department issues and renews firearm certificates, gun licences and fishing licences, and is responsible for the registration and licensing of motor vehicles, the testing of applicants for driving licences, the issue of drivers' licences and the licensing of dogs.

Prisons

There is one small prison in Stanley. The Chief Constable acts as gaoler and other members of the Police Force as warders. A part-time Gaol Matron is employed.

Prisoners received during 1954 and 1955 were as follows:

1954		1955	
Sex	Sentence	Sex	Sentence
M	1 month	F	14 days
M	1 "	F	14 "
M*	10 days	M	14 "
M*	14 "	M	1 month
M*	14 "	M	1 "
		M	6 weeks
		F	1 month
		M	1 month
		M	6 weeks
		F	2 months
		M*	1 month

Daily average ·23

Daily average ·88

* Naval personnel imprisoned for Naval disciplinary offences.

There is no special provision for first offenders, recidivists, etc.

Prison discipline is governed by the Prisons Regulations, 1949, and is enforced by the Gaoler and Warders.

Health of the prisoners is under the supervision of the Senior Medical Officer of the Colony. There are no facilities for the education and training of prisoners.

Prisoners are employed on work in and around the gaol, such as painting, cleaning and gardening, and are occasionally put to work in cutting peat and making concrete blocks. Prisoners receive no payment when in prison. Remission of sentence is earned at the rate of four days per month by those imprisoned for one month or over.

The Colony has no Borstal or similar institutions and there is no after-care of prisoners.

Chapter 10: Public Utilities and Public Works

ELECTRICITY

A 24-hour supply is available in Stanley. The supply voltage is 230 A.C. for lighting, heating and small power, and 400 A.C. for large power. The new diesel electric power station, opened on 27th January 1951, has a maximum output of 550 kilowatts. Distribution is overhead at 3·3 kv. and 230 to 400 volts. The system is 3-phase 4-wire. The power station is operated by the Government.

There are 460 consumers in Stanley who pay a tariff at their option of 9d. per unit or 3d. per unit and a fixed charge of £1 per quarter.

The Government is by far the largest consumer, followed by the Falkland Islands Company Limited. The output in 1954 was 445,191 units and in 1955, 579,327 units.

In the Camp most of the managers' houses have their own generators and some settlements are supplied with electricity. Many of the shepherds' houses have self-installed lighting systems with wind-chargers to recharge their batteries.

WATER SUPPLY

THE water supply in Stanley is barely adequate for the needs of the town and supplies are brought by pipe-line from a distance of about three miles. In times of drought the reservoir is filled by pumping from Moody Stream. Storage is available for some 335,000 gallons, and many householders use rain-water tanks as reserves. Consumption averages 40,000 gallons daily. A qualified water engineer, who conducted a survey at the end of 1952, drew up plans for an increased and purified supply system on which work began in 1955.

In the Camp use is made of fresh-water springs, rain-water tanks and wells with hand-drawn or windmill-pumped supplies.

PUBLIC WORKS

THE Public Works Department is responsible for the care and maintenance of Government buildings, the construction of new Government works, and the maintenance of Stanley roads and water supply. The staff, under the Superintendent of Works, numbers 77, of whom 15 are artisans from the United Kingdom, nine are local tradesmen and the remaining 53 are locally employed handymen and labourers.

The principal activities of the Department during 1954 and 1955 were the completion of the new Infants' School and repairs and maintenance in Government buildings.

The Department was also responsible for the cutting of 20,000 cubic yards of peat each year. In December 1953 a peat-cutting machine was imported and is now working satisfactorily.

Chapter 11: Communications

SHIPPING

THE Falkland Islands Company's 855 ton vessel *Fitzroy* links Stanley with the outside world. She averages ten journeys annually to Montevideo, carrying freight, mail and passengers. The Company also chartered vessels to carry extra cargoes; in the 1953-54 season the Company chartered four, and in the 1954-55 season three vessels.

The R.R.S. *John Biscoe* provided occasional communication between Stanley and South Georgia and the rest of the Dependencies, and periodic visits were paid to the Colony and Dependencies by ships of the Royal Navy.

The following table shows the number of vessels which entered and cleared Stanley during the past three years:

	1953	1954	1955
Number of ships which entered Stanley	21	20	23
Number of ships clearing Stanley	20	17	20
Net tonnage in	18,010	14,926	12,085
Net tonnage out	17,930	14,321	11,009
Passengers in	144	200	309
Passengers out	185	237	298

These figures consist mainly of repeated entries of the s.s. *Fitzroy*, charter vessels and Falkland Islands Dependencies Survey ships, the latter frequently being finally cleared at South Georgia. The R.M.S. *Tweed*, which carried the Islands' second export of frozen mutton, cleared at Ajax Bay in 1954.

RAILWAYS

THERE are no railways in the Colony.

ROADS AND VEHICLES

THERE are twelve miles of road in and around Stanley, and in the Camp there are some stretches of track suitable for the jeep or tracked-type of vehicles. The Stanley roads are in a very poor state of repair, owing mainly to shortage of labour and the prior claim of more essential works, but preliminary work on their rehabilitation began towards the end of 1955. Labourers arrived from Germany and built a stone crushing plant. It is proposed to lay the main road, extending for about one mile, in concrete, with the side roads in tar macadam.

The following table shows the number of vehicles licensed in 1954 and 1955 for the whole or part of the year:

	Imported		Registered	
	1954	1955	1954	1955
Lorries	5	4	58	59
Vans	3	—	21	21
Cars	14	24	110	135
Motor Cycles	5	8	72	77
Auto Cycles	1	—	2	2
Power Scooters	—	1	—	1

RIVER AND LAKE TRANSPORT

THERE are no navigable rivers in the Colony and no lakes.

AIR SERVICE

THE Falkland Islands Government Air Service has increased its scale of operations very considerably since it was started in 1948 to improve communications between Stanley and the settlements and to facilitate the treatment of medical cases.

The service was originally equipped with two second-hand Auster land planes. It now operates two De Havilland (Canada) Beaver sea-planes. The number of passengers carried by the service increased from 1,290 in 1954 to 1,760 in 1955. In addition, regular mail deliveries were maintained to all settlements and a large number of urgent hospital cases brought to Stanley for treatment.

An Auster sea-plane has been used almost exclusively for pilot-training; one young Falkland Islander has been thus trained prior to being sent to the United Kingdom to obtain a commercial pilot's licence.

There is no international service linking the Colony with the outside world.

POSTS AND TELEGRAPHS

A telephone system is maintained in Stanley by Government, for general as well as official use, and there are over 366 subscribers. Most of the sheep-stations on the East Falkland have their own lines connected to the Stanley system; on the West Falkland the telephones converge on Fox Bay where there is a Government wireless station for inter-island traffic.

Some of the farms have private radio transmitters for local use, but these have been largely superseded by radio-telephone sets provided and installed by the Government.

The Posts and Telegraphs Department handles approximately twelve mails annually from overseas, each averaging 180 bags. An average of 40 inter-island mails also pass through the Post Office. Inter-island airmail between Stanley and the settlements is carried when weather conditions permit.

Telegrams for inland and overseas are accepted at the Post Office and the number of telegrams handled in 1955 exceeded 41,000.

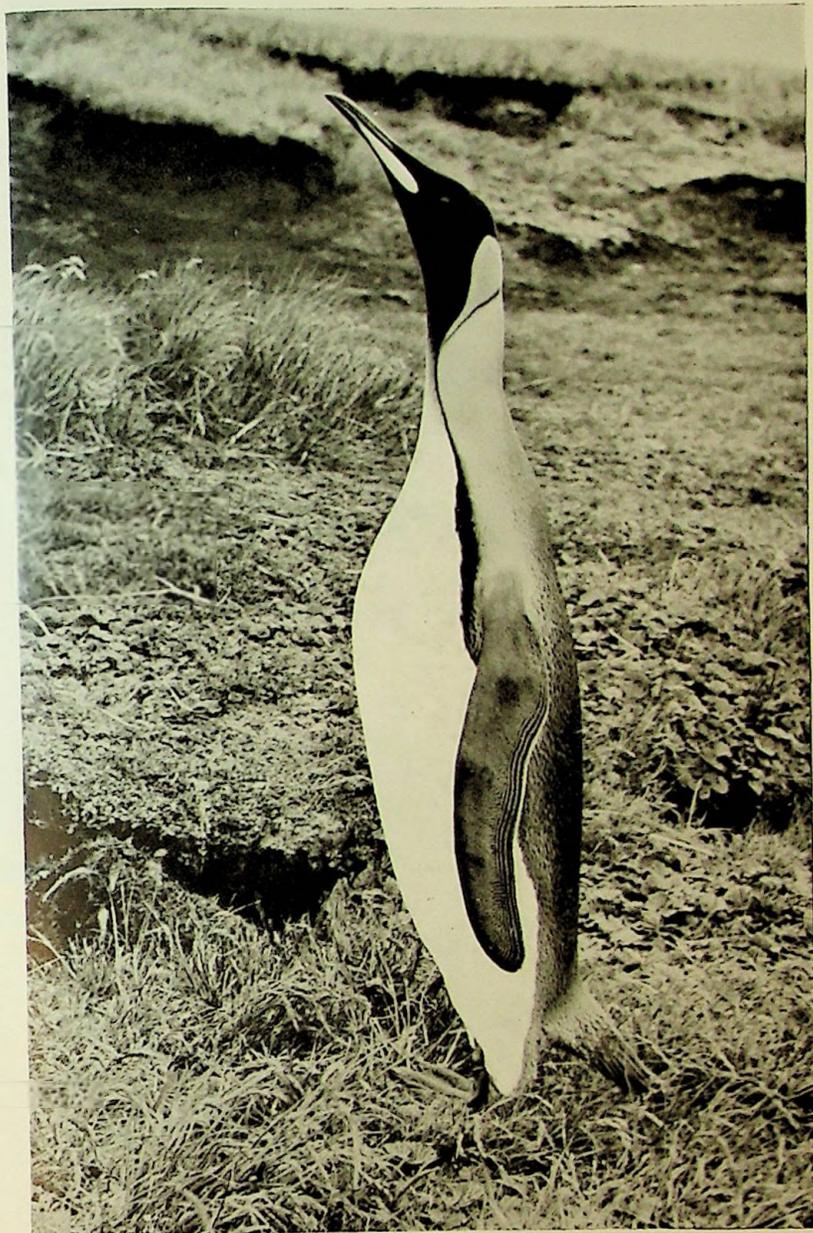
A commercial wireless telegraphy station operates daily from 9.0 a.m. until 11.0 p.m. and employs seven operators and two apprentices.

Two electricians are employed on servicing the telephone, broadcasting and re-diffusion services.

Chapter 12: Press, Broadcasting and Films

PRESS

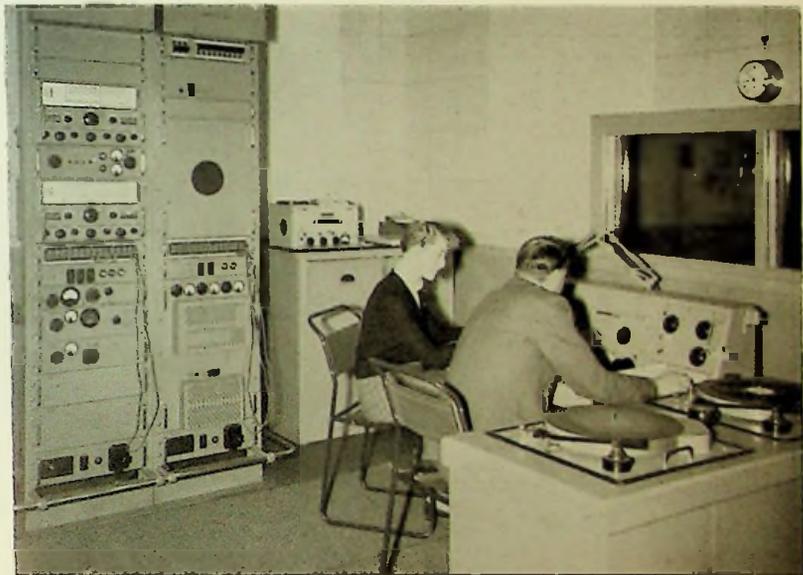
No newspapers or periodicals are published in the Colony, other than the official *Gazette*. A weekly newsletter is, however, broadcast to Stanley, the Camp and the Dependencies.



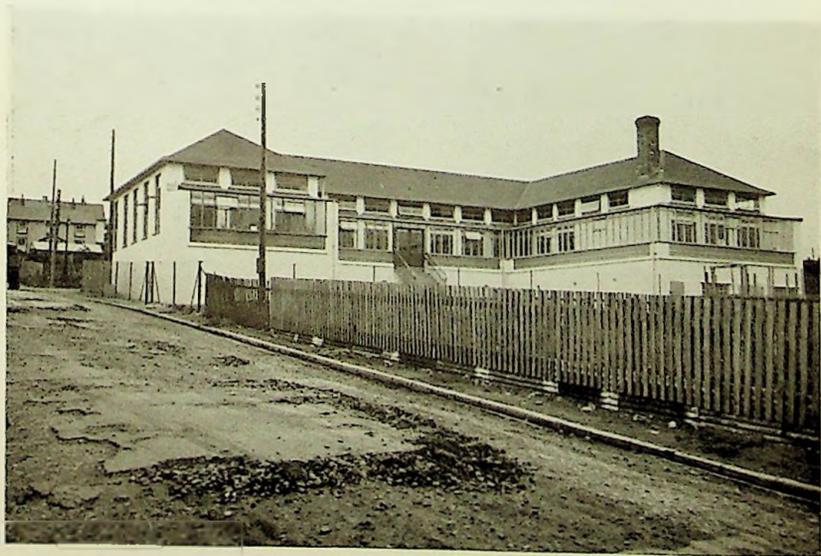
King Penguin



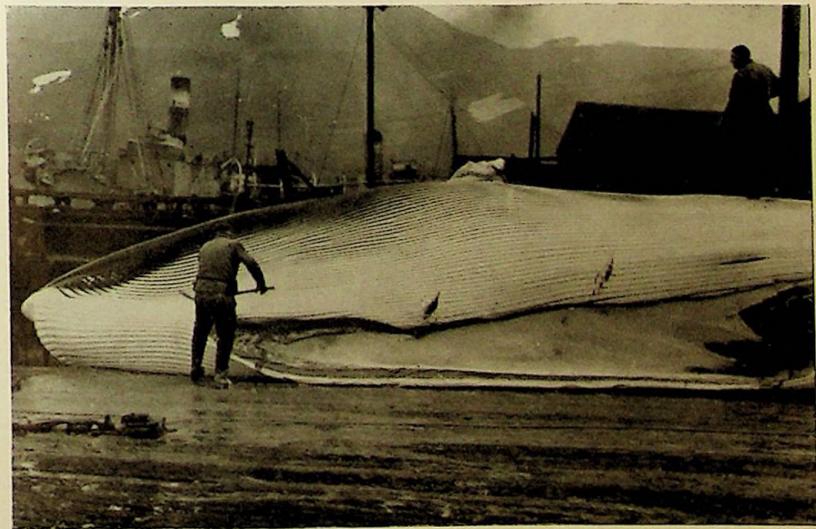
Sheep Gathering, East Falkland



Broadcasting Studio, Stanley



Infants' School, Stanley



Whale Flensing, South Georgia



S.S. "Fitzroy", Port San Carlos



Photo by W. E. Anderson

*Hauling a load of seal meat to the F.I.D.S.
Base hut at Hope Bay (Base D).*

THE Falkland Islands established the first Colonial broadcasting service. In the early part of 1929 a wired broadcasting system was established in Stanley; the service covered not only the town but also many parts of the East Falkland, the programme being carried to outlying farms by the normal telephone lines. Although a number of earlier experiments were made, wireless broadcasting from a radio transmitter did not become a regular feature until 1942. The two methods, operated jointly, are now a well-established service in the Islands.

The broadcasting service is controlled by a voluntary committee under a director. A salaried secretary is employed.

Programmes of two to three hours duration are broadcast daily, and four part-time announcers are employed. B.B.C. news bulletins, sports results and "Radio Newsreel" are broadcast regularly, and extensive use is made of the B.B.C. Transcription Service. The acquisition of a tape recording machine in 1953 has facilitated the production of local features.

There were 439 wireless receiving licences issued in 1954 and 441 in 1955.

Three hundred and four wired broadcasting subscriptions were paid in 1954 and 315 in 1955.

FILMS

A film library operated by the Superintendent of Education was established in 1953; it has grown considerably and its membership has increased. By the end of 1955 the library was supplying films to three stations on the East and seven stations on the West Falkland. Prints are obtained from J. Arthur Rank Distributors, Limited, and the Central Office of Information, London. The library operates on a strictly non-profit making basis. Films of educational value are shown in Stanley's Senior School. A local business man operates a cinema in the Town Hall where films are shown once each week.

INFORMATION SERVICES

No Information Service is operated by the Government. Important announcements are broadcast over the local radio.

Chapter 13: Local Forces

THE Falkland Islands Volunteer Corps was first formed in 1892. The Force stood down in 1919 and was reconstituted in 1920 as the Falkland Islands Defence Force.

Mr. A. G. Denton-Thompson, the Colonial Secretary, was appointed Honorary Commandant in April 1955 on the departure of Mr. Colin Campbell, his predecessor.

Lt. W. J. Jones succeeded Captain D. W. O'Sullivan as Adjutant on 1st April 1955. Captain O'Sullivan retired of his own request after 25 years' service.

Indoor training was carried out in the winter months. Outdoor training for the M.M.G. Section was held in June and an embarkation and field exercise was held in August 1955.

Annual Musketry Classification and the competition for the Falkland Islands Force 122 Trophy were held in October.

An annual training camp was held prior to 1939 which proved beneficial to the Force in general. In 1955 it was decided to reinstitute the practice and to start in 1956.

The Falkland Islands Defence Force provides a guard of honour on the occasion of the birthday of Her Majesty The Queen and on other ceremonial occasions.

The total expenditure on defence was £771 in 1953-54 and £794 in 1954-55.

Chapter 14: General

THE D.S.I.R. IONOSPHERIC OBSERVATORY

THE ionospheric observatory which was established in Stanley in 1947 is maintained and staffed by the Radio Research Organization of the Department of Scientific and Industrial Research (formerly the Radio Division of the National Physical Laboratory, D.S.I.R.).

Long-term research into the properties of the ionosphere continued in 1954 and 1955. The observatory is equipped with automatic recording apparatus and this is used to examine the characteristics of the ionosphere directly overhead. Observations are made at hourly intervals throughout the 24 hours, each observation taking the form of a short transmission during which signals reflected from the ionosphere are displayed on a cathode ray tube and recorded by photographic means. Results are transmitted to the Radio Research Station at Slough, England, and used in the preparation of world charts from which the most suitable frequency for any high frequency broadcast circuit can be predicted several months in advance. Predictions have been prepared for local W/T circuits by these means, the service forming part of the work of the station.

The absorptive properties of the lower layers of the ionosphere are also measured daily at noon. During the latter half of 1955 apparatus was introduced which has virtually eliminated any radio interference caused by these measurements.

In the work described above, the correlation of magnetic and ionospheric disturbances is of interest and a recording magnetometer is used for this purpose; this instrument records minute variations in the direction of the earth's field.

Ionospheric data obtained at high latitudes is most valuable and much useful information is received from Port Lockroy where a similar ionospheric recorder is operated by the staff of the Falkland Islands Dependencies Survey, in conjunction with D.S.I.R. The results from Port Lockroy are also sent to Slough.

The installation of apparatus for the recording of whistler type atmospherics and the measurements of radio noise over a wide range of frequencies is now being carried out. This is in preparation for the part the station will play in the programme for the International Geophysical Year, 1957-58. The recording of whistler atmospherics is being carried out as part of an international experiment and the measurements of radio noise as part of a world survey which will have applications in the provision of broadcast circuits and low frequency radio navigational aids.

The station employs a scientific staff of three and a handyman.

PART III

Chapter 1: Geography and Climate

THE Falkland Islands lie in the South Atlantic Ocean between 51° and 52½° South and 57° and 62° West and are about 300 miles east and slightly to the north of the Straits of Magellan. There are two main islands, the East and West Falklands, divided by the Falkland Sound, running approximately north-east and south-west, and about 200 smaller islands around them within a space of 130 by 80 miles. The area, computed from the Admiralty chart, is as follows:

	Square miles
East Falkland and adjacent islands . . .	2,580
West Falkland and adjacent islands . . .	2,038
Total . . .	4,618

The islands have a very deeply indented coastline and possess many excellent harbours and anchorages. The surface is hilly, attaining its maximum elevation of 2,315 feet in Mount Adam on the West Falkland. There are no navigable rivers. The entire country is covered with moorland, "white grass" (*Cortaderia hilosa*) predominating, although there are large areas of "diddle dee" (*empetrum*). There are numerous outcrops of rocks and here and there peculiar "rivers" of angular boulders, known locally as "stone runs", the origins of which are not known. Apart from Stanley, where practically every house has a garden, there is no cultivation except in the immediate vicinity of the farm settlements and shepherds' houses, where vegetables, fruit bushes and in some places oats and grass for hay are grown. The soil is mainly peat, but sandy areas occur. In general appearance the Falklands are bleak and inhospitable to a degree, but they can nevertheless look attractive in fine weather and the sunsets are often magnificent.

Trees exist only where they have been planted but there are areas of wild fuchsia (*Chiloitrichum diffusum*) and, on the West Falkland only, "Box" (*veronica elliptica*) is indigenous. Most of the islands and small coastal areas are clothed luxuriantly in tussac grass (*poa flabellata*) which is excellent food for stock and which has kept more than one shipwrecked sailor alive.

The capital, Stanley, is situated on a sharply rising hillside forming the southern slopes of a harbour entered from Port William, on the east of the group. It has about 1,200 inhabitants. Smaller settlements have been established at headquarters of the various sheep stations into which the Colony is divided. Of these the most important is Darwin, the headquarters of the Falkland Islands Company's farms, with a population of about 100. The entire territory outside Stanley is known locally as the "Camp" (Spanish: Campo—countryside).

The climate of the Falklands is often deplored. It is cool and windy, with an average annual temperature of 42° F. The islands are generally colder than any part of the British Isles, though temperatures below 20° F. are uncommon, even in mid-winter, because of the maritime exposure. For the same reason the maximum summer temperature seldom exceeds 70° F. Warm spells with light winds are infrequent and, when they do occur, are of brief duration. The islands are exposed to persistent strong winds which accompany fair weather as often as foul. The average wind speed throughout the year is 15 knots, and gales (winds whose mean speed is greater than 33 knots) develop for at least short periods almost one day in five, with a tendency to be more frequent in summer. Thus the islands are windier than almost any part of the British Isles except a few exposed coastal areas in the north and west. Precipitation, which is generally light or moderate in intensity, is fairly evenly spread throughout the year, but the summers are characterised by fair and very dry spells when north-west winds reach the area after the passage over the Andes. The average rainfall is about 28 inches per year, which is rather more than in London. The aggregate of bright sunshine, however, is almost exactly the same and averages four hours per day over the year.

Chapter 2: History

THE honour of first sighting the Falklands is thought to belong to Captain John Davis, who observed the group from his ship *Desire* in 1592. He sailed from Plymouth in an expedition commanded by Admiral Cavendish with the Philippines and the Coast of China, via Cape Horn, as their destination.

John Jane, the historian of the voyage, described the discovery of the islands as follows:

"The ninth (August 1592) wee had a sore storme, so that wee were constrained to hull, for our sailes were not to indure any force. The 14 wee were driven in among certaine isles never before discovered by any knowen relation, lying fiftie leagues or better from the shore East and Northerly from the Streights; in which place unlesse it had pleased God of his wonderful mercie to have ceased the winde, wee must of necessite have perished. But the winde shifting to the East wee directed our course for the Streights, and the 18th August wee fell with the Cape (Virgin) in a very thick fogge; and the same night wee ankered ten leagues within the Cape."

These isles were the Falkland Islands.

Two years later Sir Richard Hawkins reports having seen them, and called them "Hawkins' Maidenland" after Queen Elizabeth, and a Dutchman, Sebald Van Weerd, appears to have visited some

of the outlying islands, thought to be the Jasons, on the north-west coast in 1598. They were long named the Sebaldine Islands and are so shown on a map hanging in the Secretariat at Stanley, bearing a date "about 1790".

The Falklands were so named by Captain Strong after Viscount Falkland, Treasurer of the Navy, in 1690. He sailed in the *Welfare* between the West and East Falklands and called the passage Falkland Sound. But it does not appear that his name was applied to the group as a whole before 1745.

To historians the islands are known also as "Les Malouines" after Viscount de Bougainville who sailed from the Brittany port of St. Malo; the Spanish variant of "Las Islas Malvinas" is used on the mainland of South America.

The recorded history of the islands begins in 1764 when a settlement was established by de Bougainville. Setting sail from St. Malo on 15th September 1763 he called at Montevideo—as is still the custom—where he took on board everything that was necessary to establish a settlement, including cows, calves, goats, sheep, pigs and horses. The Falklands were reached on the 31st January 1764. Finding no good anchorage at what is known as West Falkland, the expedition sailed round to East Falkland and entered Berkeley Sound. The site for the new settlement was selected on 17th March and a fort, St. Louis, was erected, together with several huts. On the 5th April formal possession in the name of King Louis XV was taken of all the islands under the name of "Les Malouines". Traces of this colony may still be seen at the western extremity of Berkeley Sound.

In the light of history it seems a strange coincidence that the Admiralty should have despatched to the Falklands about the same time a Captain John Byron ("Foul-weather Jack") with orders to seek some suitable place to use as a base. He made his landfall at Saunders Island and taking possession of this and all the neighbouring islands in the name of King George III, named the settlement and harbour "Port Egmont" after the Earl of Egmont, then the First Lord of the Admiralty.

On his departure he left Captain MacBride in charge and the latter, while circumnavigating the islands, was surprised to discover the French settlement at Port Louis less than 100 miles from his own base. He warned the French to remove themselves from the territory belonging to the English Crown and himself went to England to report his discovery. The Government thereupon decided to establish a settlement at Port Egmont and during 1766 both countries maintained settlements in the islands. For the next two years much bad feeling was engendered among the three great Powers of the period, France, Spain and England. Spain had for long regarded the South Atlantic as her own particular sphere of interest and was determined to resist any attempts by either France or Britain to appropriate the islands. After long, and very angry, correspondence, the French King consented to withdraw his subjects and it was duly done in 1767 on payment of a sum said to have amounted to £24,000. The Spaniards, having taken possession, changed the name of the settlement to

Soledad, and left a garrison there under authority of the Imperial Governor at Buenos Aires. Of this episode, de Bougainville wrote:

"I delivered our settlement to the Spaniards who took possession of it by planting the Spanish colours which were saluted at sunrise and sunset, from the shore and from ships. I read King Louis' letter to the French inhabitants of this infant colony by which His Majesty permits their remaining under the Government of his Most Catholic Majesty. Some families profited of this permission: the rest, with the garrison, embarked on board the Spanish frigates."

Endeavours to induce the British to withdraw were more protracted and eventually orders were sent for their expulsion by force. On the 4th June 1770 a Spanish frigate entered Port Egmont and two days later four more Spanish ships anchored opposite the settlement. The one British vessel was a sloop-of-war, the *Favourite*, and the only fortifications a block-house and a mud battery mounting four pounders. The British Captain, playing for time, wrote to the Spanish commodore, requesting him to depart as soon as he had obtained "necessary refreshments". In a brief reply the Spaniard stated that he had come with a very large force, comprising 1,400 men, besides the crews of his vessels, and an ample supply of ammunition and artillery, and his orders were to expel the British occupants. The latter then had no other course but to capitulate, the Spanish troops coming ashore on the 10th June 1770. The British settlers were embarked on board the *Favourite* and sailed on the 14th June, reaching England on the 24th September.

The Spanish action brought the two countries to the verge of war, but on 16th September 1771, after protracted negotiations, Port Egmont was restored to Britain. However, the settlement was short-lived, for the islands were abandoned by the British in 1774; before they left a plaque was erected on a blockhouse with the following inscription:

"BE IT KNOWN TO ALL NATIONS That Falkland Islands with this Fort, the Stonehouse, Wharfs and Harbours, Bays and Creeks thereunto belonging are the Sole Right and Property of His Most Sacred Majesty, George the Third, King of Great Britain, France and Ireland, Defender of the Faith, etc. In witness whereof this plate is set up, and His Britannic Majesty's colours left flying as a mark of possession

by S. W. Clayton
Commanding Officer at Falkland Islands
A.D. 1774

While Port Egmont remained deserted the Spaniards maintained their settlement of Soledad until they too withdrew in the first quarter of the nineteenth century; the exact date is still uncertain. Apart from the sealing and other vessels which frequently took refuge in the natural harbours the Falklands were without permanent occupants for a number of years.

Argentine interests in the Falklands began in 1820 with the endeavours of Louis Vernet to revive the settlement at Port Louis (or Soledad). Vernet, by origin a German from Hamburg who had long resided in America, had moved to Buenos Aires. Under the authority of the Republic of Buenos Aires he finally took possession of Soledad in August 1829. British protests followed this action, although the situation remained quiet until 1831. Vernet then seized three United States vessels, a rash action which eventually led to the American warship *Lexington* destroying the small fort at Soledad and retaking the vessels which had been seized.

Argentine claims to the islands persisted, but the British Government re-asserted its sovereignty in 1832 by sending out His Majesty's ship *Clio* under command of Captain Onslow. On reaching Port Louis he found 25 Argentine soldiers, and a schooner flying the Argentine colours. The Argentine commander was acquainted with the object of the mission and given orders to quit; while consenting to embark his soldiers he kept the Argentine flag flying whereupon Captain Onslow landed, hoisted the British flag, and sent an officer to haul down the foreign flag which was delivered on board the Argentine ship. On leaving Port Louis in 1833 Captain Onslow entrusted William Dickson (Vernet's storekeeper) with the care of the settlement, leaving him with instructions that the British flag be hoisted when any vessels anchored and on all holidays.

The year of establishment of the Colony is marked with a savage crime which will cause less surprise if the wild nature of the settlers remaining at Port Louis is called to mind—sealers and whalers of various nationalities, Indians, convicts and gauchos from South America and adventurers generally disposed to resent the mere existence of authority. On the 26th August 1833 without warning, and, as far as is known, for no tangible cause, Mathew Brisbane (Vernet's agent) and William Dickson were brutally done to death by three gauchos and six Indians assisted by some deserters from vessels who supplied the firearms. Brisbane lies buried in the cemetery there, and his grave, put in order by Governor Allardyce many years after, and restored again by Sir James O'Grady in 1933, is now cared for and honoured.

When the news of the crime became known Lieutenant Henry Smith, R.N. was sent to the Colony as Governor and was succeeded as such by other naval officers until a civil administration was formed under Lieutenant R. C. Moody, R.E. in 1841. Governor Moody laid out a township which he named Anson and then removed in 1844 to Stanley, the present capital.

After difficult times in the beginning further settlers and fresh capital were gradually attracted by the possibilities of the new Colony and in 1846 that part of the East Falkland Islands lying south of the isthmus at Darwin was conceded by sale to Samuel Lafone of Montevideo. Lafone, however, did not long continue to farm property on his own account and in 1851 transferred it to the Falkland Islands Company which was incorporated by charter that same year. The Falkland Islands Company besides owning Lafonia

has extensive tracts of land in the northern half of the East Falkland Island and also in the West Falkland Island, and carries on business as shipping agents and general merchants in Stanley.

In 1849 a small garrison composed of sappers, which had been maintained in the Colony, was replaced in turn by a garrison of Marines, 25 in number and all married. About this time the South American Missionary Society founded a training settlement for Indians from Tierra del Fuego on Keppel Island. The settlement did not succeed and the experiment had to be abandoned. Bishop Stirling who was consecrated the first Bishop of the Falkland Islands in 1869 came out to Keppel Island as superintendent of the settlement in 1862.

In February 1871 the Duke of Edinburgh visited the islands and in January 1881 Prince (later King) George entered Port William together with his brother Albert Victor on board H.M.S. *Bacchante*, but was prevented from landing by receipt of sudden orders to proceed to the Cape of Good Hope.

The early industry of the Colony was exploitation, mainly for their hides, of wild cattle running freely over the East Falkland Island. These wild cattle were descendants of the cattle introduced by de Bougainville and of later importations during the Spanish occupation; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor. Sheep farming was attempted first by the brothers Whittington on East Falkland where, by the year 1860, a considerable number of sheep was being run, and shortly afterwards a start was made on the West Falkland. Between 1870 and 1880 a definite change-over from cattle to sheep took place and subsequently the wild cattle were killed off by degrees and have now become almost extinct.

The Colony enjoyed a steady prosperity from the proceeds of its wool, but few landmarks of positive progress stand out other than that in 1885 the Colony became entirely self-supporting and that in 1912 a wireless station was opened. Indeed, the Falkland Islands were little remembered until the 8th December 1914 when they sprang into fame as the scene of Sturdee's brilliant victory over Graf von Spee. Not long before they had bidden farewell to Craddock on the eve of Coronel. The eighth of December has been adopted as a national day and is annually celebrated by religious services and by a public holiday. A memorial commemorating this victory was unveiled on the 26th February 1927.

When war was declared in 1939 the Falkland Islands Defence Force was embodied in order to man the previously chosen outposts and gunsites, and training of the infantry company was greatly intensified. At the same time the Colony's value as a naval base became obvious as a result of the activity in the South Atlantic. One notable local event was the return of the British cruisers after the Battle of the River Plate to land the wounded who were cared for in the local hospital for several weeks. At the beginning of 1940 there were at one time as many as six cruisers in Stanley harbour and its approaches, but after the disappearance of the German raiders,

naval activity diminished greatly. The area to the south of the River Plate was devoid of shipping and, perhaps, too remote for submarine warfare.

In 1942, following the outbreak of war with Japan, a garrison of Imperial troops arrived. It comprised the 11th Battalion, the West Yorkshire (the Prince of Wales' Own) Regiment the 259th A.A. Battery, R.A., and parties of the Auxiliary Corps, in all some 2,000 officers and men. The sending of such a force was an indication of the strategic importance of the Colony. The manpower shortage continued because batteries and outposts manned by the local force had to be kept at full strength.

Until a permanent camp of Nissen hutting was constructed, the 2,000 troops were billeted in the town and the householders of Stanley, despite all inconveniences including the evacuation of schoolchildren to the Camp, displayed the hospitality which is a characteristic of the Falkland Islands. The Force left at the beginning of 1944 and was greatly missed; it was succeeded by a much smaller body, about 200 men, which was responsible for the maintenance and eventually the dismantling of the camp, and was withdrawn in 1945.

Unemployment in the Colony disappeared with the calling-up of men for the Falkland Islands Defence Force and this mobilisation embarrassed civil affairs in the early days. Military and civil manpower needs were a matter for frequent adjustment throughout the war, and although neither was perhaps fully satisfied, a state of fair equilibrium was reached at least as regards essential activities. The drift of men into Stanley which had been going on for some years was aggravated in the early days of the war and has had a marked and permanent effect in a labour shortage on the farms.

Stanley Town Hall was accidentally burned to the ground in 1944. Its fine public hall played a very important part in social life, so that the loss of it was a blow to the whole community. The building contained also the Public Library, the Museum, and certain Government offices. A new Town Hall was opened in 1950.

The roads in Stanley deteriorated on account of heavy military traffic, for which they were not designed, and their reconstruction will be a long and expensive task.

During the war the Colony and Dependencies made gifts of over £70,000 to the United Kingdom as a war contribution, including some £20,000 for war charities. Ten Spitfires were purchased with £50,000 of this total, which was voted by the Legislative Council in 1940, and these aircraft flew into action bearing the name "Falkland Islands". Despite limited manpower, over 150 of the Colony's young men and women served in the Armed Forces, Merchant Navy, Nursing Services and the Land Army in the United Kingdom. After the war some of them elected to stay there.

Chapter 3: Administration

At the head of Government is the Governor and Commander-in-Chief, who in the years under review was advised by an Executive Council composed of four official and three unofficial members.

Until the end of 1955 the *ex-officio* members of the Executive Council were the Colonial Secretary, the Senior Medical Officer, and the Agricultural Officer, but the Royal Instructions were then amended to provide for the inclusion of the Colonial Treasurer in place of the Agricultural Officer.

The constitution of the Legislative Council was changed in 1951, thereby reducing the number of nominated official members from three to two and giving, for the first time, a majority to the unofficial members. This reconstituted Council first met in 1952 and was dissolved in December 1955 on completion of its term of office, pending a general election.

In November 1955 the Falkland Islands (Legislative Council) Order-in-Council, 1948, was amended to provide for the holder of the substantive post of Colonial Treasurer to be an *ex-officio* member of Council in place of the Agricultural Officer.

Local Government is confined to Stanley where there is a Town Council consisting of six elected members and three nominated by the Government. The members of the Council elect one of their members annually as chairman. The Town Council election is held biennially.

Chapter 4: Weights and Measures

IMPERIAL weights and measures are in general use.

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THE DEPENDENCIES

PART I

General Review of 1954 and 1955

ACTIVITIES of the Falkland Islands Dependencies Survey during 1954 remained generally at the same level as in 1953 although a large hut was built at the Argentine Islands. This was specially designed to house a staff of 10 and scientific equipment for a programme to be implemented during 1954 and 1955. The hut was almost completed by the 1st July when the first part of the scientific programme commenced with daily radio sonde ascents.

There was a marked increase in activities during 1955 with the establishment of new bases on Horseshoe and Anvers Islands. Further progress was made with the scientific programme at the Argentine Islands with the erection of a non-magnetic hut and a balloon-filling shelter. Daily ozone and solar radiation measurements began on the 1st July.

Hope Bay had a successful sledging season and also produced interesting results in medical research and dog physiology.

Meteorological observations were extended to cover the full 24 hours from the 1st October and experimental automatic recording equipment was installed at two stations.

A large hut was built at Signy Island to replace the original small hut and to provide extra accommodation and work rooms for additional staff who were recruited to make detailed topographical and geological surveys of the South Orkney Islands.

During the 1955-56 summer two 75 kilowatt and one 27 kilowatt generators were installed at South Georgia, and all Government buildings were re-wired and electric cookers and water heaters installed. The whole project cost £26,000.

PART II

Chapter 1: Population

THE population of South Georgia comprises the workers at the whaling stations and a few Government servants at Grytviken (King Edward Cove) in Cumberland Bay. The total population in 1955 was 1,329. Two deaths were registered in 1954 and two in 1955. There were neither marriages nor births. The population fluctuates with the whaling season; in the winter the total declines to rather less than half.

Chapter 2: Occupations, Wages and Labour Organisation

OCCUPATIONS

WHALING and, to a small extent, sealing—with the necessary auxiliaries of repair shops—are the only occupations in South Georgia. Labour is recruited from overseas, mainly from Norway and the United Kingdom, on special terms adopted by the whole whaling industry. The whaling season is from October to April and the men work about 60 hours a week. During the remainder of the year the average number of working hours is 46. Sealing operations are conducted only from Grytviken.

WAGES AND COST OF LIVING

THERE is a system of bonuses according to production and, besides wages and bonuses, all hands are provided with quarters, light and food, which, although plain, is good and plentiful. All foodstuffs are supplied by the companies, and no cost of living bonus is awarded. There are no shops or private trade, but each station has a "slop chest" where clothing, tobacco, etc. may be purchased.

Chapter 3: Public Finance and Taxation

REVENUE for 1954-55, including a grant of £85,650 from Her Majesty's Government towards the cost of the Survey, amounted to £300,327 and expenditure was £308,511. In 1953-54 the grant amounted to £101,989; expenditure was £297,470.

The revenue and expenditure figures since the 1st July 1950, are as follows:

	Revenue £	Expenditure £
1950-51	195,137	200,697
1951-52	155,697	187,458
1952-53	207,741	210,218
1953-54	345,500	297,470
1954-55	300,327	308,511

The general revenue balance at the 30th June 1955 was £96,866 and on the same date the Reserve Fund amounted to £123,523. The Dependencies' financial year is from the 1st July to the 30th June.

The main heads of taxation are customs and income tax (for details see pp. 15 and 16). Revenue received was as follows:

	Import Duties £	Export Duties £	Income Tax £
1953-54	12,256	45,663	48,514
1954-55	10,867	108,029	52,950

Chapter 4: Banking and Currency

LEGAL tender consists of Falkland Islands Government currency notes of £5, £1 and 10s. denominations and United Kingdom coinage.

There are no banks, but facilities are provided by the Administration for deposits in the Government Savings Bank at Stanley and for remitting funds abroad.

Chapter 5: Commerce

EXCEPT for a certain amount of whale meat and fish, all the Dependencies' requirements of foodstuffs are imported.

The value of imports and exports for the years 1954 and 1955 was:

IMPORTS

(Including imports from the High Seas for re-export)

	1954 Tonnage	£
Raw Materials	120,842	1,655,134
Manufactured Goods	2,715	601,000
Food, drink and tobacco	2,039	265,007
Miscellaneous	1,660	215,276
Total	127,256	£2,736,417
	1955	
Raw materials	122,852	1,575,001
Manufactured goods	1,909	499,756
Food, drink and tobacco	1,526	164,064
Miscellaneous	1,663	225,189
Total	127,950	£2,464,010

Imports from the High Seas included in the above:

1954: 12,348 tons—£767,728
1955: 10,090 tons—£700,300

Principal Imports and Sources of Supply

Item	Value	Quantity	Principal Supplying Countries
1954			
	£	tons	
Coal, coke, fuel oil and lubricating oil	854,934	108,127	Netherlands £642,219
Hardware and machinery	408,177	2,142	United Kingdom £310,703
			Norway £64,373
Food, drink and tobacco	264,520	2,031	United Kingdom £149,160,
			Norway £67,428
Radio and electrical goods	100,406	87	United Kingdom £83,159
Rope	92,006	226	—
Paints and oils	46,309	176	United Kingdom £44,435
1955			
Coal, coke, fuel oil and lubricating oil	842,970	112,176	Netherlands £406,355,
			Venezuela £362,339
Hardware and machinery	325,289	1,468	United Kingdom £169,172,
			Norway £141,838
Food, drink and tobacco	163,864	1,520	United Kingdom £83,231,
			Norway £45,531
Radio and electrical goods	121,545	160	United Kingdom £95,939
Rope	67,319	162	United Kingdom £43,107
Paints and oils	31,725	142	United Kingdom £28,765

Principal Supplying Countries

	1954	1955
	£	£
United Kingdom	768,191	529,450
Argentina	129,176	116,197
Belgium	118,630	—
Netherlands (Antilles)	642,219	403,655
Norway	254,357	311,461
Venezuela	—	362,339

*Sources of Imports**Percentages of imports by values and origin*

	1954	1955
	%	%
British Commonwealth	28·08	22·08
Foreign Countries	43·85	49·50
High Seas	28·07	28·42

EXPORTS

Total Exports—including re-exports

	1954	Quantity
	£	
Whale oil and seal oil	2,345,941	208,798 barrels of 40 gallons
Other whale products	1,228,666	20,729 tons
Other goods	121,178	11,696 tons
Whale oil re-exported	1,124,817	102,221 barrels
Total	4,820,602	
1955		
	£	Quantity
Whale oil, etc.	1,408,181	185,739 barrels
Other whale products	1,116,357	30,989 tons
Other goods	126,937	11,905 tons
Whale oil re-exported	709,253	57,022 barrels
Total	3,360,728	

Principal destinations of exports, by value

	1954	1955
	£	£
United Kingdom	3,773,818	2,830,539
Netherlands	944,160	426,970

Percentage of total exports by value and destination

	1954	1955
	%	%
British Commonwealth	78·29	84·28
Foreign Countries	19·79	12·90
High Seas	1·92	2·82

Chapter 6: Production

WHALING and sealing are the only industries in the Dependencies and the by-products of the whale, such as meat-meal and guano, are the sole products. The whaling season lasts for six months, from October until April. Sealing takes place from September to the end of October and from early March to early April. For the primary purpose of assisting whaling operations, the Government has, since January 1950, maintained a meteorological station in South Georgia, and in 1955 there were eight other stations in various parts of the Dependencies manned by personnel of the Falkland Islands Dependencies Survey.

Whaling

There are three whaling stations all of which are in South Georgia, and a ship repair base with a dry dock at Stromness. The average price of first grade whale oil in 1953-54 was £67 12s. 2d. per ton; in 1954-55 it was £74 per ton.

In the 1953-54 season 3,590 whales were killed giving 184,555 barrels of oil valued at £2,023,993. Bags of meat meal totalled 166,616 worth £809,970. In the 1954-55 season 3,181 whales were killed, giving 180,723 barrels of oil valued at £2,094,048. Bags of meat meal totalled 170,734 worth £833,325.

The following table shows the catch and production of whales for the past six seasons:

Season	Number of Whales	Oil (barrels)	Bone Meal (bags)
1949-50	3,356	148,166	144,346
1950-51	2,817	152,001	126,091
1951-52	2,630	144,614	113,385
1952-53	2,270	119,905	103,233
1953-54	3,590	184,555	166,616
1954-55	3,181	180,723	170,734

Sealing

This is confined to the surplus males of the herd of elephant seals (*Mirounga leonina*) which, with the co-operation of the sealers, has been carefully guarded by the Administration; and, in accordance with a report submitted by the Falkland Islands Dependencies Survey biologist, the annual catch has been restricted to 6,000 for a five-year period starting in 1952. Sealing is carried out under licence, and the coasts of South Georgia are divided into four regions of which only three are worked annually so that each division is rested one year in four. The catches for the last five seasons have been:

Seasons	Seals	Oil (barrels)	Average per Seal (barrels)
1951 . . .	7,877	14,608	1.855
1952 . . .	6,000	10,807	1.801
1953 . . .	6,000	11,475	1.912
1954 . . .	6,000	11,425	1.904
1955 . . .	6,000	12,068	2.011

Chapter 7: Social Services

EDUCATION

THERE were three children in South Georgia during 1954 and 1955. There were no educational facilities but books and materials were obtainable from the Education Department in Stanley.

HEALTH

APART from the common cold introduced from visiting ships the Dependencies were remarkably free from sickness. The accident rate among whaling crews was high.

The whaling companies employed their own doctors, and each had a sick-bay. The Government contributed a share of the salary of the Medical Officer at Grytviken. A dentist, appointed and paid by the Government and equipped by the companies, was recruited at the end of 1953 and remained during the period under review.

HOUSING

ALL Government officials were well housed and the accommodation provided by the whaling companies for the men working on the stations was adequate.

SOCIAL WELFARE

EACH of the whaling companies had its own cinema. Football is the most popular sport in summer and ski-ing in winter.

Chapter 8: Legislation

THE following Ordinances applicable to the Dependencies were enacted:

1954. *The Application of Colony Laws Ordinance*, providing for the application to the Dependencies of certain Ordinances of the Colony.

1955. *The Application of Colony Laws Ordinance*, providing for the application to the Dependencies of certain Ordinances of the Colony.

The Customs (Dependencies) Ordinance, providing for an alteration of the export duty on whale solubles.

The Customs (Dependencies) (Amendment) Ordinance, under which the expression "whale solubles" was defined.

Chapter 9: Justice, Police and Prisons

THE Administrative Officer is also the Magistrate. He sits at Grytviken in the first instance, and the Supreme Court in Stanley is common to all the Dependencies. One police constable is stationed at South Georgia.

One licensing offence was dealt with in South Georgia during 1955.

There is a small prison at Grytviken; the police constable acts as gaoler when required.

Chapter 10: Public Utilities

THERE are no public utilities. The whaling stations and the Government quarters have their own water and electricity supplies. The Government power station consists of two 75 kilowatt and one 27 kilowatt generators, both of which were installed in 1955 at a total cost of £26,000, including re-wiring and the installation of water heaters and cookers.

Chapter 11: Communications and Transport

THERE is no regular sea communication between South Georgia and Stanley, but during the whaling season the opportunity occurs for the passage of mails direct between Europe and the River Plate and South Georgia. Ships of the pelagic fleet call at South Georgia on their way to the whaling grounds in November and again on their return journey in March.

South Georgia is visited at least twice a year by the R.R.S. *John Biscoe* for refuelling in the course of her annual relief tours of the Dependencies.

Three floating docks are maintained by the whaling companies at South Georgia, one at Grytviken and two at Stromness Harbour. A dry dock has been constructed at Stromness, which is capable of taking vessels up to 1,000 tons. The floating dock at Grytviken is 133 feet long and 34 feet broad; it has a lifting capacity of 600 tons. It will house vessels up to 140 feet in length and 15 feet 6 inches draught. The other dock at Stromness is 150 feet long and 34 feet wide; this will accommodate vessels up to 160 feet in length and 15 feet in draught.

There are two ports of entry in the Dependencies, one at Grytviken, South Georgia, and the other at Port Foster, Deception Island, in the South Shetlands.

The following ships entered at South Georgia in 1954 and 1955:

Nationality	1954		1955	
	Vessels	Tonnage	Vessels	Tonnage
British	43	89,176	38	90,081
Foreign	13	57,321	36	66,781

The tonnage represents the total net register.

Post offices are maintained at each of the Survey Bases and at South Georgia. Because of the enthusiasm of philatelists the sale of stamps is out of all proportion to the population and forms a large item in the revenue of the Dependencies.

The Colonial Wireless Station at Grytviken is in regular communication with Stanley through which traffic passes overseas.

Chapter 12: Meteorological Service

THE Falkland Islands and Dependencies Meteorological Service (which was established in 1950) is constituted as an integral part of the Falkland Islands Dependencies Survey and embraces also the forecasting offices at South Georgia and Stanley, Falkland Islands. The headquarters of the service is at Stanley, and the cost of its operation is carried on the Dependencies' budget, with a contribution from the Colony.

The general functions of the service are:

- (1) Provision of forecasting services for the whaling fleets operating in the waters of the Falkland Islands and Dependencies.
- (2) Provisions of local forecasts in the Falkland Islands for the general public, for coastal shipping and the Government Air Service.

- (3) The organisation of meteorological observations in the Falkland Islands and Dependencies and the broadcasting of this information in the form of collective synoptic messages designed for international use.
- (4) The collection and publication of climatic data.
- (5) Limited investigation into the meteorology of the Falkland Islands and Dependencies area.

Forecasting Services

Forecast bulletins were broadcast from Stanley and South Georgia during the whaling seasons and local area forecasts for both the Falklands and South Georgia were issued throughout the period.

Reporting Stations and Collective Broadcasts (FICOL)

Full reporting stations were maintained at Stanley, Grytviken and the F.I.D.S. Bases at Signy Island, Admiralty Bay, Hope Bay, Deception Island and Argentine Islands. A subsidiary station was also operated at View Point, several miles south of Hope Bay, but was not continuously manned, and a full reporting station was opened at Horseshoe Island during 1955. A radio sonde station was opened at Argentine Islands in July 1954 and, except for a short break in December of that year, daily ascents were made at 1400 G.M.T. Three subsidiary stations were maintained in the Falkland Islands by part-time observers.

All synoptic reports and upper air results were transmitted to Stanley in several radio schedules each day, but only the reports for the four main synoptic hours were re-transmitted in collective messages (FICOLS). These broadcasts were made at 1300, 1900 and midnight G.M.T., the 0600 G.M.T. synoptic reports being included as "retards" with the 1200 G.M.T. reports in the 1300 G.M.T. transmission. Reports from ships were included when available and the results of the radio soundings made in Stanley by the British Radio Sonde Unit were also included, with the permission of the Director of Meteorological Office, Air Ministry. All broadcasts were made on two frequencies simultaneously, the main frequency being provided by the Government Radio Station, on a Marconi Standard transmitter with an output of $3\frac{1}{2}$ kilowatts.

Climatological Work

Daily returns were prepared for all stations and annual tables, which included frequency summaries, were issued for 1953. The climatological publication for 1945-50, prepared under the supervision of the Meteorological Office, London, was published in 1954.

Air Ministry Upper Air Unit

Since 1947 the Meteorological Office of the Air Ministry has maintained a Radio Sonde Unit in Stanley and this continued to make regular daily flights during 1954 and 1955. Using British radio sonde and radar wind-finding equipment the Unit measures temperatures, humidities and winds to high level, usually to more than 50,000 feet.

The Air Ministry accepts financial liability for this work, and provides the staff, but, with the permission of the Director, the results are included in the collective messages and climatological publications of local service.

Staff

Considerable difficulty was experienced in maintaining a nucleus of trained staff, both at headquarters in Stanley and at stations in the Dependencies.

Further details of the Meteorological Service are available in their Annual Reports which are published by the Government Printing Office and may be obtained either through the Meteorological Service in Stanley, or the Crown Agents for Oversea Governments and Administrations in London.

Chapter 13: Falkland Islands Dependencies Survey

ANNUAL RELIEF 1953-54

THE R.R.S. *John Biscoe* left Southampton for her annual relief voyage to the Falkland Islands Dependencies on the 1st October 1953 and arrived at Stanley on the last day of the month after an uneventful voyage. She sailed for her first voyage south on the 9th November and visited the Falkland Islands Dependencies Survey stations at Admiralty Bay, Deception Island, Port Lockroy, Hope Bay and Signy Island and finally put in to Grytviken, South Georgia, for water and bunkers before returning to Stanley via Hope Bay on the 23rd December. A considerable amount of pack ice was encountered but many of the concentrations were avoided by detours.

During the voyage relief personnel, mail and replacement stores were landed at all the stations visited and their diesel electric equipment overhauled by the ship's engineers. Assistance was given to H.M.S. *Neriede* which was *en route* to Deception Island to land a party of Marines. Because of ice conditions the ship was unable to proceed beyond Cape Melville, and the Marines, complete with their baggage and stores, were given onward passage in the F.I.D.S. vessel. A survey/geological party from Hope Bay with their dog teams and equipment were landed on the north-west corner of Joinville Island. A short voyage was made from Stanley to Pebble Island, Carcass Island and West Point and Golding Islands to collect live sheep and carcasses for delivery to the three South Georgia whaling stations. The voyage occupied the vessel from the 4th to the 14th January 1954.

The *John Biscoe* left to complete the relief of the Antarctic bases on the 29th January and visited Signy Island, Hope Bay, Port Lockroy, Argentine Islands, Deception Island and Admiralty Bay and again called at Grytviken for bunkers and fresh water. Some ice

was seen but this was avoided by detours. The return voyage was made against a series of westerly gales and the passage was uncomfortable.

The relief of all stations was completed and the wintering parties left in safety. The survey/geological party having completed the survey of Joinville, d'Urville and Dundee Islands was returned to Hope Bay. Considerable assistance was given to the shore party at the Argentine Islands where new buildings were being erected and the station moved from Winter Island to a better site on Galindez Island.

Some hydrographic survey was done by the vessel during passage and rock samples were collected from the Copper Peak area of Anvers Island. The South Sandwich Islands were circumnavigated and the volcanoes on several of the islands noted to be active.

The vessel arrived back in Stanley on the 15th April and made a short voyage to the West Falkland between the 8th and 10th May, before leaving for the United Kingdom on the 14th May. The return journey was made via Lively Island and Goose Green to collect sheep carcasses for delivery at the whaling companies at South Georgia and to deliver their last mail of the season, which had been routed through Montevideo and Stanley. The R.R.S. *John Biscoe* arrived safely in the United Kingdom having completed a round voyage of nearly 27,000 miles.

WORK AT BASES DURING 1954

THE Falkland Islands Dependencies stations at Port Lockroy, Deception Island, Hope Bay, Argentine Islands, Admiralty Bay and Signy Island were occupied during 1954. Full meteorological observations were maintained at all stations except Port Lockroy, where the main work was continuous ionospheric recordings, but where a brief weather log was kept.

A party of Royal Marines augmented the shore party at Deception Island for the summer period, November 1953 to March 1954. They built a pontoon landing stage to facilitate loading and unloading stores and piped the water from a nearby melt stream to the Base hut.

Hope Bay maintained parties for long periods during the year at their subsidiary station at View Point for the purpose of hunting seals to provide food for husky dogs and to collect additional weather and sea ice information. As well as routine journeys to and from View Point, a total of over 1,000 miles was covered by sledging parties, mainly to build up depôts of stores in the field for long journeys planned for 1955. Some geology and topographical survey was done during the year, mainly in the areas of Cape Longing and the Seal Nunataks, and limited medical research continued. Considerable progress was made with a detailed survey of the Hope Bay/View Point/Beak Island area. Geological samples taken from Joinville and adjacent islands during the 1953-54 summer were examined and studied during the year.

The main project of the year was at Argentine Islands where a new hut was built on Marina Point on Galindez Island and the

existing installations moved across from Winter Island. The main building was considerably larger than any previous building erected by the Survey and was designed to house a party of 10 men, with indoor storage space available for food and general stores, anthracite and fuel oil, and a number of rooms set aside for a scientific programme of work to be commenced in 1955. Equipment was also provided to set up a radio sonde station; the installations were completed and the first daily ascent made on the 1st July.

Ornithological studies and seal counts continued at Signy Island and a number of Weddell Seal pup skins were collected and sent back to the United Kingdom for investigation of their commercial value as furs or for leather.

ANNUAL RELIEF 1954-55

THE annual refit of the R.R.S. *John Biscoe* was completed by the end of September and she sailed from Southampton on the 4th October 1954. She proceeded via St. Vincent in the Cape Verde Islands and Montevideo and arrived at the Falkland Islands on the 4th November.

The vessel left on her first southern voyage on the 11th November, with His Excellency the Governor on board, and returned to Stanley on the 22nd December having visited all bases with the exception of Signy Island. His Excellency transferred to H.M.S. *Veryan Bay* at Deception Island on the 24th November and in her continued his tour of the Dependencies, visiting Signy Island and the Government Station and the whaling stations at South Georgia, and arriving back at Stanley on the 10th December.

The R.R.S. *John Biscoe* experienced very rough weather across Drake's Passage and the high beam seas made the vessel roll violently. She was storm bound at Hope Bay from the 21st to the 23rd November and dragged anchors, but was able to re-anchor more securely and rode out the storm with two anchors out and eight shackles on each.

Heavy concentrated pack ice was encountered on the way to Port Lockroy in Dallman Bay and the vessel had to put about and approach through the Gerlache Strait which was navigable at slow speeds. An attempt was made to land a geological/survey party on Anvers Island on the 1st December but it was impossible to find a landing place suitable because of heavy pack and fast ice. The journey from Port Lockroy to the Argentine Islands which normally takes four hours took 10 days under the ice conditions prevailing at the time. Steady progress was made as far as the Lemaire Channel, which was very closely packed with large old floes presenting great difficulty to navigation. The Channel was finally cleared and again steady progress made through a light field of fast ice which became thicker as the ship progressed south. The vessel could eventually only make progress by moving astern and then forward to break the ice, but she finally became completely beset off Petermann Island. From the 5th to the 12th December the vessel was very slowly

pushing through solid fast ice sometimes as thick as six feet. The return journey proved almost as difficult and again it was impossible to land the geological party at Anvers Island.

Replacement stores and equipment and mail were landed at all bases visited and personnel due for early relief were changed. A specially built non-magnetic hut to be used for geophysical work was landed at the Argentine Islands.

The R.R.S. *John Biscoe* left Stanley on the 26th January 1955 on her second voyage south, calling first at Signy Island to deliver the annual replacement stores and equipment and to land the building material for a new base hut of a similar type to the one built at the Argentine Islands during the previous year. The vessel remained at the station until the 9th February by which time the foundations of the new hut were almost completed. She then sailed to South Georgia for bunkers and fresh water and to load further supplies of F.I.D.S. stores brought there from the United Kingdom by a whaling transport vessel. The *John Biscoe* arrived back in Stanley on the 20th February and secured alongside the m.v. *Norsel* at the public jetty. This last named vessel was on charter to the Survey to establish two new bases in the Dependencies.

The third voyage to the Dependencies began on the 28th February and the vessel arrived back in Stanley on the 4th May. His Excellency the Governor again travelled south with her and transferred to H.M.S. *Burghead Bay* on the 28th March at Deception Island for return to Stanley via Signy Island.

On the outward voyage the *John Biscoe* was hove to in a high, confused sea and heavy swell in Drake's Passage on the evening of the 1st March. The wind veered during the following day and gradually decreased and the vessel was able to proceed to Admiralty Bay where she arrived on the 4th. The vessel then continued to Port Lockroy to rendezvous with the m.v. *Norsel*, and thence to the Argentine Islands to assist with the erection of the new non-magnetic hut. The vessel remained at the latter station from the 8th to the 19th March and during the period caught some 150 seals for shipping to Hope Bay for feeding their husky dogs. The next port of call was at the new station established by the m.v. *Norsel* on Anvers Island, where for the next few days assistance with building operations was given to the shore party.

The vessel then put in to Port Lockroy to complete the annual relief, but during the night and early morning of the 25th March there was a north-easterly gale and the vessel dragged anchor and grounded on Bill's Island. The engines were used and the vessel was re-floated, but the propeller bumped heavily on the rocks. The vessel was re-anchored, but with the wind force steadily increasing it was decided to weigh anchor and put to sea for Deception Island. Visibility was very poor at the time with continuous snow and navigation out through the Channels was entirely by radar.

She arrived at Deception Island just before midnight and anchored in Whalers Bay. H.M.S. *Burghead Bay* arrived on the 26th bringing mail from Stanley and the m.v. *Norsel* arrived from

the south on the following day to collect mail for onward delivery to the southern Bases. The *John Biscoe* sailed for Hope Bay on the morning of the 28th March and again had considerable difficulty navigating through heavy concentrated pack ice stretching from Montravel Rock right into the Bay. The discharge of cargo proved difficult but was finally completed on the 5th April when the vessel commenced to weigh anchors, but the port anchor was found to be foul of the starboard chain. With a rapidly increasing wind from the south-west this proved a long and arduous task and the vessel was not free until late afternoon. She steamed into Antarctic Sound and on the 6th April found anchorage at the north-west extremity of Beak Island. Further progress towards View Point was impossible because of fast ice and stores were landed on Beak Island for later transfer by sledging parties to the station site.

The task being completed the vessel returned to Hope Bay and thence to Admiralty Bay and Signy Island, completing the annual relief at each station. Severe vibration developed in the stern bearing during this part of the voyage and speed had to be considerably reduced. From Signy Island the vessel proceeded to Stromness, South Georgia, where she arrived on the 15th April, having taken over three days *en route* because of the excessive vibration which necessitated reducing speed to four knots. At this stage the vessel was in very poor shape and was making almost as much water through the stern gland as the pumps could discharge.

All stores and fuel oil were unloaded to lighten the vessel and she was drydocked on the 19th April. Extensive repairs were carried out to the stern post and tail end shaft and bearing and the vessel was refloated on the 29th April. Stores were reloaded, bunkers taken and fresh water tanks filled before she sailed for Grytviken, to collect mail, and onwards to Stanley where she arrived on the 4th May. The vessel left for the United Kingdom on the 16th May, where she arrived on the 19th June, having completed a round voyage of some 22,000 miles.

The *m.v. Norsel* left the United Kingdom on the 16th January 1955 loaded with sectional buildings, stores, materials and equipment for setting up two new F.I.D.S. stations in Antarctica. The sites chosen were on Anvers Island and in Marguerite Bay. During the voyage from the United Kingdom to the Falkland Islands the twelve F.I.D.S. personnel on board assisted the Norwegian crew to paint the ship.

Five days were spent in Stanley loading further stores and equipment and taking on bunkers and fresh water. The vessel left for the Dependencies in the evening of the 20th February, calling first at Hope Bay to collect 22 husky dogs, then at Port Lockroy where she anchored overnight on the 27-28th. A search for a suitable site on Anvers Island was begun at daybreak on the 28th, and before dusk such a site had been found, about five miles to the east of Cape Albert de Monaco, and some six boatloads of stores had been put ashore. By the 3rd March unloading was completed and tents had

been erected for the shore party. The vessel remained at anchor off the station, the officers and crew assisting with the building operations, until the 7th March by which time the concrete foundations were almost completed.

The vessel again called at Port Lockroy where she met the *Biscoe* and collected stores, and then proceeded south via Argentine Islands. So far during the journey little ice had been seen but there was heavy pack to the south of the Maurice Faure Islands. A way through the ice was found between these islands and the Dion Islands leading into Marguerite Bay. The vessel was stopped when off Cape Calmette by fast ice and it was necessary constantly to move astern and then forward to break through towards the Debenham Islands. Only about ten miles forward travel was made during the 24 hours and it was eventually decided to search for a suitable site on one of the Islands in Bourgeois Fjord. This was found on the north-west coast of Horseshoe Island on the 11th March, and unloading commenced immediately and was completed in two and a half days. The husky dogs from Hope Bay were then put ashore and the shore party settled in under canvas.

By this time the sea was beginning to freeze over again and by the 15th March, when the sea ice was six inches thick, it was considered prudent to leave, the shore party then being left for the winter with the task of building the hut themselves ahead of them. The *Norsel* then sailed north again to Anvers Island where the party had made very good progress and the framework of the hut was almost completed. She was joined by the *John Biscoe* and the two vessels remained at the station with their officers and crews rendering assistance to the shore party, until the 23rd March.

The *Norsel* spent the next six weeks in hydrographic survey, first of all working round Anvers and Brabant Island, and then south as far as the Biscoe Island—by that time the northern limit of the pack ice. She then sailed north again calling at the Argentine Islands, Anvers Island, Port Lockroy and Deception Island and also doing some survey work along the Danco Coast.

The vessel was recalled to Stanley on the 1st May as she was required to make a voyage to South Georgia in place of the *John Biscoe* which had suffered damage to her propeller stern post and bearings. She left Stanley on the 4th May with mail for South Georgia and called at Goose Green *en route* to collect mutton carcasses for the whaling stations. The vessel cleared Grytviken on the 10th May, reached St. Helena to take on fresh fruit on the 22nd May and arrived in London on the 16th June. Her voyage had been most successful.

WORK AT BASES DURING 1955

The Survey maintained eight permanent stations operated with a staff of 57 men during 1955.

The meteorological programme continued as in 1954 but with two night observations transmitted to Stanley with effect from the 1st October. The new base at Horseshoe Island began regular

observations at the beginning of September and a weather log was kept by the new base at Anvers Island. Daily radio sonde ascents were maintained throughout the year at the Argentine Islands.

Port Lockroy were greatly handicapped by a serious staff vacancy, but in spite of this managed to keep the equipment running and in fact missed very few observations.

The buildings at Deception Island are old and a considerable amount of renovation was undertaken by the staff during the year. Preparations were made to accommodate the Aerial Survey Expedition scheduled to operate during the 1955-56 Antarctic summer.

Hope Bay had a very successful year and covered well over 2,000 miles with sledges and dog teams. One journey to Cape Alexander was particularly notable, being undertaken during the winter months and involving a sledging distance of nearly 1,000 miles. Parties also made frequent journeys between Hope Bay and the subsidiary station at View Point. This station was occupied for considerable periods during the year.

The local large-scale topographical survey was completed, the local triangulation scheme extended and parts of James Ross Island re-surveyed. On the main journey the survey of the coastline and off-lying islands between the Seal Nunataks and Cape Alexander was completed, and a possible route to the Plateau found near Evans Inlet. Geological specimens were collected during the various sledge journeys.

Considerable research was undertaken during 1954 and 1955, with interesting results in the field of husky dogs physiology. Detailed experiments were carried out on nutrition and the work output of dogs, and on friction on sledge runners. A full programme of medical research was undertaken during 1955, including measuring the recovery of fingers exposed to a cold wind of known temperature and speed, regular weighing of personnel and measurement of subcutaneous fat layer, oral temperatures and record of sleep of personnel and finger-nail growth.

The main work at the Argentine Islands was the erection of the non-magnetic hut and the radio sonde balloon hut, and the installation of the geophysical equipment. The ozone equipment was in operation by the 1st July and the solar-radiation and geomagnetic equipment from the 1st January 1956.

The building programme at Signy Island occupied personnel for most of the year, although routine radio and meteorological schedules were maintained and regular seal counts and ornithological work continued. The new hut situated in Factory Cove was occupied by the end of April and work on dismantling the old station on Berntsen Point began. After all the fittings and equipment had been moved to the new base, the building was demolished and a large boat shed/store and landing jetty built from the salvaged materials.

A landing was first made at Anvers Island on the 28th February but within four weeks the party had moved from their temporary accommodation under canvas into the new hut. By the end of April

most of the interior fittings and equipment had been installed in the hut and all stores had been unpacked, stacked and stowed away.

The sledging programme started in May, and until July the emphasis was on reconnaissance rather than actual field work, although some geological specimens were collected. Gradually the distances travelled from bases were extended and by the end of the year a large proportion of the Island had been mapped and many rock outcrops visited. The general method of travel was by man-hauling sledges, but small boats also proved useful.

A large-scale plane table mainly for geological purposes was made of the base area and surrounding islets, and the area studied in fair detail. A detailed depth chart was made of the channel between the base and the off-lying islands. A large number of Tern and Skua chicks were ringed during the summer months.

Mount Français, 9,060 ft., the highest peak on the Island, was climbed in early December. Exchange visits were made between personnel of the base and of Port Lockroy during the winter months.

The party left living in tents at Horseshoe Island on the 15th March made steady progress with their building programme and finally moved into their new hut on the 3rd May. Much internal work still remained to complete and also a diesel shed to build, and it was not until October that everything was completed.

In the meantime sledging parties were making reconnaissance, depôt laying and seal hunting journeys, and by December, when the sea ice broke up, eight journeys had been completed. Little geological or survey field work was done, the emphasis being mainly on laying depôts for use by 1956 parties who plan to survey the Loubet Coast.

PART III

Chapter 1: Geography

THE Dependencies include all lands and islands south of 50° of south latitude between the meridians of 20° and 50° west longitude and south of 58° of south latitude between 50° and 80° west longitude. There are two main groups, the one consisting of South Georgia with the South Orkneys and the South Sandwich Islands, and the other of the South Shetlands with Grahamland. They are defined in the Falkland Islands Letters Patent of 21st July, 1908, as amended by the Letters Patent of 28th March 1917.

The island of South Georgia lies about 800 miles to the east of the Falkland Islands, in 54½° south latitude, the South Orkneys and the South Sandwich Islands being 540 miles to the south-west and south-east respectively of South Georgia. The northern point of the South Shetlands is about 500 miles to the south of the Falkland Islands.

South Georgia has an area of about 1,450 square miles, is about 100 miles in length with a maximum breadth of about 20 miles and consists mainly of steep mountains. There is little flat land and the island is almost entirely barren, the main vegetation being grass which grows on the north-eastern side of the island, where the snow melts in the summer. There are no indigenous mammals other than seals, but reindeer were introduced in 1911, and there is now a large wild herd. There are many sea-birds including penguins and albatrosses. The coastline has been quite well charted. Although South Georgia is a little more than a hundred miles farther south than Stanley, the difference in climate is very marked, that of the former approximating closely to conditions in the Antarctic. The mountains are covered by an extensive snow field throughout the year and the glaciers descend on a grand scale to the sea.

The other Dependencies are Antarctic in character, being very mountainous with many glaciers and almost completely snow-covered throughout the year.

Several instances of volcanic activity have been recorded at Deception Island, South Shetlands. The first earthquake of which there is any definite report occurred in 1923, although some of the whalers stated that shocks were felt in 1912. In February 1924 a strong tremor was experienced at Deception Island where the occasion was marked by the collapse of a large rock forming the top of a well-known natural arch named the "Sewing Machine" on account of its shape. In 1925 one of the giant columns in the entrance to the harbour disappeared. Again, in the 1928-29 season several earthquake shocks were felt, the most pronounced being in March 1929 when a large quantity of rock fell, completely changing the formation of the ridge on the east side of the harbour. The water in the harbour of Port Foster frequently became agitated by subterranean heat, and the beaches in places were obscured by steam. Volcanic activity has been observed in the South Sandwich group.

Chapter 2: History

SOUTH Georgia was explored and taken possession of for Great Britain by Captain Cook, who landed there in 1775, the year in which he also discovered the South Sandwich group. The South Orkneys were discovered by Captain G. Powell on the British ship *Dove*, who landed on Coronation Island on the 7th December 1821 and took possession of the group in the name of King George IV. The South Shetlands were discovered by Captain W. Smith, who landed and took possession in 1819, and they were examined by Edward Bransfield, Master, R.N., in 1829. Captain Bransfield also discovered Grahamland, in 1820, and John Biscoe explored its west coast in 1832 when he took possession for Great Britain. Profitable sealing voyages to South Georgia were made prior to 1793 and British whalers were reported there in 1819.

Fur-sealing in the Dependencies achieved such proportions in the early part of the nineteenth century that voyages were made to them in the two seasons 1820-21 and 1821-22 by no less than 91 ships. So reckless was the slaughter that the fur-seal was practically exterminated. James Weddell stated that by 1822-24 these animals were almost extinct.

A meteorological station on Laurie Island in the South Orkneys was established in 1903 by the Scottish expedition under Dr. W. S. Bruce and, with the assent of the Government, was transferred by him in 1904 to the Argentine Government, by whom it is maintained by permission of the British authorities.

Later history is mainly concerned with the whaling industry. From 1906 to the present day, whaling has been carried on in South Georgia by companies which are the lessees of the Administration.

In the South Shetlands the whaling lasted from 1906 to 1931. There was one leasehold land station at Deception Island, and floating factories operated in various well-known anchorages under licences from the Administration, but the pelagic development resulted in a rapid withdrawal of the fleet towards the end of the nineteen-twenties and to complete abandonment of the field.

There was also a leasehold land station at Signy Island, South Orkneys, which operated from 1920-1923. The station, however, was not a success and in 1923 the company was granted permission to operate under licence with a floating factory and catchers. Operations were continued on this base up to and including the season of 1930-31.

Whaling activities at South Georgia were reduced to one station in 1932-33 as a result of the depression in the oil market. Two companies operated from 1933-34 to 1939-40 and also in 1941-42. Owing to the war one station only was worked in each of the seasons 1940-41, 1942-43, 1943-44 and 1944-45. Three companies began operating in the season 1945-46 and have continued to do so each year since that date.

Chapter 3: Administration

THE Dependencies are subject to the authority of the Governor and his Executive Council, the former being empowered under the Letters Patent of 1948 to legislate for the Dependencies.

An Administrative Officer, who is also Magistrate, and an official staff are maintained in South Georgia, and control over whaling operations in the Dependencies is carried out by representatives of the Government who accompany the expeditions as required.

There is no local government in South Georgia; in fact there are no communities other than the whaling stations which are run by the managers on behalf of the several companies owning them.

At each of the Falkland Islands Dependencies Survey bases there is a magistrate who is one of the members of the survey party.

Chapter 4: Weights and Measures

IMPERIAL and metric weights and measures are in general use.

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- No. 1. *Organisation and Methods*. By V. E. FUCHS. A brief general statement of the area and the bases from which studies have been made. 4s. 6d. (4s. 9d.).
- No. 2. *A New Method of Age Determination in Mammals with Special Reference to the Elephant Seal*. By R. M. LAWS. 3s. (3s. 2d.).
- No. 3. *The Upper Cretaceous Cephalopod Fauna of Grahamland*. By L. F. SPATH. £1 10s. 0d. (£1 10s. 9d.).
- No. 4. *Lower Cretaceous Gastropoda Lamellibranchia and Annelida from Alexander I Land*. By L. R. COX. 5s. 6d. (5s. 8d.).
- No. 5. *Fossil Penguins from the Mid-Tertiary of Seymour Island*. By B. J. MARPLES. 5s. 6d. (5s. 8d.).
- No. 6. *Emperor Penguin (I) Breeding Behaviour and Development*. By B. STONEHOUSE. 10s. 6d. (10s. 11d.).
- No. 7. *The Geology of South Georgia (I)* By A. F. TRENDALL. 8s. 6d. (8s. 9d.).
- No. 8. *The Elephant Seal. (I) Growth and Age*. By R. M. LAWS. £1 (£1 0s. 7d.).
- No. 9. *New Evidence of Sea-Level Changes in the Falkland Islands*. By R. J. ADIE, October 1st, 1952. 4s. (4s. 2d.).
- No. 10. *Emperor Penguin (II) Embryology*. By T. W. GLENISTER. 17s. (17s. 5d.).
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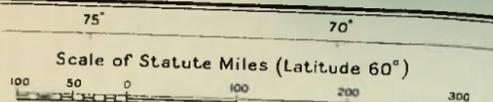
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