

P/COL/2#12



Falkland Islands

AND DEPENDENCIES

1966 and 1967

LONDON
HER MAJESTY'S STATIONERY OFFICE
PRICE 9s. 6d. NET

FOREIGN AND COMMONWEALTH OFFICE

FALKLAND ISLANDS
AND DEPENDENCIES

Report for the years
1966 and 1967

LONDON
HER MAJESTY'S STATIONERY OFFICE
1969

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The Falkland Islands

PART I

General Review of 1966 and 1967

DURING the period under review the Colony made substantial progress with its plans for development. Two successful grassland conferences demonstrated that many farms have made considerable headway in pasture improvement and that there is a growing awareness of the possibilities of increased production; two new aircraft were delivered for the Government Air Service; a new Government cargo vessel was commissioned; the first public telephone service to the United Kingdom was inaugurated; 12 new houses were completed in Stanley, mainly in connection with the Space Research station and its ancillary services; 2½ miles of new concrete roadway were laid down in Stanley; and a new laboratory building was provided for the senior school.

These encouraging developments took place, however, against a background of falling wool prices and at the meeting of the Legislative Council in October 1967 the Governor pointed out that the tendency of the world price of wool to drop must inevitably have a serious effect on the economy of the Colony; he anticipated that the internal revenue of the Government would be reduced in 1969 and 1970 and stated that it would be the Government's endeavour to do all it could to cushion the effect of this disagreeable trend.

The long standing claim by Argentina to sovereignty over the Falkland Islands was brought sharply to notice in September 1966 when a D.C.4 aircraft of Aerolineas Argentinas was taken over in flight by an armed band of young Argentine nationalists and made a forced landing on Stanley race course, providentially without injury to anyone.

The reaction of the residents of Stanley was admirably summed up in the message sent to the Officer administering the Government, Mr L. C. Gleadell, by the Secretary of State for the Colonies, who telegraphed: "We much admired the combination of firmness and restraint which averted consequences which could so easily have turned to tragedy".

The incident demonstrated to the youthful intruders and to the innocent passengers the realities of the strongly British sentiment of the inhabitants. It also brought to the notice of a wider public the existence of a political problem which has assumed increased importance in recent years.

A considerable amount of new legislation was placed on the statute book after debate in Legislative Council. In May 1966 two new committees of the legislature were formed, one dealing with education and the other with natural resources. The Council was dissolved on 22nd December 1967 prior to general elections early in 1968.

Taxation remained unchanged throughout the period but the cost of living rose, almost entirely due to circumstances beyond the control of the Colony.

Ordinary revenue during the financial year 1965-66 amounted to £410,054 which was £75,292 more than was estimated. The increase in actual revenue over that estimated was largely due to an increase in the duty on spirits, an improved yield from Company Tax and Profits Tax and satisfactory sales of postage stamps. During 1966-67 Ordinary revenue amounted to £380,112 or £18,254 more than the estimate.

Ordinary expenditure in 1965-66 was £365,270 which was £1,003 more than estimated. Ordinary expenditure in 1966-67 was £392,156 or £2,020 more than estimated.

Response was satisfactory to advertisement in the United Kingdom for professional and technical officers for the Government and few posts were vacant at the end of 1967. The Government followed a policy of advancement for Falkland Islanders whenever possible.

An issue of postage stamps commemorating the late Sir Winston Churchill was on sale from January to April 1966. A decision was taken to introduce a new definitive set of postage stamps depicting plants of the Falkland Islands and preparation for this was well advanced by the end of 1967. Meanwhile the attractive definitive set showing birds of the Falkland Islands continued to sell satisfactorily.

Early in 1967 Mr C. W. Guillebaud, Emeritus University Reader in Economics at Cambridge University, was appointed to conduct an economic survey of the Falkland Islands. He spent five weeks in the Colony in March and April 1967, staying at ten different farms and visiting others. Mr Guillebaud's comprehensive report was published in October; it covers various aspects of the farming industry of the Colony, the fertility of the soil, the prospects for diversification, the national income and balance of payments, the standard of living, levels of remuneration, public finances and the

state of the population. The recommendations contained in the report have all been considered by the Government and have formed the basis for a variety of decisions.

In March 1967 a delegation from the United Kingdom Branch of the Commonwealth Parliamentary Association visited the Colony, the members being Mr Clifford Kenyon M.P. and Sir Cyril Osborne, M.P. During their stay the visitors were able to meet a large and representative cross-section of the community.

Other interesting visitors to the Colony in order of the date of their arrival included Vice-Admiral J. M. D. Gray, Commander-in-Chief South Atlantic and South America Station, who paid a farewell visit prior to the withdrawal of his command from Simonstown; Professor G. E. Fogg, F.R.S., Professor of Botany at London University, and Dr C. H. Gimingham of the University of Aberdeen; Mr and Mrs E. G. Mathews and Mr and Mrs M. C. Waldron who attended the Port Howard centenary celebrations in March 1966; Mr W. Randall and Mr R. R. Berg, geologists from the United States; Sir John Barlow, former Conservative Member of Parliament for Middleton and Prestwich and a director of the Falkland Islands Company; Sir Vivian Fuchs, director of the British Antarctic Survey; M. Pierre Rolland, Chief Administrator of the French Southern and Antarctic Territories; Mr T. R. Merrell, fishery research biologist from Alaska; Professor Radforth, biologist from McMaster University, Hamilton, Ontario, and his wife, an experienced ichthyologist; Mr S. W. Gorham, assistant curator of the New Brunswick Museum, who collected specimens of fish of some eighteen species in Falkland Islands waters; Mr S. B. Robson, for many years British Consul at Punta Arenas and in that capacity consistently helpful to ships calling at that port from the Falkland Islands; and Professor H. Imshaug, botanist, from Michigan State University.

The twelve annual scheduled voyages of *R.M.S. Darwin* between Stanley and Montevideo were supplemented by a greater variety of other vessels than usual and an interesting development was the increase in the number of Russian fishery vessels calling at Stanley and at New Island the most westerly settlement of the Colony. Her Majesty's Ships *Jaguar*, *Puma* and *Lynx* visited the Colony and H.M.S. *Protector* was in Falkland Islands waters during the summer months. The season of 1967-68 was H.M.S. *Protector's* last commission.

In 1967 the Government cargo vessel *Philomel* was withdrawn from service after a long and useful career. She was replaced by the motor coaster *Forrest*, named after the late Dr Forrest McWhan, for many years minister at the Tabernacle and held in high regard

throughout the islands. The new ship is of steel construction, 138 tons deadweight and 86 feet overall, with cargo capacity of 5,700 cubic feet and able to carry 7,500 gallons of domestic fuel in a double bottom tank. Crew accommodation is of modern design.

M. V. Forrest was built by the firm of James W. Cook & Co. Ltd. of Wivenhoe, Essex, and sailed out under her own steam by a largely Falkland Islands crew. She arrived in Stanley on 8th November 1967.

On 25th November 1967 the four masted schooner *Fennia*, which for 40 years had graced Stanley harbour, was towed away by the Dutch tug *Ocean*. Her ultimate destination was San Francisco where she is to be restored and placed on exhibition. The day of *Fennia's* departure was exceptionally fine and calm and many people assembled on the waterfront and at the Narrows to see her leave.

Port facilities in Stanley were improved by the erection by the Falkland Islands Company on their East Jetty of a substantial new cargo shed.

From October 1967 an S.R.N.6 hovercraft of the Royal Navy was based on Stanley. Its first appearance was a source of great interest but it quickly came to be accepted as part of the local scene. In November 1967 it was followed by the 25-foot yacht *Sundowner* belonging to a single-handed yachtsman, Mr Tom Harrison, who spent some months in the islands in the course of a voyage from Australia via South Africa to the Pacific.

The customary ceremonial parades were held on the Queen's Birthday (21st April), on Remembrance Sunday and on Battle Day (8th December). Detachments of the Royal Marines participated with the Falkland Islands Defence Force, the Boys Brigade and the Girls' Brigade.

In 1966 the Revd P. J. Millam succeeded the Revd E. Thornley at the Cathedral and in 1967 the Revd P. Charman filled the vacancy at the Tabernacle. The Right Revd Mgr J. Ireland attended the Second Vatican Council in Rome.

The 75th anniversary of the consecration of Christ Church Cathedral was celebrated on 21st February 1967 with a well attended service of thanksgiving conducted by the Bishop, the Right Revd C. Tucker. A special souvenir brochure was published to mark the occasion.

The people of the Colony, both in Stanley and the camp, maintained their reputation as generous donors to good causes. In addition to substantial sums raised by the three churches at their annual bazaars and the support given to the Earl Haig Fund and the swimming pool fund, no less than £3,427 was raised in support of the British Hospital in Montevideo.

Extremes of heat and cold are not met with in the Falkland Islands and it is therefore worthy of note that a shade temperature of 79° Fahrenheit was recorded on 14th January 1966 at Fox Bay.

The Horticultural Society, first formed as the Falkland Islands Improvement Society in 1867, was revived in 1966 and successful shows were organised each year in early autumn with classes for vegetables, flowers, home produce and traditional hand-made horse gear. Although most exhibitors were from Stanley, produce of high quality was sent for competition from the camp.

Mrs Jessie Booth of Stanley was appointed the Colony's second lady Justice of the Peace.

In 1966 the Falkland Islands Company presented gold watches to no less than 14 men who had served the Company for over 30 years.

Stanley Volunteer fire brigade maintained its reputation for efficient and willing service throughout the period and in November 1967 the retiring Superintendent, Mr M. E. Evans, was presented with the Colonial Fire Brigade Long Service Medal with two bars.

In the New Year Honours of 1966 Captain F. W. White, master of R.M.S. *Darwin*, was appointed O.B.E., and Mr H. G. Ward, chief engineer of the R.R.S. *John Biscoe*, was appointed M.B.E., in the Birthday Honours of that year. In the New Year Honours of 1967 Mr L. C. Gleadell, Colonial Treasurer, was appointed O.B.E. Captain R. V. Goss, adjutant of the Falkland Islands Defence Force, was awarded the Efficiency Decoration.

During the absence of the Governor in the United Kingdom, Mr L. C. Gleadell, Colonial Treasurer, administered the Government in September and October 1966 and Mr W. H. Thompson, Colonial Secretary, was acting Governor from May to September 1967.

Details of membership of Executive and Legislative Councils as at 1st December 1967 are given in the appendix to this report.

PART II

Chapter 1: Population

THE census of the Colony taken in 1962 revealed a total population of 2,172 made up as follows:

	Males	Females	Total
Stanley	520	554	1,074
Other districts, East Falklands	360	237	597
West Falklands	277	183	460
Shipping	38	3	41
TOTAL	1,195	977	2,172

The estimated population at 31st December 1967 was 2,122 of whom 1,167 were males and 955 females, giving a density of approximately one person to every two square miles. About half the inhabitants live in the capital, Stanley, and the remainder are more or less equally divided between the sheep farming settlements on the East and West Falklands. The population is almost wholly of British origin.

Births, marriages and deaths were:

	1966	1967
Births	41	37
Marriages	22	18
Deaths	23	21

Chapter 2: Occupations, Wages and Labour Organisation

EMPLOYMENT

The whole area of the islands outside the limits of Stanley, commonly known as 'the camp', is given over to sheep farming and almost half the male population is employed in this industry. In Stanley the Falkland Islands Company and the Government are the two major employers of labour. Both in Stanley and the camp there is a noticeable labour shortage and it is often necessary to recruit labour from overseas to supplement the local force. There is no unemployment.

WAGES AND CONDITIONS OF EMPLOYMENT

Stanley

At the end of 1967 wages were being paid at the following rates:

Unskilled labourers—£10 13s. 9d. per week.

Skilled labourers—from £11 5s. 0d. to £12 15s. 0d. per week.

Artisans—£13 6s. 3d. per week.

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. Hourly paid workers were granted a fully paid holiday of two weeks (90 hours) annually. There was no night work except in essential services.

The Camp

Outside Stanley general labourers at the end of 1967 were receiving £32 8s. 0d. per month and foremen were paid a minimum monthly wage of £45 7s. 0d. Shepherds living in the settlements earned £34 16s. 6d. per month, while those living outside the settlements received an additional £3 5s. 0d. per month. A special allowance of 12s. 6d. per month was paid to all employees on West Falkland farms. In addition, labourers and shepherds received free quarters, fuel, meat and milk, plus a cost of living bonus of 16s. 3d. per month. Extra bonuses were paid for shearing, while labourers and shepherds were able to add to their earnings by contract work such as fencing and peat cutting. An average of 45 hours weekly was worked, with Saturday afternoons and Sundays as rest days. Employees in the camp received an annual holiday entitlement on pay amounting to fifteen working days.

COST OF LIVING

Mutton is the staple diet; it is delivered to homes in Stanley twice weekly and is supplied regularly to farm employees, although on many farms beef is usually available during the winter months. The Stanley diet is also varied by deliveries of fresh beef during the winter. The wild upland goose offers a welcome change of diet and can be eaten at all seasons. Falkland Island smelt and mullet are popular and can be caught without undue difficulty, particularly at specially constructed fish weirs. Supplies of other fish, poultry and pork are irregular but most of these items are obtainable from frozen food dealers. Potatoes, turnips, carrots, parsnips, radish, lettuce, cabbage, cauliflower, cress, peas and beans are easily grown and the majority of householders have their own gardens as there is little opportunity to buy fresh locally-grown vegetables. Falkland Islands root crops are particularly palatable. Tomatoes and cucum-

bers are cultivated under glass, and gooseberries, raspberries, red currants and strawberries are grown out of doors. Fresh fruit is obtainable from Montevideo with prices fluctuating according to the rate of exchange for the Uruguayan peso.

There is one hotel in Stanley where rooms with full board can be obtained for £6 5s. 0d. per week. Several householders take in paying guests at £4 to £7 per week. Rents for furnished houses vary from £7 to £17 10s. 0d. per month. Unfurnished houses are obtainable from £5 to £10 per month. The Government normally provides houses with basic furniture for its married overseas officials at rents ranging from £5 to £17 10s. 0d. per month according to the condition of the property and the number of rooms available. A general housing shortage makes it difficult to find suitable property to rent and freehold property is relatively expensive to buy.

The following table shows the approximate prices of the more important commodities prevailing at 31st December 1967 as compared with two years previously:

	Unit	1965	1967
Bread	2 lb. loaf	1s. 9d.	2s. 0d.
Butter (imported)	lb.	5s. 2d.	5s. 4d.
Margarine	lb.	2s. 2d.	2s. 10d.
Coffee	lb.	6s. 3d.	7s. 4d.
Tea	lb.	5s. 5d.	5s. 8d.
Eggs	dozen	5s. 0d.	5s. 6d. to 6s. 0d.
Flour	lb.	6d.	11d.
Meat:			
Mutton	lb.	7d.	8d.
Beef	lb.	6d.	7½d.
Bacon	lb.	7s. 0d.	6s. 6d.
Ham	lb.	6s. 10d.	10s. 7d.
Milk	pint	9d.	10d.
Jam	2 lb. tin	1s. 10d. to 5s. 8d.	3s. 3d. to 7s. 5d.
Sugar	lb.	1s. 0d.	9d.
Vegetables:			
Onions (imported)	lb.	8d.	1s. 1d.
Potatoes (imported)	lb.	9d.	9d.
Dried Fruit:			
Sultanas	lb.	2s. 4d.	2s. 6d.
Currants	lb.	2s. 4d.	2s. 9d.
Raisins	lb.	2s. 7d.	2s. 8d.
Porridge Oats	large pkt.	5s. 1d.	5s. 11d.
Cereals	pkt.	2s. 5d. to 4s. 3d.	2s. 5d. to 4s. 6d.
Cigarettes	20	1s. 8d. to 1s. 10d.	1s. 10d. to 1s. 11d.
Tobacco	lb.	31s. 7d. to 34s. 0d.	35s. 7d. to 37s. 10d.

	Unit	1965	1967
Alcohol:			
Whisky	bottle	36s. 0d.	37s. 0d.
Gin	bottle	32s. 2d.	33s. 5d.
Brandy	bottle	35s. 7d.	36s. 6d.
Beer	doz. small bots.	17s. 0d. to 20s. 6d.	17s. 8d. to 20s. 0d.
Paraffin	gal.	5s. 2d.	6s. 6d.
Petrol	gal.	5s. 3d.	6s. 6d.
Electricity	unit	4½d.	4¾d.

Good quality English clothing can be purchased from many shops at prices generally comparable to those ruling in the United Kingdom.

Furniture, household appliances and hardware are all imported, generally from the United Kingdom and, as a result of freight and transshipping expenses, are proportionately higher in cost than similar articles in the United Kingdom. Because there is no purchase tax and customs duties only apply to alcohol, tobacco and matches, imported luxury items are often obtainable at prices below those ruling in Britain. There is one consumer co-operative society, formed in 1952, which imports groceries, clothing, footwear and household goods.

British motor vehicles are imported and offered at prices similar to those in the United Kingdom, the comparatively high freight charges being largely offset by the absence of import duties and purchase tax. At the end of 1967 there were 986 motor vehicles registered in the Colony.

The only fuel produced locally is peat and this is the main source of heating on all the farms and in most buildings in Stanley. Many townspeople cut and rickle their own peat but the expense of transporting it from the peat banks has risen steadily. According to the size of a house and the number of rooms heated, a year's supply averages from 12 to 20 lorry loads of peat, each load being approximately 12 cubic yards.

In the camp peat is cut by paid labour as a routine task but in Stanley it has become increasingly difficult to attract men to undertake this employment and the heating systems of a number of larger buildings have been converted to oil firing.

LABOUR RELATIONS

There is no Labour Department in the Colony. The Falkland Islands General Employees Union with about 500 members and a full-time secretary and assistant is the only trade union in the islands. The Union extends its interest throughout the Colony and meets annually with the Sheep Owners' Association and employers in Stanley to review the wages and conditions of service for most workers. Labour relations were good.

SAFETY, HEALTH AND WELFARE

There are no factories in the Colony and no industries other than sheep farming. The Workmen's Compensation Ordinance provides for the payment of compensation to persons employed in all forms of manual occupation. Legislation enacted in 1966 and 1967 lays down conditions for the employment of women, children and young persons.

There is no statutory provision for the payment of unemployment benefits.

INDUSTRIAL TRAINING

Apprentices are indentured in the building trade, wireless telegraphy and electrical services.

An Apprenticeship Board was constituted in 1955 for the purpose of standardising the forms of indenture and to advise on pay, working conditions and training. If the need arises the Board can act as arbiter in disputes and concern itself with the welfare of apprentices.

Chapter 3: Public Finance and Taxation

REVENUE and expenditure during the three financial years from 1964-65 to 1966-67 were as follows:

Year	Revenue		Expenditure	
	Ordinary £	Total £	Ordinary £	Total £
1964-65	406,327	413,300	342,221	387,095
1965-66	410,054	413,603	365,270	383,577
1966-67	380,112	414,695	392,155	511,094

The main heads of revenue and expenditure were as follows:

	Revenue		
	1964-65 £	1965-66 £	1966-67 £
Aviation	9,304	12,627	11,116
Customs	27,205	55,989	41,268
Dependencies contribution	10,000	10,000	10,000
Electricity	27,080	28,612	32,453
Investment	23,029	25,642	67,435
Internal Revenue	213,603	195,468	148,637
Posts and Telecommunications	38,160	38,365	29,169
Reimbursements from H.M.G. in respect of Overseas Officers	4,956	7,648	5,574

Expenditure

	1964-65 £	1965-66 £	1966-67 £
The Governor	7,989	8,485	9,478
Aviation	18,708	16,784	15,708
Customs and Harbour	10,043	11,444	11,681
Education	44,178	52,451	52,448
Medical	36,669	43,880	41,774
Miscellaneous	47,286	39,904	40,964
Pensions and Gratuities	13,299	10,494	14,449
Police and Prisons	5,609	5,268	4,548
Posts and Telecommunications	48,724	45,708	53,191
Power and Electrical	17,261	21,630	22,882
Public Works	18,239	18,896	19,880
Public Works Recurrent	30,954	42,631	37,911
Public Works Special	—	1,577	6,861
Secretariat, Treasury and Central Store	26,242	25,828	39,440
Social Welfare	6,307	8,839	7,587
Development Expenditure including Colonial Development and Welfare	44,874	18,307	118,938

Statements of assets and liabilities as at 30th June 1966 and 30th June 1967 are shown on the following pages.

There is no public debt.

Statement of Assets and

LIABILITIES		£	s.	d.	£	s.	d.
DRAFTS AND TELEGRAPHIC TRANSFERS					10,830	5	6
DEPOSITS:							
Colonial Development and Welfare	6,981	11	4				
Overseas Service Aid Scheme	445	5	4				
Postal and Telegraphic	831	1	4				
Other	46,730	4	7				
					54,988	2	7
SPECIAL FUNDS:							
Savings Bank	1,318,592	8	3				
Old Age Pensions Equalisation	148,813	8	11				
Note Security	102,597	15	0				
Government Employees Provident	7,987	0	0				
					1,577,990	12	2
COLONY FUNDS:							
Development	324,159	2	8				
Reserve	102,245	8	5				
					426,404	11	1
Oil Stocks Replacement					135	10	8
GENERAL REVENUE BALANCE:							
Balance at 1st July, 1965 <i>Surplus</i>	34,757	17	8				
Add Appreciation of Investments	5,461	2	5				
Add Surplus year ended 30th June, 1966	42,606	6	9				
					82,825	6	10
Balance, 30th June, 1966 <i>Surplus</i>							
					£2,153,174	8	10

The above statement does not include:

(1) A sum of £2,609 17 0 due from H.M.G. in respect of under issues on the following C. D. & W. Schemes

D2959, A & B	5	11
D6417	273	10 3
D6445	2,336	0 10
	£2,609	17 0

Liabilities at 30th June 1966

ASSETS		£	s.	d.	£	s.	d.
CASH:							
Treasury and Posts and Telecommunications	19,207	16	11				
Crown Agents	788	10	7				
Joint Consolidated Fund	74,000	0	0				
Remittances in transit	3	0	5				
					93,999	7	11
INVESTMENTS, SPECIAL FUNDS:							
Savings Bank	1,306,419	16	9				
Old Age Pensions Equalisation	146,800	10	0				
Note Security	100,772	15	6				
Government Employees Provident	6,564	13	10				
					1,560,557	16	1
INVESTMENTS, COLONY FUNDS:							
Marine Renewals		10	2				
Development	301,883	2	10				
Reserve	156,817	6	8				
					458,700	19	8
ADVANCES:							
Other Administrations	26,305	1	6				
Departmental	282	0	1				
Other	219	6	7				
South Georgia	13,109	17	0				
					39,916	5	2
					£2,153,174	8	10

(2) A sum of £28 5 11 due from H.M.G. in respect of under issues on O.S.A.S.—Inducement Allowances.

H. T. ROWLANDS,
Acting Colonial Treasurer,
12th October, 1966.

Statement of Assets and

LIABILITIES		£	s.	d.	£	s.	d.
DRAFTS AND TELEGRAPHIC TRANSFERS					6,681	4	2
DEPOSITS:							
Colonial Development and Welfare		5,748	13	0			
Postal and Telegraphic		3,259	10	0			
Other		68,818	10	1			
					77,826	13	1
SPECIAL FUNDS:							
Savings Bank		1,380,279	11	1			
Old Age Pensions Equalisation		168,259	12	4			
Note Security		104,940	13	10			
Government Employees Provident		9,016	0	11			
					1,662,495	18	2
COLONY FUNDS:							
Development		237,626	0	2			
Reserve		102,245	8	5			
					339,871	8	7
Oil Stocks Replacement					458	9	3
GENERAL REVENUE BALANCE:							
Balance at 1st July, 1966 <i>Surplus</i>		82,825	6	10			
Add Appreciation of Investments		17,936	3	10			
		100,761	10	8			
Deduct Deficit year ended 30th June, 1967		9,865	16	3			
Balance, 30th June, 1967					90,895	14	5
					£2,178,229	7	8

The above statement does not include:

(1) A sum of £4,943 17 7 due from H.M.G. in respect of under issues on the following C. D. & W. Schemes:

D6234	270	4	1
D6090	279	11	8
D6805	4,173	0	0
D2959 A & B	144	0	0
D6445	77	1	10
	£4,943	17	7

Liabilities at 30th June 1967

ASSETS		£	s.	d.	£	s.	d.
CASH:							
Treasury and Posts and Telecommunications		16,000	14	1			
Crown Agents		273	6	5			
Joint Consolidated Fund		2,000	0	0			
Remittances in transit		80	15	0			
					18,354	15	6
INVESTMENTS, SPECIAL FUNDS:							
Savings Bank		1,380,883	5	2			
Old Age Pensions Equalisation		164,141	19	10			
Note Security		108,256	1	4			
Government Employees Provident		7,931	9	2			
					1,661,212	15	6
INVESTMENTS, COLONY FUNDS:							
Development		312,849	13	3			
Reserve		164,011	4	5			
					476,860	17	8
ADVANCES:							
Other Administrations		12,275	10	2			
Departmental		86	10	8			
South Georgia		7,089	12	9			
Other		2,349	5	5			
					21,800	19	0
					£2,178,229	7	8

(2) A sum of £452 7 5 due from H.M.G. in respect of the following O.S.A.S. under issues:

Passages	445	15	6
Inducement			
Allowances	6	11	11
	£452	7	5

L. GLEADELL,
Colonial Treasurer,
8th September, 1967.

Colonial Development and Welfare		1965-66		1966-67		Total Expenditure for 1965-66 and 1966-67	
		Colony Expenditure	C. D. and W. Expenditure	Colony Expenditure	C. D. and W. Expenditure	Colony	C. D. and W.
Head	Scheme No.	£	£	£	£	£	£
Stanley Roads	D2959 etc.	34	251	4,335	10,816	4,369	11,067
Housing	D6090	717	2,867	620	2,479	1,337	5,346
Water mains	D6417	68	274	192	768	260	1,042
Extension to Power Station and supply system	D6445	584	2,336	510	2,043	1,094	4,379
Cargo Vessel	D6234	—	—	23,634	18,270	23,634	18,270
Extension to telephone system	D6610	—	—	640	2,560	640	2,560
		1,403	5,728	29,931	36,936	31,334	42,664

The above table gives details of the amount spent on development schemes in progress during the period under review in which part of the cost was borne by the Colonial Development and Welfare Fund and part by the Colony.

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.
Commonwealth, 4s. 6d. per gallon in bulk.
General, 14s. 3d. per dozen quart bottles.
Commonwealth, 9s. 9d. per dozen quart bottles.

Spirits: 126s. per gallon.

Malt liquors: 1s. 2d. per gallon.

Tobacco: General, 6s. per lb.
Commonwealth, 5s. 7d. per lb.

Cigarettes: General, 10s. per lb.
Commonwealth, 9s. 6d. per lb.

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

Revenue from customs duties was:

	1965-66 £	1966-67 £
Imports:		
Wines	726	778
Spirits	48,245	33,016
Malt Liquors	1,217	1,257
Tobacco and Cigarettes	5,647	6,180
Matches	154	38

Income Tax

The following were the rates on taxable income as at 31st December 1967:

Companies: 5s. 9d. per £ (flat rate).

Individuals: first £150	Nil
next £100	1s. per £
next £200	2s. per £
next £250	2s. 6d. per £
next £250	3s. per £
next £1,050	3s. 6d. per £
next £4,000	4s. 6d. per £
exceeding £6,000	5s. 9d. per £

The following allowances were in force:

Married person: £130.

Children under 16 years: £100 each.

Children receiving full-time education abroad: £125 each.

Earned income: one-fifth (maximum £400).

Dependent relative: £50.

Insurance or pension fund contributions: Premiums or contributions (maximum one-sixth of total income after deducting earned income relief).

Revenue received during 1965-66:

Companies £114,579; individuals £37,006.

In addition £41,918 was collected from incorporated and unincorporated bodies in respect of the profits tax introduced in 1963.

Revenue received during 1966-67:

Companies £76,211; individuals £39,983.

In addition £28,476 was collected from incorporated and unincorporated bodies in respect of profits tax.

Estate Duty

Estate duty in accordance with schedule below was payable, whether or not the deceased died in the Colony, on all property in the colony, and in the case of persons domiciled in the colony on all movable property and effects wherever situate. Relief is allowed where it is proved that property in Britain, the Commonwealth or a foreign country has been taxed under the laws of those countries.

There is also provision of relief in respect of quick succession, and the rate of duty is reduced by 50 per cent in respect of any agricultural property that forms part of an estate.

RATE OF ESTATE DUTY			
	£	£	Rate of Duty
Not exceeding	5,000		nil
Exceeding	5,000	but not exceeding 7,5000	3 per cent
"	7,500	" "	4 "
"	10,000	" "	5 "
"	15,000	" "	6 "
"	20,000	" "	7 "
"	25,000	" "	8 "
"	30,000	" "	9 "
"	40,000	" "	10 "

STANLEY TOWN COUNCIL FINANCES

Revenue accruing to the Stanley Town Council, the only local authority in the Colony, amounted to £6,580 in 1966 and £7,651 in 1967. Expenditure for the calendar years 1966 and 1967 totalled £7,164 and £6,781 respectively.

Main Heads of Revenue:

	1966 £	1967 £
General Rates (including contribution of £825 by Government)	3,582	4,308
Water Rates and Sales	1,057	1,109
Hire of Town Hall	722	839
Government Contribution, Caretaker and Fuel, Town Hall	621	596

Main Heads of Expenditure:

	1966 £	1967 £
Town Clerk	660	682
Cemetery	650	741
Fire Brigade	552	228
Library	468	464
Scavenging	1,270	1,274
Street Lighting	768	712
Town Hall	1,623	1,983
Town Hall Extraordinary Expenditure	593	—

Chapter 4: Currency and Banking

THE legal tender of the Colony consist of Falkland Islands Government currency notes of £5, £1 and 10s. denominations and British coinage. On the 31st December 1967 the note issue in circulation was £128,400.

There are no commercial banks in the Colony but the Treasury remits funds abroad on payment of commission of one per cent. A similar service is also provided by the Falkland Islands Trading Company Limited, and the Estate Louis Williams, who operate agencies of Lloyds Bank Limited and Hambros Bank respectively.

Deposits in the Government Savings Bank amounted to £1,182,005 at the 30th June 1967 and the number of depositors' accounts open was 1,869. At the same rate in 1966 deposits had totalled £1,164,796.

Interests on deposits is paid at the rate of 2½ per cent per annum.

Government lends money for purposes such as the purchase of dwelling houses, improvement of essential business facilities (e.g. bakery and dairy) and for farm purchases. During 1965-66 the amount lent totalled £12,460 and during 1966-67 the total was £10,450. At 30th June 1967 the amount owing to Government in respect of undischarged loans was £24,914.

Chapter 5: Commerce

IMPORTS

With the exception of meat, milk and to a certain extent potatoes, vegetables, berry fruits and fish, practically the whole of the Colony's requirements in foodstuffs were imported.

The value of imports and the sources of supply were as follows:

VALUE OF IMPORTS

	1966 £	1967 £
Food	113,102	111,778
Beverages and Tobacco	58,201	49,841
Crude materials, inedible, except fuels	8,142	4,011
Mineral fuels, lubricants and related materials	64,653	40,312
Animal and vegetable oils and fats	97	307
Chemicals (dyes, pharmaceutical products, fertilizers, etc.)	38,539	34,231
Manufactured goods classified chiefly by material	110,742	137,807
Machinery and transport equipment	213,380	234,316
Miscellaneous manufactured articles	89,291	98,732
Miscellaneous transactions	1,021	—
	<u>£697,168</u>	<u>£711,335</u>

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY

1966

	Value £	Quantity	Principal Supplying Countries
Electrical Machinery	139,823	—	United Kingdom.
Provisions	104,380	804 tons	United Kingdom £85,779. Argentina £13,328.
Petroleum Products	58,948	3,242 tons	Trinidad £35,672. Uruguay £17,518.
Hardware	42,334	—	United Kingdom.
Alcoholic Beverages	33,353	24,159 galls.	United Kingdom.

Production

	Value £	Quantity	Principal Supplying Countries
Motor Vehicles and Parts	27,796	—	United Kingdom.
Clothing	20,877	—	United Kingdom.
Tobacco	18,688	19,746 lbs.	United Kingdom.
Manufactured Articles (Plastics, etc.)	15,101	—	United Kingdom.
Cosmetics, cleansing and polishing preparations, etc.	14,836	—	United Kingdom.
Construction and Indus- trial Machinery	13,552	—	United Kingdom.
Made-up Textile Materials (other than clothing)	12,972	—	United Kingdom £7,542. India £5,394.
Miscellaneous Chemical Material	11,414	—	United Kingdom.
Agricultural Machinery	11,656	—	United Kingdom.

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY

1967

	Value £	Quantity	Principal Supplying Country
Provisions	103,067	725 tons	United Kingdom.
Motor Vessel	70,429	—	United Kingdom.
Aircraft	51,991	—	Canada.
Electrical Machinery	46,736	—	United Kingdom.
Hardware	46,364	—	United Kingdom.
Clothing	34,729	—	United Kingdom.
Motor Vehicles and parts	34,633	—	United Kingdom.
Petroleum Products	32,227	7,625 tons	Uruguay.
Alcoholic Beverages	31,443	33,392 galls.	United Kingdom.
Tobacco etc.	15,261	13,472 lbs.	United Kingdom.
Timber	13,255	—	United Kingdom.
Manufactured Articles (Plastics, etc.)	12,380	—	United Kingdom.
Iron and Steel	10,397	—	United Kingdom.
Cosmetics, cleansing and polishing preparations, etc.	10,112	—	United Kingdom.

SOURCES OF IMPORTS

	1966 %	1967 %
United Kingdom	82.49	75.79
Commonwealth	6.36	8.49
Foreign Countries	11.15	15.72

PRINCIPAL SUPPLYING COUNTRIES

	1966 £	1967 £
United Kingdom	575,107	539,113
Commonwealth	44,363	60,364
Uruguay	34,188	53,367
Argentina	15,663	24,283
Japan	6,039	8,414
Germany	5,830	7,351
Switzerland	4,819	3,563

EXPORTS

	1966 £	1967 £
Domestic Exports	1,037,890	801,954
Re-exports	11,219	22,233
	<hr/>	<hr/>
	£1,049,109	£824,187

PRINCIPAL EXPORTS

(Destination both years: United Kingdom)

Item	1966		1967	
	Value £	Quantity lbs.	Value £	Quantity lbs.
Wool	998,398	4,869,036	782,995	4,602,109
Skins and Hides	36,602	335,552	17,784	358,653

Chapter 6: Production

THE land is used almost entirely for sheep farming. With the exception of some 28,100 acres of Crown land, the Colony is divided into freehold farms varying in size from 3,600 acres to 161,000 acres carrying a total of over 600,000 sheep, averaging about one sheep to every 4½ acres. Production is in the region of 4¾ million lbs. of wool annually.

AGRICULTURE

A small Government agricultural unit is responsible for maintenance of fences and regulating grazing on Stanley common, attending to animals in the quarantine station and carrying out tuberculin testing of cattle when required. Stock returns are produced annually.

A Grasslands Officer, appointed for a 3-year period in February 1965, toured camp stations throughout the period under review, offering advice and setting up experiments to investigate methods of improving the grasslands of the islands.

Cattle are kept in the camp to provide milk and beef and there are two dairies in Stanley. Oats for hay and silage, vegetables on a garden scale and a small acreage of kale are the only crops grown. However, on progressive farms, several thousand acres of camp have been sown to Yorkshire fog (*Holcus Lanatus*) which is an improvement on the natural herbage.

Many farms are showing an interest in pasture improvement and to this end various techniques have been tried out. Several farms have brought about a marked increase in carrying capacity by subdivision of the large camps.

In 1967 the Government imported seed potatoes from Scotland to improve local production.

FISHERIES

There is no organised fishing industry but Falkland Island mullet and smelt are caught occasionally by part-time fishermen and marketed for local consumption. Trout fishing provides excellent sport for anglers.

Chapter 7: Social Services

EDUCATION

The Government is responsible for education throughout the Colony. Education is free and the Government bears the cost of all materials, books and equipment. A nominal fee of four pounds a term is charged for boarding school education. On 18th December 1967 the statutory school-leaving age was raised to fifteen years. There is no secondary or higher education in the Colony but arrangements exist for secondary education in Britain and Uruguay.

Attendance in Stanley is compulsory for all children between the ages of five and fifteen years. In the camp attendance is compulsory for children between five and fifteen years living within one mile of a settlement school and for children between seven and fifteen living within two miles of a settlement school.

There are two schools in Stanley: one caters for infants and juniors, and the other for middle school and seniors. Preliminary work was started in 1967 for building a new wing which is to be added to the junior school in 1968.

Evening classes are held each year from May to October. Subjects usually offered are English, arithmetic, Spanish, bookkeeping, shorthand, typing and craftwork.

Royal Society of Arts examinations are taken in typewriting, shorthand and book-keeping in evening classes and in the commercial class for senior day pupils in Stanley senior school.

The broadcast lessons to children living in the camp, which were instituted in 1965, were continued and plans were made for a further extension in 1968.

The boarding school at Darwin can accommodate forty boarders and caters for as many day pupils as there are in the two nearby settlements.

There are full-time settlement schools at Port Howard Hill Cove, Chartres and Fox Bay East on the West Falkland Island.

Children in outlying houses are taught by camp teachers, each of whom is assigned an area which he covers by horse Landrover or aircraft. The beats are so arranged that the average interval between visits is not more than six weeks. The camp teacher stays a fortnight with each family in turn and leaves homework to tide the children over until he returns. Camp teachers have an interesting though arduous and sometimes thankless task. Only young men of spirit, initiative and an ability to mix can succeed in this post. The camp teacher cadre has been strengthened by members of the Voluntary Services Overseas organization, four in 1966 and three in 1967. These young men give splendid service and their efforts are greatly appreciated. A seminar for camp teachers and V.S.O. members was held at Darwin Boarding School in September 1967.

The following is a summary of pupils and teachers at each school during the period under review.

Numbers of Teachers at 31st December 1966 and 31st December 1967

	Stanley		Darwin		Settlement		Camp	
	M.	F.	M.	F.	M.	F.	M.	F.
Completed Secondary Course								
Certificated	4	3	3	3	—	—	—	—
1966		3		3				
1967	6	4	3	3	—	—	—	—
Uncertificated	—	4	—	—	2	2	10	—
1966		4					8	
1967	—	1	—	—	2	2	4	—
Voluntary Service Overseas	—	—	—	—	—	—	3	—
1966								
1967	—	—	—	—	—	—	—	—
Not Completed Secondary Course	—	4	—	—	—	—	—	—
Localley Trained	—	3	—	—	—	—	—	—
1966		4						
1967	6	7	3	3	2	2	14	—
TOTALS								
1966	4	7	3	3	2	2	14	—
1967	6	8	3	3	2	2	11	—

Numbers of Children Receiving Education

	1966		1967	
	Boys	Girls	Boys	Girls
Schools	Enrolment		Enrolment	
		Total		Total
On 31st December:	2	86	2	87
	1	20	1	21
Infants and All Range	21	41	24	45
Boarding	8	13	9	22
Full-time Settlement	44	57	46	91
Camp Houses	154	176	170	166
TOTAL		330		336

Ten children in 1966 and seven in 1967 did not receive regular visits by camp teachers but did receive tuition at home by their parents with guidance and materials from the Education Department.

The boarding allowance was increased to five pounds ten shillings a month in 1967. This allowance is granted to the parents of camp children towards the cost of board and lodgings for children who leave their homes to attend Stanley Schools. An allowance of three pounds a month is also paid on behalf of parents of camp children who send their children to distant parts to study under a teacher in camp. Day pupils visiting a school receive an allowance of one shilling per meal for each meal taken outside their own homes.

A competitive scholarship is held each year based on Moray House eleven plus tests. Scholarships have, for several years, been granted to boarding grammar schools in Dorset, and, as a new venture, two awards were made in late 1967 to the British Schools in Montevideo, Uruguay. One award to Dorset was made in early 1967.

The Overseas Education Allowances granted to parents of children between eleven and eighteen years of age who receive full time tuition in boarding schools in Britain and (since 1966) Uruguay, were increased to £235 for the first child, £285 for the second child and £335 for the third and each subsequent child. The rate of allowance for day children is £65 per annum provided that the child is not staying with a parent. The parents of 15 children benefitted from the scheme in 1966 and 14 in 1967. The expenditure on these allowances in the financial year 1966-67 was £2,808.

Ordinary and Special expenditure on education was £52,451 in 1965-66 and £52,448 in 1966-67.

PUBLIC HEALTH

The standard of health is high, as can be expected in a community where there is an abundance of the basic, essential food-stuffs easily available to all and where the climate is bracing and the air pure.

Natural immunity from the commoner droplet-infection diseases of more populous countries is low; therefore, a programme of immunisation against tuberculosis, poliomyelitis, diphtheria, whooping-cough and small-pox is continuously maintained. Further to protect the community from tuberculosis, no immigrants may now enter the Colony unless they have been certified free from pulmonary tuberculosis before their departure from their own country.

In 1966, there was an epidemic of chickenpox, confined to Stanley. The incidence of colds and throat infections was unusually high during the winter months. In 1967 large numbers of children and a few adults in Stanley contracted rubella.

Mortality

There were 23 deaths in the Colony in 1966 and 21 in 1967. Diseases of the heart and circulatory system caused 22 of the 44 deaths.

Hospital Facilities

The Colony has one hospital, situated in Stanley. It is modern and well-equipped, and has 32 beds for the treatment of medical, surgical, obstetric and tuberculosis cases. There were 132 admissions in 1966 and 143 in 1967.

Ante-natal and child welfare clinics are held weekly at the hospital.

Medical and Dental Services

For medical purposes, the Falklands are divided into three areas: Stanley and the North Camp of the East Falkland, Lafonia and West Falklands. The Senior Medical Officer and one medical officer are stationed in Stanley and see all patients in Stanley and the North Camp. One medical officer lives at Darwin, in Lafonia, and deals with medical cases in that area; and the third medical officer is stationed at Fox Bay on the West Falkland, and attends patients on the West Falkland and the many islands to the north and west of it.

All settlements in the main East and West Falklands can communicate with a doctor by telephone. All the inhabited islands are supplied with radio-telephones. Standard medical chests are provided at all settlements. The Government Air Service is available for the transport of doctors and patients. As a rule, the camp doctors travel by Land Rover or aircraft to their patients but still occasionally ride on horse-back.

One dentist and a dental technician are stationed in Stanley where, in the hospital, there is a modern, fully equipped dental surgery and laboratory. The dentist makes camp tours, endeavouring to visit each settlement in the course of the year.

Medical Department

The staff of the Medical Department consists of the Senior Medical Officer, three medical officers, one dental officer, and one dental technician, one matron, three nursing sisters and up to four staff nurses.

Other hospital staff consists of a clerk, a caretaker-gardener, a cook, three maids and a laundry-maid.

Expenditure on medical services was £43,880 in 1965-66 and £41,774 in 1966-67. Revenue in those years was:

	1965-66	1966-67
	£	£
Medical	4,289	7,146
Dental	1,327	440
	<u>5,616</u>	<u>7,586</u>

There were no doctors or nurses working for companies and there were no private practitioners.

Local Authority Services

The Stanley Town Council was responsible for street lighting and cleaning, the collection and disposal of garbage, and the maintenance of drains and sewers.

There were two licensed dairies in Stanley at the end of 1967. The dairy herds were examined periodically and all the animals were tuberculin tested.

HOUSING AND TOWN PLANNING

The majority of houses in the Colony are constructed of timber and iron with corrugated iron roofs but the larger public buildings are more frequently built of concrete blocks with tiled roofing. Most houses in Stanley are built on quarter acre plots which allow sufficient ground for the householder to maintain a generous vegetable garden. Plans for new buildings must be submitted to the Stanley Town Council for approval and must conform to the sanitation and constructional requirements of the Council. The Council also has power to condemn houses which are considered unfit for habitation. The residential area to the west of Stanley is being developed by the erection of new houses. Because of the high cost of building materials few new houses are erected by private individuals and most new houses have been built for the Radio and Space Research Station and for the British Antarctic Survey.

SOCIAL WELFARE AND AMENITIES

There are three places of worship: Christ Church Cathedral, consecrated in 1892, the Tabernacle (United Free Church), established in 1890, and St. Mary's Roman Catholic Church, established in 1899. Church services are relayed every Sunday evening through the broadcasting station at Stanley.

An old age contributory pensions scheme introduced in 1952 and expanded in 1967 is compulsory for all male and certain female residents in the Colony. The following weekly benefits are paid to contributors on reaching the age of 65 years: married man 93s.; unmarried man, widow or spinster 46/6d. Employees between the ages of 18 and 60 contribute 5/3d. weekly to the fund, employers contribute 6/9d. and self employed persons contribute 12/-.

A non-contributory old age pension scheme was introduced in 1961 and provides pensions for old people who were excluded by reason of age from contributing to the Pensions Equalisation Fund and, consequently, from deriving any benefits from the pensions scheme introduced in 1952. Pensions are paid at the following weekly rates: married man 36s., unmarried person 18s., man or woman separated or living apart from his or her husband or wife 18s.

Children's allowances at the rate of 10s. per month for each child are granted to all parents or guardians with two or more children.

Poor relief is administered by the Stanley Town Council. The amount spent on poor relief in 1966 was £1,252 and in 1967 £1,156. Accommodation for old and chronic invalids is provided in the hospital. There are no orphanages.

The Stanley Benefit Club, open to all residents, is the oldest club in the territory. It was formed on 23rd July 1859, to provide a fund for the support of members in cases of sickness or accident; it also contributes towards funeral expenses. The total membership is 92. Membership has decreased due mainly to improved social conditions in the territory. For an annual contribution of 30/-, sick persons can draw as much as £100 and thereafter at a rate of 30/- a month. The club will meet funeral expenses up to £25.

The Falkland Islands Branch of the British Red Cross Society met regularly. Equipment, including a refrigerator, was presented to the King Edward Memorial hospital. Donations were sent to the Princess Alexandra Home for children in Hong Kong and to the Turkish earthquake and Italian flood disaster appeal funds. Hospital visiting was carried out and Christmas presents provided for hospital patients. The Earl Haig Fund Appeal was again organised each year by the Branch and the generous proceeds of the annual collection and dance sent to the Fund's headquarters in London.

The 1st Stanley Company of the Girls Brigade provided a programme of art classes, handwork and Bible reading, while monthly competition and games evenings with suppers were organized, slide shows given and a Hallowe'en party held. The annual Prince Charming dance raised funds from the public to support these activities. The cadet section for younger girls continued to flourish.

The 1st Falkland Islands Company of the Boys Brigade carried out a modified programme of shooting, physical training and drill. Support for the organization was less strong than in past years, partly due to the fact that the Rifle Association now accepts members from the age of 14.

A Youth Club was formed in 1966 and organized a variety of social gatherings and outdoor activities. The club attracted considerable support.

There are several social clubs in Stanley, among them the Colony Club, the Falkland Club, the Falkland Islands Defence Force Club and the Working Men's Social Club. These clubs provide facilities for a variety of activities, including billiards, snooker, darts, table tennis, cards, lending library and parties and outdoor activities for children.

The Guild of Spinners, Weavers and Dyers, formed in 1948, organized regular classes in spinning for junior members.

The Town Hall, rebuilt in 1950 with the assistance of a grant from Colonial Development and Welfare funds after being destroyed by fire in 1944, contains a dance hall with stage, dressing rooms, refreshment rooms and a well stocked library, as well as certain public offices and the Court and Council Chamber. The chamber was panelled in 1966 with handsome *sapele* wood generously presented by the Government of Nigeria some years previously. The dance hall was re-floored in 1967.

Although Stanley has lacked a museum since the disastrous fire of 1944, a notable collection of material has been assembled in recent years and during the period under review it was put on display in temporary accommodation in the Secretariat.

A branch of the Women's Corona Society was established in 1955 and holds regular monthly social meetings. In addition to its normal activities, the Society takes an interest in charitable causes and organised regular tea meetings in the summer months for the elderly residents of Stanley.

Amateur dramatics are popular and a society, formed in 1964, produced plays each winter.

In 1966 a social club was inaugurated at Goose Green and proved itself a most popular enterprise.

The sea temperature around the islands does not lend itself to bathing and consequently few of the inhabitants have learned to swim. The need for a swimming pool has long been recognized and a fund was established in 1964 for this purpose. By 31st December 1967 a sum of £5,330 had been raised by public subscription and Government contribution.

SPORT

Full-bore rifle shooting is organised by the Falkland Islands Defence Force Rifle Association which has a keen membership. Annual prize meetings are held and when finances permit representative teams are sent to Bisley, England, to compete in the junior colonial competitions. Several of the teams have been successful in carrying off prizes. There is also a small-bore range in the drill hall.

Football is a popular outdoor sport and the club is strongly supported. Not only do local teams compete for a championship but some very enjoyable games take place against teams from visiting ships.

The Cricket Club, formed in 1955, organized a number of enjoyable games, mostly against teams from visiting ships.

A Golf Club was started in 1966 with a course near Eliza Cove, south of Stanley. In 1967 the course was transferred to an area near the Felton Stream west of Stanley racecourse.

Considerable interest is taken in angling. Brown trout (*salmo fario*) were introduced into the territory's rivers between 1947 and 1952. These trout have over the years formed a sea-going habit and return to the rivers to spawn. Specimens weighing 7 lb. to 10 lb. are not uncommon. The heaviest trout so far recorded weighed 17½ lbs. The trout fishing season opens on the 1st September and closes on the 30th April. Salmon and sea trout ova have been imported but efforts to establish these fish have not so far succeeded.

The Stanley Sports Association holds an annual two-day meeting in December with horse racing, gymkhana and athletic events. Annual five-day sports meetings are normally held at Darwin, East Falkland, and at four of the principal settlements on the West Falkland in turn. The 1966 West Falkland meeting was at Port Howard and the 1967 meeting at Hill Cove.

Sheep dog trials were held at Teal Inlet, Darwin and Port Howard in 1966 and at San Carlos, Darwin and Hill Cove in 1967, followed in each case by a championship contest organized by the Stanley Sports Association.

The Stanley Badminton Club with between 20 and 30 members organizes games in the gymnasium twice a week. These are well supported, particularly in the winter.

The Stanley Squash Club, revived in 1965, is proving popular and matches are played against teams from visiting ships.

Darts is a popular winter game and there is a league in Stanley with up to 14 teams competing. The standard of play is high.

Snooker, played at the Colony Club, the Falkland Club, the Falkland Islands Defence Force Club and the Working Men's Social Club, has a strong following.

Chapter 8: Legislation

LEGISLATION enacted during the period under review include the following measures:

1966

No. 1. *The Employment of Children Ordinance*, bringing the law relating to the employment of children into line with similar provisions existing in the United Kingdom and supplementing the applied part of the Children and Young Persons Act, 1933.

No. 2. *The Murder (Abolition of the Death Penalty) Ordinance*, abolishing the death penalty until 31st July 1970, and thereafter subject to re-affirmation by the Legislature.

No. 3. *The Appeals Ordinance*, prescribing the jurisdiction of the Court of Appeal.

No. 5. *The Prisons Ordinance*, providing comprehensive legislation relating to the custody of prisoners and related matters.

A total of fifteen Ordinances were enacted during the year.

1967

No. 1. *The Employment of Women, Young Persons and Children Ordinance*, putting into effect International Conventions in the field of industrial employment.

No. 7. *The Road Traffic (Amendment) Ordinance*, reducing the age at which motor vehicle licenses may be granted; and providing for the removal of disqualification from holding or obtaining driving licenses.

No. 8. *The Old Age Pensions (Amendment) Ordinance*, making provision for increased pensions in return for increased contributions.

No. 9. *The Police Ordinance*, providing comprehensive legislation for the control and management of the Police Force.

No. 10. *The Matrimonial Proceedings (Court of Summary Jurisdiction) Ordinance*, consolidating and improving certain laws relating to matrimonial proceedings in courts of summary jurisdiction.

No. 14. *The Education Ordinance*, providing up-to-date legislation in respect of education within the Colony.

Fourteen Ordinances were enacted during the year.

Chapter 9: Justice, Police and Prisons

JUSTICE

The judicial system of the Falkland Islands is administered by a Supreme Court and a Court of Summary Jurisdiction both of which usually sit in Stanley. The territory retains the part-time services in England of a Legal Adviser.

A Court of Appeal, constituted in 1965, hears appeals from the Supreme Court.

Local ordinances and regulations are in effect. English law applies down to 1900 and subsequently by special application.

Some farm managers are Justices of the Peace, as are also certain residents of Stanley, and they have the power to deal with minor offences.

The following tables show the number of civil and criminal cases heard by the courts during 1966 and 1967.

CIVIL COURT

	1966	1967
Debt	14	32
Income Tax	17	10
Removal of disqualifications for driving	2	1
Adoption Order	6	—
Custody of children	2	—
Separation Order	2	—
Maintenance Order	—	1
Access to children	—	1
Other cases	1	3

COURT OF SUMMARY JURISDICTION

	Cases Heard		Discharged		Convicted	
	1966	1967	Adults	Juveniles	Adults	Juveniles
<i>Offences against the person:</i>						
Assaults	7	10	—	—	17	—
<i>Offences against property:</i>						
Larceny	2	12	3	—	11	—
Wilful damage	5	5	—	—	7	3
<i>Offences against Local Ordinances:</i>						
Road Traffic	20	16	7	—	29	—
Licensing	15	24	1	—	38	—
Income Tax	2	—	—	—	2	—
Old Age Pensions	1	—	—	—	1	—
<i>Offences against the Peace:</i>						
Peace	4	7	2	—	9	—
Other cases	5	—	—	—	5	—

SUPREME COURT

	1966	1967
Divorce	6	11
Bankruptcy	—	1
Custody of children	1	1
Debt	1	—
Ward of Court	—	1
Judgment debtor	1	—
Appeals	1	2
Wounding	—	1
Injunction	—	1
Committal for sentence	—	3
Other cases	1	—

TYPES OF PUNISHMENT (1966 and 1967 combined)

Court of Summary Jurisdiction	Convicted			Imprisonment			Fined			Bound over			Imprisonment by length of service
	M.	F.	J.	M.	F.	J.	M.	F.	J.	M.	F.	J.	
Larceny	11 (a)	—	—	—	—	—	8	—	—	—	—	—	—
Damage to property	5	2	3	—	—	—	5	2	—	—	—	3	—
Road traffic	28	1	—	—	—	—	28	1	—	10 (b)	—	—	—
Licensing	33	5	—	1	1	—	8	1	—	24 (c)	3	—	1 male, 2 months; 1 female 3 weeks.
Other cases	15	2	—	—	—	—	15	2	—	—	—	—	—

(a) 3 were committed to Supreme Court for sentence.

(b) Includes disqualification from driving.

(c) Indicates Prohibition Orders.

POLICE

The authorised establishment of the Falkland Islands Police Force consists of one inspector, one sergeant and four constables.

Crime

16 indictable offences were reported in 1966 and proceedings were taken against 4 persons. In 1967 23 indictable offences were reported and 8 persons were proceeded against. Only 3 juveniles appeared before the Bench during the period under review.

Other Police Duties

The Inspector of Police is the Government Fire Precautions Officer and on occasions undertakes the duties of Immigration and Customs Officer. The Police make quarterly checks on all fire equipment in Government buildings. The Department carries out all driving tests, registering of vehicles imported into the territory, the issue of driving licences, gun, dog, penguin egg and trout fishing licences.

PRISON

There is one small prison in Stanley. The Inspector of Police acted as Gaoler and other members of the Police Force as warders. A gaol matron was employed for the supervision of female prisoners; she also arranges the catering of meals supplied to prisoners.

In 1966 three male prisoners served sentences, none longer than 2 months, and one female prisoner served a sentence of 3 weeks. In 1967 no prisoners were admitted.

Chapter 10: Public Utilities and Public Works

ELECTRICITY

Continuous electric power is supplied to Stanley from a Government owned and operated diesel power station, having an output capacity of 850 kW. The supply voltage is 230/400 volts at a frequency of 50 cycles per second. Distribution is overhead.

The tariff, which is reviewed annually, remained 4½d. per unit during 1966 and 1967.

Output of electrical energy has risen in each successive year since 1950 and at the end of 1967 stood at 1,600,000 units.

The Electricity Department undertakes the repair and maintenance of Government and private electrical installations and the repair of domestic and other apparatus.

Outside Stanley most of the farms have their own generating plants, some supplying power to a single house, while others with a larger generating capacity supply a whole settlement. Output from these sets rarely exceeds 12 kW. Voltages vary from 110 to 230 A.C. and D.C. Many of the outlying shepherd's houses have their own lighting systems, some being fed from 12 volt batteries charged by wind driven generators, although a more recent trend has been to replace these by small air cooled diesel generators with outputs of 1½ kW. at 230 volts A.C.

WATER SUPPLY

The water purification and filtration plant constructed near Moody Brook provides a sufficient supply of pure chlorinated water for Stanley. The water is pumped through a three mile pipeline to reservoirs above Stanley. Consumption averages 73,000 gallons per day.

PUBLIC WORKS

The Public Works Department was responsible for the care and maintenance of all Government buildings, including those at Fox Bay and Port Howard, for the operation of the Stanley water supply, maintenance of Stanley roads and sewage disposal.

New work undertaken by the Department included laying 2,750 feet of six-inch oil pipe line from the Government jetty to the fuel storage tanks; the erection and fitting out of a new laboratory and woodworking classroom for the senior school and the conversion from peat to oil burning central heating burners at the town hall, gymnasium, Government House, the senior and junior schools and the wireless station.

Approximately 1½ miles of new concrete roadway with pavements was laid down in the township under the supervision of the Superintendent of Works. Sand and crushed stone were supplied for the roads project and vehicles and plant maintained.

For the servicing of the new houses to the west of Stanley, extensions were made to the water mains and sewage disposal system.

Chapter 11: Communications

SHIPPING

R.M.S. *Darwin*, a modern vessel of 739 registered tons and capable of carrying 40 passengers, averaged 12 round trips to Montevideo annually, carrying mail, freight and passengers. The vessel is owned by Darwin Shipping Limited, a subsidiary of the Falkland Islands Company. In addition to being the main link with Montevideo the vessel undertook coastwise voyages to the principal settlement ports in the territory and visited South Georgia each June. A Danish vessel, the m.v. *A.E.S.*, chartered by Darwin Shipping Limited to bring supplies from the United Kingdom and to take back the wool clip, made four voyages a year in each direction.

R.R.S. *Shackleton*, R.R.S. *John Biscoe*, m.v. *Kista Dan* and m.v. *Perla Dan* provided communication between Stanley, South Georgia, the British Antarctic Territory and South America between November and April each year.

H.M.S. *Protector*, based on Stanley during the summer months of both years, carried out patrols in Falkland Island waters and in the Antarctic.

H.M. Ships *Jaguar*, *Puma* and *Lynx*, the U.S. Coastguard Cutter *Westwind* and six Russian and one East German fishery vessels visited Falkland Island waters. The cruise ship *Kungsholm* also called.

The following table shows the number of vessels which entered and cleared Stanley.

	1966	1967
Number of ships entering	33	45
Number of ships clearing	32	42
Net tonnage in	27,492	53,602
Net tonnage out	26,754	52,815

ROADS AND VEHICLES

There are about 12 miles of macadamised or concrete road in Stanley and around Stanley. The main road along the sea front, on which most of the principal buildings are situated is made of concrete.

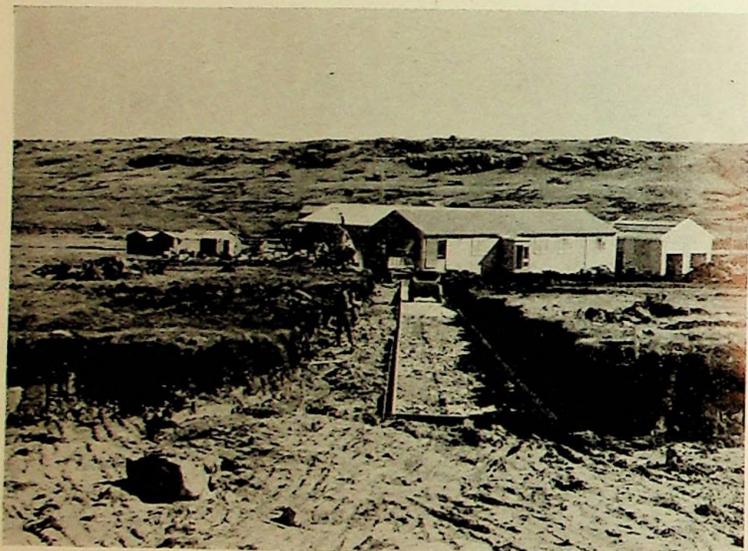
Unsurfaced tracks connect most settlements on the main East and West Islands and travel is possible by means of Land Rover or motor-cycle, depending on weather conditions.



Christ Church Cathedral after the service of thanksgiving celebrating the 75th anniversary of consecration.



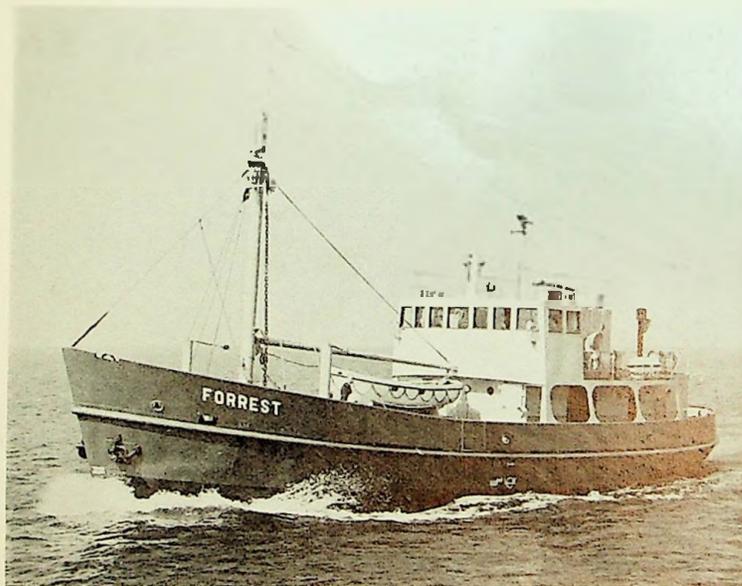
Brown trout in Falkland Island rivers have developed a sea-going habit and offer good sport for the angler.



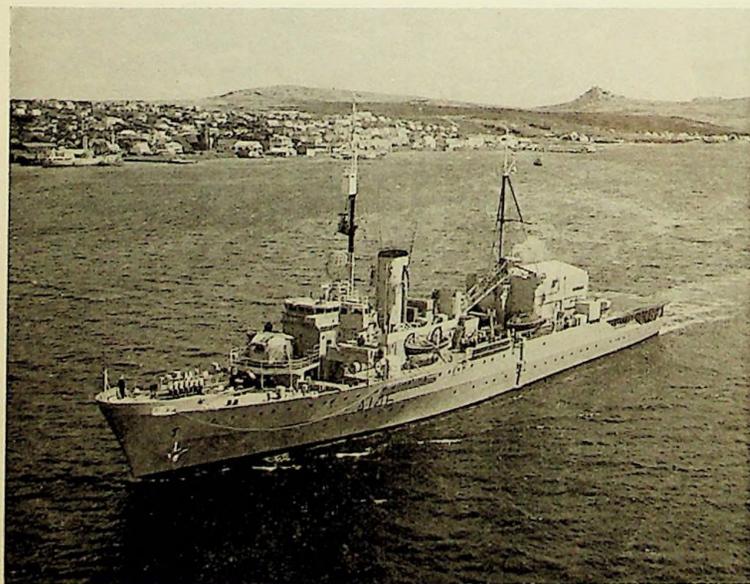
*Construction in progress at the new Space Research Station
in March 1967.*



The DC4 on Stanley racecourse prior to take off on 8th October 1966.



*M.V. Forrest, the territory's new cargo vessel, on trials
at Wivenhoe before delivery*



H.M.S. Protector leaving Port Stanley.



The tug Ocean tows the four-masted schooner Fennia through the Narrows on 25th November 1967 on her way to San Francisco.



King Penguins by the Weddell Glacier, Royal Bay, South Georgia.

At 31st December 1967 there were some 986 motor vehicles of all types in the territory, approximately half of which were used in Stanley.

During the period under review 126 vehicles of all descriptions were imported, practically all of which originated in the United Kingdom.

AIR SERVICE

The Falkland Islands Government Air Service, inaugurated in 1948 with one J.5 Auster landplane, operated throughout 1966 and 1967 with two single-engined De Havilland DHC2 Beaver seaplanes, the original Beavers being replaced in April 1967. The new aircraft were standard Beaver seaplanes and were flown to Stanley from Toronto via Punta Arenas as landplanes. The original medical and mail service has been expanded over the years to include passengers, freight and private charter.

During 1966, 3,030 passengers, 7,907 lbs. of excess luggage and 5,684 lbs. of freight were carried; and in 1967, 3,182 passengers, 10,008 lbs. of excess luggage and 8,573 lbs. of freight were carried. Medical officers, dental officers and patients made up approximately 10 per cent of the total passengers. In each of the years under review record numbers of passengers were carried.

Camp teachers are frequently flown between mainland settlements and outlying islands and camp children attending school in Stanley, Darwin, and Port Howard are in the main carried by aircraft.

In addition to mail delivered on routine passenger flights, mail is also dropped at outlying settlements. Under normal conditions incoming mail is delivered at all destinations in camp within 48 hours of arrival by ship in Stanley. In 1967 special mail flights were made on 15 occasions.

Live stock, mainly dogs, cats and poultry, is frequently carried.

There is at present no international air service connecting the Falkland Islands with the outside world.

POSTS AND TELECOMMUNICATIONS

The General Post Office is situated in Stanley and has six sub-post offices under its control—one at Fox Bay, one at South Georgia in the Dependencies and four in the British Antarctic Territory. Stanley is the main reception and distribution centre for mails received from overseas. Normally about 17 inward and outward mails are handled annually, all being received or despatched by sea via Montevideo or Punta Arenas. In addition, there are occasional direct mailing opportunities to and from the United Kingdom by sea. There are no inter-

national air line connections with the mainland of South America; external airmail is taken to Montivedo or Punta Arenas by sea and onwards by air. The distribution of letter mails between Stanley and the outlying farm settlements is carried out by the Government owned air service, the heavier mail being delivered by sea or cross country by Land Rover and to a lesser extent by horse.

External telecommunications are operated by the Government from its wireless station in Stanley with daily schedules with London, Montevideo and Buenos Aires. This station also maintains daily communication with Fox Bay, South Georgia and ships in the area. The station handles all Government and commercial traffic. It has maintained communications with the outside world since 1912 and on 4th December 1967 the first public telephone service was opened between Stanley and the United Kingdom. A number of other countries were subsequently included in the service.

Internal communications on the East Falkland are operated by means of a radio telephone network and by land line telephone. The central exchange is situated in Stanley and the majority of the sheep stations on the East have their own lines connected to the central exchange. Five operators are employed and a 24-hour service is maintained. On the West Falkland the telephone converges on Fox Bay, where there is a Government owned wireless telegraph and radio-telephone station for inter-island traffic.

Communications with the British scientific bases in the Antarctic are maintained by the British Antarctic Survey's wireless station which is situated in Stanley.

Chapter 12: Press, Broadcasting and Films

PRESS

The only periodicals published in the territory, other than the official *Gazette*, are the *Falkland Islands Monthly Review*, which appears on the first Monday of each month, and the *Falkland Islands Journal*, devoted to items of historical, geographic and social interest which is published annually. A weekly newsletter is broadcast to Stanley, the camp and South Georgia.

BROADCASTING

The Falkland Islands Government established the first colonial broadcasting service when in the early part of 1929 a wired broadcasting system was started in Stanley; the service covered not only the town but also many parts of the East Falkland, the programmes being carried to outlying farms by the normal telephone lines. Wireless broadcasting from a radio transmitter became a regular feature in 1942. The outlying districts are now covered by radio with the rediffusion system continuing to operate in Stanley. Using both methods a complete island coverage is maintained.

The broadcasting service is controlled by a voluntary committee under a director. A salaried secretary is employed.

Programmes of four or six hours' duration are broadcast daily and there are four part-time announcers. B.B.C. news bulletins, commentaries and sports results are broadcast regularly, and extensive use is made of the B.B.C. transcription service. Local features and some overseas programmes are recorded and rebroadcast.

Six hundred and seventeen wireless receiving licences were issued during 1966 and in the same year 358 wired broadcasting subscriptions were paid. The figures for 1967 were 669 and 359 respectively.

FILMS

The Central Film Library, established in 1953, has a membership of 20, made up of 18 farm settlements, R.M.S. *Darwin*, and a commercial hirer who exhibits films in Stanley once a week. The library operates on a non-profit basis and obtains films from a number of distributors in the United Kingdom and from the Central Office of Information in London.

Films of educational value are shown at the Senior School in Stanley and at the Darwin Boarding School.

The Council of Christ Church Cathedral acquired a 16 m.m. projector in 1964 and provide a popular supplementary programme.

INFORMATION SERVICES

Literature and items of information received from the Central Office of Information in London and from the British Council are handled and circulated by the Education Department.

Chapter 13: Local Forces

THE Falkland Islands Volunteer Corps, first formed in 1892, was re-constituted in 1920 as the Falkland Islands Defence Force. Service in the force is voluntary. Recruiting reached a satisfactory level. A full programme of training was carried out with the aid of Royal Marine instructors on loan from the United Kingdom. The Stanley detachment took part in ceremonial parades including the birthday of Her Majesty The Queen, Remembrance Sunday and the anniversary of the Battle of the Falkland Islands.

Chapter 14: Radio and Space Research Station

THE ionospheric observations which were started when the Stanley station was established in 1947 have continued; these routine sounding measurements are made by automatic radio transmitting and receiving equipment. Co-operation has been maintained with the stations of the British Antarctic Survey at Argentine Island and Halley Bay, which are similarly equipped. Collection of data telemetered from satellites has been in progress since 1962. During the years 1966 and 1967 recordings have been regularly made of signals from various satellites including the Canadian built Alouettes 1 and 2, known as top-side sounders because they examine the ionosphere from above. May 1967 saw the launching of the British satellite Ariel 3 carrying experiments from universities, the Meteorological Office, and the Radio and Space Research Station at Slough, England. Regular recordings have been made of signals from this satellite, thus continuing the valuable contribution made by the Stanley station to data collection from earlier Ariel satellites.

In the report for 1964 and 1965 it was mentioned that the Science Research Council had accepted responsibility from the European Space Research Organization (E.S.R.O.) for establishing and staffing a station for the reception and recording of information telemetered from satellites to be launched by that organization. The station, situated a few miles west of Stanley, is now in being. Besides the operations building, foundations for steerable aerials, access routes, and similar works had to be provided as well as bungalows for staff.

As a matter of convenience constructional work was carried out by the Council's contractors in collaboration with the Posts and Telegraphs department and other bodies for the Stanley terminal of the improved communications link to England (and hence to continental Europe) required to satisfy E.S.R.O.'s needs.

The Council's responsibilities for the construction of the E.S.R.O. satellite observing station, including electrical wiring and air-conditioning were completed early in 1967. Since then teams of specialists from E.S.R.O. and engineering firms under contract to E.S.R.O. have installed and commissioned the steerable aerials and the radio and electronic equipment while the Science Research Council has made available staff to run the station.

The new teleprinter connection to Europe has been brought into operation by the communication authorities. Besides linking Stanley to the E.S.R.O. control centre at Darmstadt, other traffic carried includes that of the Council and of the British Antarctic Survey. This direct teleprinter link with England is of considerable benefit.

The Science Research Council has some twenty technical staff at Stanley and employs six locally engaged ancillary personnel.

Chapter 15: Meteorological Services

DURING the period under review meteorological services within the Colony were provided by the Stanley Office of the British Antarctic Meteorological Service using the information assembled for meeting its routine international commitments. During 1967 a decision was taken to reduce the British Antarctic element and to increase the Colony commitment. A more detailed account of the meteorological organisation is given under The Dependencies, Part II, Chapter 12.

PART III

Chapter 1: Geography

THE Falkland Islands lie in the South Atlantic Ocean, between latitudes 51° and 53° South and longitudes 57° and 62° West. The archipelago is separated from the South American mainland by about 300 miles of sea. It comprises two large islands and some 200 smaller islands with a total land area of approximately 4,700 square miles, comparable in area with Northern Ireland but spread over a much greater extent.

The distance from Stanley to New Island, the most westerly settlement, is somewhat greater than that from London to Cardiff, while the distance between the most northerly and southerly settled areas approximates to that between Oxford and the Isle of Wight. Montevideo, in Uruguay, the normal port of entry for the Falkland Islands, lies 1,010 miles north of Stanley.

Complete aerial photographic cover of the territory exists and excellent topographical maps are available on scales of 1 : 50,000, 1 : 250,000 and 1 : 643,000.

GEOLOGY AND LANDFORMS

The Falkland Islands are composed almost entirely of Palaeozoic and Mesozoic sedimentary rocks. Some of these have strong lithological and palaeontological affinities with those of South Africa, Uruguay and Southern Brazil. Although the islands lie on the edge of the Patagonian Continental Shelf, there is no stratigraphical connection between the Falklands and the nearer parts of the South American mainland. The extensive Tertiary deposits of eastern Patagonia are not represented in the Falkland Islands nor is the great oil-bearing Cretaceous geosyncline of eastern Tierra del Fuego. The axis of Andean folding is supposed to lie to the south of the islands, through Burdwood Bank, whence it is continued as the Scotia Arc to South Georgia, the South Sandwich Islands and ultimately to the Antarctic Peninsula.

The distribution of rocks within the Falkland Islands is now fairly well known. West Falkland and the adjacent islands are predominantly composed of Palaeozoic sedimentary rocks, quartzites, sandstones and shales, with a few minor occurrences of tillite and a small exposure of the Archaean basement complex at Cape Meredith in the extreme south.

The northern part of East Falkland is composed, too, of the Palaeozoic sedimentary rocks, with the main development of younger strata in Lafonia and the surrounding islands. These Mesozoic rocks are represented by sandstones and mudstones which may be equated with the Gondwana succession of other parts of the Southern Hemisphere.

The main structural elements in the islands are folds which occurred after the deposition of the youngest Mesozoic rocks. Two main fold directions may be recognised. The first trends east-west across the northern part of the islands; the second is roughly parallel to the direction of the Falkland Sound and is exposed along the western side of it. It is now believed that folding along both axes was contemporaneous and may, indeed, form a single system.

The close relationship between the rock succession and fossil fauna of the Falkland Islands and parts of southern Africa has been frequently quoted as evidence to substantiate the hypothesis of continental drift. Recent research into the structures of the Falkland Islands suggests that this group may have moved from the vicinity of south-east Africa and that the rocks of the Falklands represent the missing portion of the truncated Karroo basin of Natal and eastern Cape Province.

Although it has been stated that the Falkland Islands were ice-free during the quaternary era when adjacent parts of the South American mainland were glaciated, there is convincing evidence that at least the mountains over 2,000 feet experienced local glaciation. The broad summits of Mount Osborne and the mountains of West Falkland are sharply scalloped by pronounced corries. Such steep-sided amphitheatres owe their form chiefly to the erosive action of small glaciers that were probably nourished by snow and ice domes located on the broad mountain tops. Investigations are at present being made to establish the terminal limits of these glaciers as defined by the morainic ridges deposited at their snouts. Since the ice domes and glaciers appear to have been confined chiefly to mountain areas whose summits exceed 2,000 feet, large areas of the Falkland Islands remained ice-free and experienced a periglacial climate. During such conditions of severe cold large accumulations of boulders—stone runs, as they are called—formed on the hillsides and valley floors of upland areas. They are particularly well developed in areas of quartzite bedrock. The origin of the stone runs has been attributed to solifluction—the mass movement of shattered debris down the valley sides under the influence of frost-and-thaw action.

Two main morphological elements may be recognised, the mountains which occur in the areas of folded Devonian-Carboniferous sandstone and quartzite, and the great plain of Lafonia, where the

Mesozoic rocks are exposed. The principal mountain ranges follow the trend of the folded quartzites, from east to west across both main islands and parallel with Falkland Sound on West Falkland. The hills occasionally rise to about 2,300 feet (Mount Osborne on East Falkland is 2,312 feet high; Mount Adam on West Falkland is about 15 feet lower), but the general summit levels are between 1,500 and 2,000 feet. On East Falkland, the main upland ridge of Wickham Heights rises steeply along the southern edge of the folded quartzites. The tillites and Mesozoic sedimentary rocks which lie to the south have been considerably less resistant to erosion so that, where these have been folded, the terrain consists of low parallel ridges rising to little more than 200 feet. South of the great inlets of Choiseul Sound and Brenton Loch, where the rocks are virtually undisturbed, the whole country is a flat plain which seldom rises more than 100 feet above sea-level.

Generally speaking, the rivers are small. The valleys show close adjustment to structure. The numerous intricate inlets round the coast, many of which form magnificent harbours, were originally formed by river action when the sea-level was at least 150 feet lower than at present. The subsequent submergence, which formed the characteristic ria inlets, appears to have been the dominant movement which has controlled the later development of the coast.

As far as investigations have gone, it appears that the islands have no mineral wealth because none of the sedimentary rocks contains minerals which are of economic value. The only local fuel is low-grade peat. The impermeable nature of the quartzites and sandstones has greatly hampered drainage and most of the rocks lack important minerals for plant growth. Limestone is absent and soils are acid in reaction. Successive surveys of the islands for economic minerals have shown that only the beach and dune sand could conceivably have any value but in islands as remote as the Falklands their exploitation for glass-making cannot be regarded as an economic venture.

CLIMATE AND VEGETATION

The Falkland Islands lie on the northern edge of the depression belt through Drake Passage; they are thus dominated by westerly winds and by the continuous variation of weather caused by the procession of air masses and fronts across them. The islands lie in the lee of the South American continent, but are separated from the mainland by about 300 miles of relatively cold sea. Although the warming and drying influence of the Andes is still felt in the islands, the effect upon the climate is considerably modified by this sea passage. The climate of the Falkland Islands is characterised by the narrow tem-

perature range, strong winds, seasonal uniformity and day-to-day variability of weather which are commonly associated with an oceanic situation in temperate latitudes.

The majority of long-term climatic records which are available for the Falkland Islands depend upon observations which have been made in the vicinity of Stanley. Consequently there is little precise knowledge as to how temperature and rainfall vary through the archipelago as a whole. Several farms keep rainfall records but these data do not cover a long enough period to permit a statistical assessment of rainfall distribution. At Stanley the mean monthly temperature varies between 49°F. in January/February and 36° F. in July. The air temperature has never been known to exceed 79°F. or to fall below 12°F. No month is entirely frost-free, although the air temperature rarely falls below 32°F. in January or February. Average values for relative humidity are high and in consequence, the average cloud amount is large. However there is very little atmospheric pollution, and about 35 per cent of the total possible sunshine is recorded annually; this is about the same as at many places in the United Kingdom. Fog is rare except on the hills, and dense fog, with visibility of only a few yards, does not occur. The rainfall at Stanley is about 25 inches, spread fairly evenly throughout the year, with a maximum in summer (December and January) and a minimum in early spring (September and October). The number of days with rain is high throughout the year (16–21 days per month). Snow falls on about 50 days during the year and has been recorded in every month. Snowfalls are, however, light and soon melt. The wettest year on record was 1911, when 37 inches of rain were measured. The driest year was 1960, with only 19.4 inches.

The prevailing winds are westerly. More than two-thirds of the winds blow from the quadrant between south-west and north-west. There is little seasonal variation in wind direction or speed, and the mean speed is quite high at around 17 m.p.h. Gales are recorded on an average of about four occasions per month, but storm force winds and gusts in excess of 70 m.p.h. are almost unknown; calm conditions occur more frequently than do gales. It is noticeable that most newcomers to the Falklands, who have read in advance the statistics of the climate, are favourably impressed by the weather as experienced in these islands.

The cool, windy climate has prevented natural tree-growth. The natural climax vegetation of the Falkland Islands is a grassland with certain species of heath and dwarf shrubs, which form plant communities similar to the moorland vegetation of upland Britain. The monotonous succession of arenaceous and argillaceous sedimentary rocks, with the absence of limestone, is reflected in the uniformity

of the sub-soil type. The top-soil is generally peaty, though the thickness of the peat horizon may vary from less than one inch to more than fifteen feet. Much of the uplands are comparatively bare of vegetation, comprising eroded peat, scree and stone runs.

The grasslands of the Falkland Islands represent the sole natural resource which has proved capable of economic exploitation throughout the entire history of colonisation. Following the first settlement by the French in 1764, cattle ran wild on East Falkland. By 1840, the number of wild cattle had reached some figure between 50,000 and 100,000 and appeared to be increasing rapidly despite the large numbers killed annually. During the early years of the colony, the export of hides represented the principal economic activity. Within ten years, however, sheep began to replace the wild cattle which were systematically slaughtered until, by 1880, they had been virtually exterminated. During the last 30 years of the nineteenth century, sheep-farming developed rapidly. Between 1893 and 1899, there were more than 750,000 sheep in the islands. This appears to have been a greater number than the pastures could support by the methods of large-scale ranching which have always been employed. After 1898 there was a decline in the number of sheep but this has levelled off. In recent years there has been an increase in wool production.

Little precise information was available until 1938-39 when the islands were first examined by a competent ecologist; the results of this work showed that the major subdivisions of the grasslands are composed of comparatively few species which have any significant nutritional value. Pasture improvement experiments are at present being carried out by several farms on East and West Falkland.

The Director of the Hill Farming Research Organisation in Scotland visited the islands during 1960-61 in connection with improvement to the pastures and to the sheep industry generally.

WILD LIFE

The Falkland Islands have one of the most fascinating and perhaps unique collection of wild life still to be found in completely unspoiled areas of natural landscape.

The deep waters of the South Atlantic which surround these islands are rich in marine life, supplying vast quantities of food for a variety of species breeding within the archipelago.

One of the most abundant of the marine creatures, krill (*Euphausia superba*), a shrimp-like creature, is the key link in the main food chain. Feeding directly on the one celled plants of the sea, diatoms,

the krill in turn supports not only fish and seals but countless thousands of penguins and other sea birds, including our largest breeding bird, the black-browed albatross (*Diomedea melanophrys*).

Over half the Islands' breeding birds are largely dependent on the sea for their food. Species include the small Wilson's petrel (*Oceanites oceanicus chilensis*), sooty shearwater (*Puffinus griseus*), thin-billed prion (*Pachyptila belcheri*), king shag (*Phalacrocorax albiventer*) and species of gull.

Penguins are perhaps the most common feature of bird life in the Falkland Islands. Three main species are found breeding in the islands, namely the rock-hopper penguin (*Eudyptes crestatus*), Magellan or jackass penguin (*Spheniscus magellanicus*) and the Gentoos penguin (*Pygoscelis papua*). Two other species, the macaroni penguin (*Eudyptes chrysolophus*) and king penguin (*Aptenodytes patagonica*), are comparatively rare; the latter is still only found in two or three selected areas where it is slowly re-establishing small breeding colonies.

In places where there are large fresh water ponds, especially near the coast, the upland goose (*Chloephaga picta leucoptera*) and ruddy headed goose (*Chloephaga ribidiceps*) have contributed to the formation of fine green grass by continual cropping. In such areas a variety of bird life can be found. The two previously mentioned species are common and may be seen in fairly large groups. Yellow-billed teal (*Anas flavirostris*), Chiloe widgeon (*Anas sibilatrix*), Rolland's grebe (*Podiceps rollandi*) and the Falkland flightless steamer duck or logger duck (*Tachyeres brachypterus*) frequent such areas.

Inland, the ground is often covered by low shrubs, coarse grasses and ferns, with lichen covered outcrops of rocks breaking the landscape. In such areas the more common species of bird are the military starling (*Pezites militaris*), a handsome bird, the male having a brilliant scarlet breast, the black-throated finch (*Melanodera melanodera*), the Falkland pipit (*Anthus correndera grayi*), Cassin's falcon (*Falco peregrinus cassini*) and the red-backed buzzard (*Buteo polyosoma*).

In sharp contrast to the main islands many of the small offshore islands which make up the archipelago are covered in tussac grass (*Poa flabelata*). This giant grass forms a base which often measures two to three feet in diameter and three to four feet in height. On the top of this base, the tussac throws up its stems and long narrow leaves, the complete plant often reaching a height of seven or eight feet. Of the 60 different species of bird known to breed in the Falkland Islands, 30 can be found nesting on tussac islands. Species of

petrels nest in burrows below and in the tussac bases, while two species of wren, a Falkland thrush (*Turdus falcklandii*) and tussac bird (*Cinclodes antarctica*) are common on many of these islands.

The value of tussac islands for the future preservation of our wild life is considerable and in view of this a number of such islands are now protected by a Nature Reserves Ordinance and a Wild Animals and Birds Protection Ordinance.

There are now no known indigenous land mammals in the islands. Formerly there was a wild fox, known as the "warrah", a species peculiar to the Falklands, but it has become extinct, the last known specimen being killed on West Falkland in 1876. Mice, rats, rabbits, hares and on certain islands foxes of a Patagonian species occur, all having probably been introduced by man in the last century.

Amphibious marine mammals are represented by seal, which are to be found in many of the more isolated areas of our coasts.

The southern sea lion (*Otaria byronia*) is still perhaps the most abundant of the three major species breeding in the Falklands. Forming breeding colonies of between twenty and perhaps as many as three hundred animals, the sea lion occupies sites on rocky foreshores of the main islands and many of the smaller offshore tussac islands.

Except in a few comparatively inaccessible areas, the fur seal (*Arctocephalus australis*) is rarely seen. This small seal, which came close to being killed out in these waters by the early sealers, is now probably fairly well established again at the four or five colonies known to exist in the archipelago; it might however still be classed as an uncommon species.

The elephant seal (*Mirounga leonina*) represents the one other species of seal found breeding in the islands. This huge seal (males can attain the length of twenty feet and weigh over three tons) is to be found in small groups in many areas of the Falklands. Not being agile on land, the species prefers sand or shingle beaches on which to breed. While elephant seal are fairly usual sight on our coasts, it is doubtful if their total population figure would approach that of either the two previously mentioned species.

Occasionally the less common leopard seal (*Hydrurga*) is to be seen on Falkland beaches, although it is not known to breed here. A carnivore, this seal preys on a variety of species including penguins and other seal.

Of the true marine mammals to be seen in Falkland waters, Peale's porpoise (*Lagenorhynchus australis*) and Commerson's dolphin (*Cephalorhynchus commersonii*) are perhaps the most common species.

Whales are now unfortunately a rare sight, although stranded specimens of bottle-nosed whale (*Hyperoodon rostratus*), Cuvier's beaked whale (*Ziphius cavirostris*), strap toothed whale (*Mesoplodon layardi*) and sperm whale (*Physeter catodon*) have all been discovered on the shores.

POPULATION, LAND TENURE AND ECONOMY

The population is almost entirely of British origin, with a very small admixture of Scandinavian and Latin American blood. The first settlers, some of whose descendants still live in the Colony, began to arrive during the uneasy years which followed the establishment of the Colony in 1833. During the remainder of the nineteenth century the population increased until it had reached about 2,000 in 1900. During the whole of the twentieth century, the population has fluctuated between 2,000 and 2,300. This unique condition of an almost static population may be accounted for by the fact that, owing to the limited economic opportunities, emigration from the islands has practically balanced the natural increases throughout the period.

During the early development of the Colony, great emphasis was laid upon its strategic position, both as a naval base and as a port of call for ships rounding Cape Horn. In consequence, the development of the land was largely neglected and no proper system of land tenure was ever devised. The Falkland Islands are unique among the colonies in that the freehold title to all the land, save a few thousand acres, was sold without any proper survey. The land on East Falkland was taken up first and most of it was sold by 1860. Colonisation of West Falkland began in 1867 and, within two years, virtually the whole of the land had been sold. The land thus acquired was converted into large sheep farms. The modern tendency has been for the number of separate estates to diminish as the larger firms increase their individual holdings. Today, the Falkland Islands Company owns about half the entire area of the Colony. Extensive ranching of sheep for wool represents in fact the sole economy of the islands.

From time to time, attempts have been made to exploit other natural resources or to diversify the ranching economy but all these have ultimately failed. During the late nineteenth century, Stanley was an important revictualling port with a primitive ship-repairing industry. These activities began to dwindle after steamships started to replace sailing ships and finally died when the opening of the Panama Canal diverted shipping from the Cape Horn route. Sealing had been carried out sporadically since the earliest days of settlement in the islands, but since the wholesale destruction of the valuable Southern fur seal in the early years of the nineteenth

century, the other, oil-producing species of seal have had less economic importance. The last attempt at commercial sealing was made by the Colonial Development Corporation but survived for only three seasons. An effort was made to establish a meat freezing plant at Ajax Bay, East Falkland, but this project, also assisted by funds from the Colonial Development Corporation, was discontinued in 1955 and the plant was put up for sale. Whaling was carried out for a few years before the first World War, when a shore factory was built on New Island, West Falkland. This was always subsidiary to the greater activity at South Georgia, whither the company moved in 1916.

SETTLEMENT AND COMMUNICATIONS

The capital of the Colony is Stanley and more than half the total population live there. The only other settlement of any size is Goose Green in Lafonia, with a population of about 100. The other settlements are isolated sheep stations. The site of Stanley was originally selected because it has special advantages of accessibility and protection for sailing vessels. Today, its peripheral situation, near the extreme north-east corner of the islands, is a distinct disadvantage because many farms are remote from this site. The outlying settlements lie close to navigable water to facilitate the shipment of wool.

There are motor roads in Stanley and rough tracks negotiable by Land Rover-type vehicles and motor cycles connect most of the sheep stations. A growing number of Land Rovers, jeeps and motor cycles has recently become a feature of camp life. The bulk of heavy supplies is transported by sea; light goods, passengers and mail are carried by air. The introduction of an air service in 1949 has done much to reduce the extreme isolation of many of the outlying farms.

Communications with the rest of the world are largely confined to the voyages made twelve times each year to Montivedeo in Uruguay by R.M.S. *Darwin*, owned by Darwin Shipping Limited, a subsidiary of the Falkland Islands Company. The same ship pays a yearly visit to South Georgia and calls at Punta Arenas in Chile if inducement offers.

Chapter 2: History

THE sixteenth century saw the adventurers and discoverers from the leading countries of Western Europe sailing further and further south. By the time Drake circumnavigated the globe in 1577-80 the existence of the eastern coast of South America might be said to

have been common knowledge to the cartographers of the time. Even so it was not until shortly before the turn of the century that the group of islands now known as the Falkland Islands was sighted for the first time.

The history of the Falkland Islands begins with the second voyage of Sir Thomas Cavendish whose expedition sailed from England in 1591. Nine months after starting, the ship *Desire*, captained by John Davis, was driven off course in "a sore storme".¹ Fortunately for Davis his ship was "driven in among certaine isles never before discovered . . . lying fiftie leagues or better from the shoare east and northerly from the streights."² The Falkland Islands were thus first sighted on the 9th August 1592.

Following the initial discovery by Davis, history records other early navigators sighting the islands, including Sir Richard Hawkins in February 1594, who wrote: "The lande, for that it was discovered in the raigne of Queene Elizabeth my soveraigne lady and mistress, and a maiden Queene, and at my cost and adventure, in a perpetual memory of her chastitie, and remembrance of my endeavours, I gave it the name of 'Hawkin's Maidenland'."³

Sebald de Weert, a Dutchman travelling northwards up the Patagonian coast on his way home, sighted the north-western part of the Falklands in January 1600 and called the three islands he saw the Sebald Islands but the name did not persist and these islands are now known as the Jason Islands.

Ninety-eight years after Davis first sighted the islands, Captain John Strong of the *Welfare* made the first recorded landing on 27th January 1690. Strong gave the name Falkland to the Sound between the two principal islands—"Fawkland Sound as I named it"⁴—though it was not long before that name was applied to the group of islands as a whole. Strong named the Sound after Viscount Falkland, Treasurer of the Navy.

Visitors to the Falklands became more frequent as the years went by and it was the French who were in the fore-front. Indeed the French called the islands "isles Malouines" after the seaport St. Malo from which port many of the French seafarers sailed. The Frenchman Jacques Guin de Beauchene discovered the small island, now a wild animal and bird sanctuary, known as Beauchene Island, which lies south of the East Falkland.

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1. A. H. Markham, "The Voyages and Works of John Davis". 1880, pp. 107-9.
 2. *Ibid.*
 3. "The Observations of Richard Hawkins, Knight, in his voyage into the South Seas, 1593". 1622.
 4. Captain Strong's log book.

French interest in the Falklands or "Les Malouines" developed to the extent that in 1764 Louis Antoine de Bougainville founded a French colony on East Falkland. Bougainville's inspiration to colonize the Falkland Islands followed the defeat of Montcalm and the French in Canada and the subsequent loss of that colony.

Bougainville's expedition left St. Malo on the 8th September 1763, and on the 31st January 1764, sighted the islands. The site for the first settlement was duly chosen at the west end of Berkeley Sound and work started on the construction of Fort St. Louis.

While the French were thus occupied, a British expedition under Commodore John Byron was being prepared "to locate and claim Pepsy's and Falkland's Islands",¹ and the vessels duly arrived in the Falklands on the 12th January 1765 and with due ceremony claimed them for King George III. Although Commodore Byron did not find Pepy's Island he did land on Saunders Island and then discovered "one of the finest harbours in the World. I named it after your lordship."² The name he gave to the harbour was Port Egmont, after the First Lord of the Admiralty, John Percival, second Earl of Egmont. Commodore Byron reported to the Admiralty that "I coasted the islands for 70 leagues and saw no evidence of anyone being there".³

The Admiralty was now keen to occupy the islands "undoubtedly the key to the whole Pacific Ocean",⁴ and soon despatched Captain John Macbride "to complete the settlement begun last year and erect a blockhouse for the defence of the said settlement."⁵ Macbride arrived at Port Egmont in January 1766 and in December of that year, whilst circumnavigating the islands, discovered the French settlement in Berkeley Sound. He presented the French with formal notices to quit the islands, inspected the settlement (and was indeed impressed with what he saw), and returned to Port Egmont. By March 1767 Macbride was in England presenting his report to the Admiralty.

However before Captain Macbride had even come upon the French settlement, it had in fact been signed over to Spain. On the 3rd October 1766 France relinquished her claim in return for a £24,000 indemnity from Spain and Port Louis became Puerto de la Soledad.

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

1. Letter from Capt. Byron to the Earl of Egmont, 24th Feb. 1765.

2. Ibid.

3. Ibid.

4. Letter from the Earl of Egmont to the Duke of Grafton 20th July 1765.

5. Secret instructions to Captain Macbride 29th September 1765.

two days later four more Spanish ships anchored opposite the settlement. The 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 on the verge of war but fortunately the negotiations with Spain brought a peaceful settlement to the issue and in February 1771 Port Egmont was restored to Britain. Possession was resumed on the 16th September of that year and until April 1774 the settlement underwent considerable development. In May 1774, however, the British closed their establishment at Port Egmont as it was considered to be "neither more nor less than a small part of an uneconomical naval regulation."¹ Before he set sail in the *Endeavour* on the 21st May 1774, Lieutenant Clayton, commander at Port Egmont, fixed the following inscription engraved in lead to the door of the block-house:

" BE IT KNOWN TO ALL NATIONS That Falkland Islands with this Fort, the Stonehouse, Wharfs and Harbours, Bays and Creeks thereunto belonging are of 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 "

For the rest of the century and the early part of the nineteenth Spain maintained her settlement at Soledad. During this time Port Egmont remained deserted except for occasional visits by sealing and whaling vessels from England and North America.

In June 1806 the Spanish Governor Martinez abandoned Soledad on hearing that Buenos Aires was in the hands of the English General, Beresford. At this point Spanish jurisdiction over the Falkland Islands ended. On the 9th July 1816, by the Declaration of Inde-

1. Letter from Rochford to the Duke of Grafton 11th February 1774.

pendence, the United Provinces of the Rio de la Plata came into being. The United Provinces claimed to succeed Spain in sovereignty over the Falklands but for the next ten years the new state was too preoccupied to pay attention to distant lands.

The United Provinces finally took possession at Soledad on the 9th November 1820 when Colonel Jewitt of the United Provinces Marine arrived there. The newly created Argentine Republic showed interest in the Falkland Islands in 1826 when Louis Vernet revived the settlement at Soledad. Vernet, of French birth, a merchant of Hamburg, developed business interest in the Falklands over the next few years dealing mainly in salted fish, cattle and skins. In June 1828 Vernet was made governor by the Buenos Aires authorities.

Following Vernet's seizure, in August 1831, of three United States schooners, he was recalled to Buenos Aires and never returned to the Falklands. The American warship *Lexington*, commanded by Captain Duncan, sought reprisals for the seizure of the United States vessels and destroyed the small fort at Soledad before retaking the seized ships.

In 1832 the British Government reasserted its sovereignty by sending out His Majesty's Ship *Clio* under the command of Captain Onslow. On reaching Soledad (Port Louis), Onslow found a detachment of 50 Argentine soldiers and their schooner *Sarandi* commanded by Don Jose Maria Pinedo. Pinedo was duly informed of Captain Onslow's mission—"I have received directions to exercise the rights of sovereignty over these islands".¹ and given orders to quit. The British flag was raised immediately and on the 5th January 1833, the Argentine force sailed for Buenos Aires. Captain Onslow himself sailed within the next two days and left the settlement in the charge of Mathew Brisbane, Vernet's agent, and William Dickson, Vernet's storekeeper. Thus the Colony was established in January 1833.

Apart from a handful of settlers, the remainder of the inhabitants of Port Louis consisted of sealers and whalers of various nationalities, Indian convicts left by Vernet and gauchos. It was against this background that on the 26th August 1833, without warning and for no tangible reason, Mathew Brisbane and William Dickson were murdered in the most brutal fashion. Brisbane lies buried in the cemetery at Port Louis where his grave is cared for and honoured.

The murderers, three gauchos and six Indians, made off into the camp and remained at large until Lieutenant Henry Smith, R.N., captured them in early March 1834. Lieutenant Smith was in charge

1. Letter from Captain Onslow to Pinedo 3rd January 1833.

of the establishment at Port Louis 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 at Port Louis which he named Anson but in 1842 he removed to Stanley, the present capital with an excellent harbour leading off Port William.

In a despatch of the 14th April 1842, he wrote "The geographical position of the islands is so convenient, the numerous harbours in them so excellent, especially the most leeward one, Port William, that the advantages they could be made to afford to shipping in these seas has never failed to strike all persons who have given their attention to the subject, commencing with Lord Anson, the first person that appears to have drawn the public attention to the great value of this portion of the British Dominions.

"The fear of the difficulty of making these islands, arising from long-established prejudices and want of good charts, is now fast dying away. The admirable nautical chart commenced by Captain Fitzroy, and continued by Lieutenants Sullivan and Roberts, R.N., now affords the means of acquaintance with these islands not surpassed by that of any ports or harbours in the world.

"One objection that masters of vessels make to call in, is the delay in beating up Berkeley Sound to the present seat of Government, the prevailing winds being westerly, and generally strong. The same objection does not apply to Port William, which is easier of access and egress at all times, and a few tacks would bring any vessel to a secure and convenient anchorage".

At the beginning life was difficult but 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 Montivedeo. 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 in that same year. Since that time the Falkland Islands Company has acquired extensive tracts of land throughout the Colony and carries on business as shipping agents and general merchants in Stanley.

The first Legislative Council for the Colony was set up during Governor Moody's term of office. It consisted of four members, one of whom was an unofficial, who was the Colonial Chaplain and Governor Moody's brother. Although the Legislature retained an official majority for many years, unofficials, most of whom were farmers, played an important part in its deliberations.

In 1849 the small garrison, composed of Sappers, which had been maintained in the Colony was replaced by a garrison of Royal Marines, 25 in number and all married. In 1855 the South American Missionary Society founded a training settlement for Indians from Tierra del Fuego on Keppel Island. The missionary settlement existed until 1898 when the last of the converts were repatriated to Tierra del Fuego. 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 George (later King George V) 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 Islands. These wild cattle were descended from the cattle introduced by de Bougainville; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor.

Sheep-farming was first attempted by the brothers Whittington on the East Falkland where by the year 1860 a considerable number of sheep was being run. During the succeeding decade a start was also made on the West Falkland. Between the years 1870 and 1880 a definite change-over from cattle to sheep took place and subsequently most of the wild cattle were killed off. They are not however extinct and a few still exist.

A period of steady prosperity followed and in 1885 the Colony became self-supporting. Wireless communication with the outside world was opened in 1912. On 8th December 1914 the Falkland Islands were the scene of Sturdee's brilliant naval victory over Graf von Spee. The 8th December has been adopted as a national day and is celebrated yearly by religious services and a public holiday. The battle is commemorated by a handsome memorial overlooking Port Stanley.

When war was declared in 1939 the Falkland Islands Defence Force was mobilised for the defence of the Colony which once again proved its value as a naval base. After the battle of the River Plate the British cruisers returned to Stanley to land the wounded who were cared for in the local hospital for several weeks. As German raiders disappeared from the seas the 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 British troops arrived in Stanley amounting in all to some 2,000 officers

and men. The presence of such a large contingent severely strained the facilities of the town but despite all inconveniences, including the evacuation of school children, characteristic Falkland Islands hospitality was displayed. By 1945 the garrison had been withdrawn. 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 Spitfire aircraft were purchased with money 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.

In 1944 the Stanley Town Hall was accidentally burned to the ground. 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 also contained the public library, the museum and certain Government offices.

After the war considerable development took place. The King Edward VII Memorial Hospital was extended by the opening of the Churchill wing, the Secretariat was enlarged and a new Town Hall was built. A large freezing plant for Falkland Islands mutton was constructed at Ajax Bay but unfortunately the high cost of administration and export made Falkland Islands mutton too expensive for overseas markets and the freezer was eventually closed down. An internal air service was opened with a single land aircraft. Experience soon showed that sea-planes were of more value and since 1953 Beaver floatplanes have given remarkable service in and around the islands.

The Falkland Islands Company Limited built a new steamship, the R.M.S. *Darwin*, which together with chartered ships has kept the Colony supplied with all its needs.

In January 1957, after an interval of some 70 years, the Falkland Islands were again visited by a member of the Royal Family, when His Royal Highness The Duke of Edinburgh spent three days in the Colony.

Life in the islands, though hampered by the lack of an external air service and the absence of a major port on the South American coast less than one thousand miles away, remains attractive to many people. The sheep farming industry, which throughout the years has provided the basis for the economy, has seen many changes: a greater use of machinery, an extended programme of fencing and seeding and better management of sheep and pastures.

Chapter 3: Administration

At the head of the government is the Governor and Commander-in-Chief who is advised by the Executive Council.

By Order in Council dated 2nd September 1964, the constitutions of both the Executive and Legislative Councils were altered to allow for a clear unofficial majority.

The Executive Council consists of the Governor; the Colonial Secretary and the Colonial Treasurer, both *ex officio*; two Unofficial Members (known as Appointed Members) and two Elected Members, elected by the Elected and Nominated Independent Members of Legislative Council from among the Elected Members of that Council.

The Legislative Council consists of the Governor as president, the Colonial Secretary and Colonial Treasurer as *ex officio* members, two Elected Members representing the Stanley constituency, two Elected Members representing the East and the West Falkland constituencies respectively, and two Nominated Independent Members.

The Legislative Council was dissolved on the expiry of its period of office on 22nd December 1967 prior to a general election early in 1968.

Local Government in the territory is confined to Stanley where there is a Town Council consisting of six elected members and three members nominated by the Governor. Members of the Town Council elect one of their number annually as chairman. Town Council elections are held biennially.

Chapter 4: Weights and Measures

IMPERIAL weights and measures are in general use.

Chapter 5: Reading List

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APPENDIX

Governor and Commander-in-Chief
Sir Cosmo Haskard, K.C.M.G., M.B.E.

Executive Council (as at 1st December 1967)

- The Governor.
- The Hon. the Colonial Secretary (Mr W. H. Thompson, M.B.E.).
- The Hon. the Colonial Treasurer (Mr L. C. Gleadell, O.B.E., J.P.).
- The Hon. Mr A. G. Barton, C.B.E., J.P., (Appointed Member).
- The Hon. Mr R. V. Goss, E.D., (Elected Member).
- The Hon. Mr S. Miller, J.P., (Elected Member).
- The Hon. Mr G. C. R. Bonner, J.P., (Appointed Member).

Legislative Council (as at 1st December 1967)

- The Governor.
- The Hon. the Colonial Secretary (Mr W. H. Thompson, M.B.E.).
- The Hon. the Colonial Treasurer (Mr L. C. Gleadell, O.B.E., J.P.).
- The Hon. Mr R. V. Goss, E.D., (First Elected Member for Stanley).
- The Hon. Mr G. C. R. Bonner, J.P., (Nominated Independent Member).
- The Hon. Mr S. Miller, J.P., (Elected Member for West Falkland).
- The Hon. Mr L. G. Blake, (Nominated Independent Member).
- The Hon. Mr F. J. Cheek, (Second Elected Member for Stanley).
- The Hon. Mrs M. Vinson, (Elected Member for East Falkland).

Clerk of Councils: Mr H. L. Bound, J.P.

The Dependencies

PART I

General Review of 1966 and 1967

THE Falkland Islands Dependencies comprise South Georgia, the South Sandwich Islands and the Shag and Clerke Rocks. Only South Georgia is permanently inhabited.

During 1966 and 1967 there was no whaling or sealing from South Georgia and consequently the number of ships calling at the island was much reduced.

Two visiting vessels of particular interest were the *Umitaka Maru*, a fishery research and training vessel sponsored by Tokyo University, and the *Academic Knipovich*, a scientific research vessel belonging to the Ministry of Fisheries of the U.S.S.R. Their visits to the Southern Ocean reflect the ever increasing need to find new fishing grounds. It can be expected that as whaling declines it will be replaced by large fishing fleets operating in these waters.

Under Government charter R.M.S. *Darwin* made a mail voyage from Stanley each June and this call provided a passenger service. The ship remained at South Georgia for three days, thus giving tourists a short stay in the Cumberland Bay area. The mountainous nature of the country together with the weather conditions to be expected at that time of the year restrict the traveller to the vicinity of the Government administrative post at King Edward Point and Grytviken.

Other vessels calling at King Edward Point included H.M. Ships *Puma* and *Protector*, the Royal Research Ships *Shackleton* and *John Biscoe* and the Danish ships *Kista Dan* and *Perla Dan* on charter to the British Antarctic Survey.

With the reduction of shipping activity the number of elephant seals (*Mirounga leonina*) hauling out on King Edward Point increased to such an extent that their presence became a problem to the population. The assumption has been that the absence of noise and vibration from ships' propellers encouraged the seals to seek the sheltered beaches of King Edward Cove.

The Government offices and quarters on King Edward Point are well maintained and provide essential protection and comfort in what can, on occasions, be a trying though healthy climate. Shackleton House, completed in 1963 to house the bachelor staff, has 16 single bed-sitting rooms and a six bed dormitory, with lounge, dining room and a recreation room for billiards, table tennis and cinema shows. There is also a small dispensary and sick bay.

During the immediately preceding years, when whaling was declining, it became apparent to the Administration that the time was not far distant when the Government station would no longer be able to depend upon the whaling companies for assistance with repairs, spare stores and the storing of meat and vegetables supplies. Steps were taken to ensure that the Government station could be self-supporting in the event of complete closure of the whaling stations and in February of 1966 two cold storage units of 500 cubic feet capacity were installed in a disused building on King Edward Point. In the same month an extension was added to the power station store giving an additional 40 feet x 20 feet space.

In March 1966 a comparatively ambitious project was completed by the limited Government staff. A new building was erected over one end of the existing power station. Originally a wooden billiard room, time and weather had necessitated its renewal but the diesel generator and electrical switch board housed in this section had at all times to be protected from weather. On completion of the new structure the existing one was dismantled, the added roof height giving more efficient cooling for the engine and greater working space all round.

There has long been close liaison between the South Georgia administration and the British Antarctic Survey and during the period under review members of the Survey undertook a limited programme of geological investigation in the area of Cumberland Bay and Stromness Bay. Bird Island, at the western end of South Georgia, was visited by Survey members and necessary maintenance was carried out on the hutted camp there.

A team of five scientists from the Department of Botany, University of Birmingham, under the leadership of Dr S. W. Greene, arrived at South Georgia in November 1967 to continue a programme of botanical research which they had begun in mid-west Greenland during July and August 1967. Their work is part of a bi-polar project with the primary object of providing a quantitative basis from which to compare the botanical richness of Arctic lands with that of Antarctic regions.

Methods and equipment were tested in preparation for more extended investigations. Automatic recording instruments were used to monitor microclimatic conditions at plant level where data on temperature, wind speed, precipitation and solar radiation was measured at a number of sites. Test plants such as radish, rape, turnip and oats were grown at these sites and measurements of their performance compared with climatic data. At the same time estimation was made of the amount of native plant life supported by each area. Other experiments involved material transplanted from Greenland and the Falkland Islands.

Dr Green's expedition, jointly sponsored by the Royal Society and the British Antarctic Survey, is a part of the work of the International Biological Programme, surveying the rate of plant production and the amount of natural food reserves throughout the world.

PART II

Chapter 1: Population

THE cessation of whaling resulted in a drop in the population figures for South Georgia and there was a further reduction in the number of Government staff. Only a skeleton crew of five men was kept at the Albion Star Co. whaling establishment at Grytviken and in March 1966 this number was reduced to one caretaker for the station. He was provided with accommodation at King Edward Point. All other whaling stations were closed down completely.

There were no births, marriages or deaths.

31st December 1966	total population 22	{ Whaling 5 Government 17
31st December 1967	total population 22	{ Whaling 1 Government 16 Botanists 5

Chapter 2: Occupations and Wages

WITH the cessation of whaling the Colonial Government was the only employer of labour at South Georgia. Government officers received the current salary rates.

Chapter 3: Public Finance and Taxation

REVENUE for 1965-66 amounted to £33,732, of which £14,650 was received from Her Majesty's Government in the United Kingdom as a grant-in-aid.

Expenditure during 1965-66 was £63,392, including Special Expenditure of £6,232.

Revenue for 1966-67 amounted to £53,278 of which £43,110 was grant-in-aid.

Expenditure during 1966-67 was £54,214 of which £1,107 was Special Expenditure.

The general revenue balance at the 30th June 1967 was a deficit of £5,546.

Chapter 4: Currency and Banking

LEGAL tender consist 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

ALL foodstuffs were imported with the exception of a small quantity of local reindeer meat.

There were no exports during 1966 and 1967.

The value of imports for the years 1966 and 1967 were:

	IMPORTS	
	1966 £	1967 £
Food	2,891	3,851
Beverages and tobacco	78	279
Crude materials, inedible, except fuels	3	6
Mineral fuels, lubricants and related materials	2,618	4,293
Animal and vegetable oils and fats	—	20
Chemicals	34	126
Manufactured goods classified chiefly by material	58	129
Machinery and transport equipment	2,872	706
Miscellaneous manufactured articles	3,937	—
	<u>£12,491</u>	<u>£9,410</u>

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY

Item	1966		Principal Supplying Countries
	Value £	Quantity	
Prefabricated buildings	3,900	25 tons	United Kingdom.
Petroleum products	2,618	141 tons	Trinidad.
Constructional and industrial machinery	2,084	3 tons	United Kingdom.

Item	1967		Principal Supplying Countries
	Value £	Quantity	
Petroleum products	4,293	329 tons	Trinidad.
Frozen meats	1,291	47 cwt.	United Kingdom.

PRINCIPAL SUPPLYING COUNTRIES

	1966	1967
	£	£
United Kingdom	9,266	4,910
Trinidad	2,520	4,203

SOURCES OF IMPORTS

	1966	1967
	%	%
United Kingdom	74.18	52.18
Commonwealth	20.17	44.66
Foreign Countries	5.65	3.16

Chapter 6: Production

WITH the cessation of whaling and sealing there was no production for 1966 and 1967.

The following shows the production figures for previous years. Seal oil has been included under the heading 'Oil (barrels)'.

	No. of companies operating	No. of whales	Oil (barrels)	Meat and bone meal (tons)	Frozen whale meat (tons)	Meat extract (tons)
1963-64	2	1,024	40,334	2,135	3,994	32
1964-65	2	1,150	46,175	3,627	3,786	159
1965	1	222	9,964	920	1,658	51

Chapter 7: Social Services

EDUCATION

There are no educational facilities but books and materials are supplied by the Education Department in Stanley if required.

HEALTH

Apart from one case of measles, which developed with a newly arrived youth from the Falkland Islands, South Georgia was free of all diseases during 1966 and 1967 and there was no outbreak of infection. The climate is healthy with pure air and water.

A Government doctor was stationed in the island during 1966 and 1967.

HOUSING

Quarters are provided for all Government officials and the whaling stations have extensive accommodation.

SOCIAL AMENITIES

During the summer there are opportunities for walking and climbing. Walks are restricted by the mountainous and broken nature of the country but can prove most rewarding for those interested in ornithology or photography. In winter time there is every inducement to become proficient at ski-ing as this is the only means of getting from place to place in the deep winter snow.

Recreational facilities, including a cinema projector, table tennis and billiard table, are provided in Shackleton House. There is also a hard tennis court but this is seldom used owing to local weather conditions.

Chapter 8: Legislation

LEGISLATION enacted for the Dependencies during the period under review included the following measures:

1966

Customs Duties (Validation) Ordinance, 1966, validating certain Customs duties.

70

Appropriation (Dependencies) (1966-67) Ordinance, 1966, providing for the service between 1st July 1966 and 30th June 1967.

Application of Colony Laws (Amendment and Validation) Ordinance, 1966, repealing certain laws of the Colony in the dependencies.

Application of Colony Laws Ordinance, 1966, applying the following Colony laws to the dependencies:

Murder (Abolition of Death Penalty) Ordinance, 1966.
Appeals Ordinance, 1966.

Application of Colony Laws (No. 2) Ordinance, 1966, applying the following laws to the dependencies:

The Prison Ordinance, 1966.

The Pensions (Amendment) Ordinance, 1966.

The Pension (Amendment) (No. 2) Ordinance, 1966.

The Income Tax (Amendment) Ordinance, 1966.

The Income Tax (Amendment) (No. 2) Ordinance, 1966.

The Ionising Radiations (Protection of Workers) Ordinance, 1966.

The British Nationality (Amendment) Ordinance, 1966.

The Marriage (Enabling) Ordinance, 1966.

The Application of Enactments (Repeal) Ordinance, 1966.

1967

Appropriation (Dependencies) (1967-68) Ordinance, 1967, providing the service between 1st July 1967 and 30th June 1968.

On the 31st December an Ordinance to apply the following Colony laws to the dependencies was awaiting the assent:

The Employment of Women, Young Persons and Childrens Ordinance, 1967.

The Ionising Radiations (Protection of Workers) Ordinance, 1967.

The Administration of Justice (Amendment) Ordinance, 1967.

The Police Ordinance, 1967.

The Marriage (Amendment) Ordinance, 1967.

The Matrimonial Proceedings (Court of Summary Jurisdiction) Ordinance, 1967.

The Immigration (Amendment) Ordinance, 1967.

Chapter 9: Justice, Police and Prisons

THE Administrative Officer at South Georgia is also the Magistrate, sitting at King Edward Point in the first instance. The Supreme Court in Stanley is common to the dependencies.

There is a small prison at King Edward Point; one of the Government officers acts as gaoler when required.

Chapter 10: Public Utilities

THERE are no public utilities. The whaling stations when operational are heated by steam from the main boilers. At other times heating is by electricity which is generated on the stations.

Most of the buildings on the Government station are centrally heated by individual oil fired boilers, the oil supply being piped to a gravity tank in each building from the main storage tank.

The capacity of the Government electric power station is 277 kW generating at 230/400 volts 50 cycles.

Chapter 11: Communications and Transport

WITH the exception of a mail voyage by R.M.S. *Darwin* in June of each year there is no regular sea communication with South Georgia.

During the summer season mails and transport are provided by the British Antarctic Survey ships which call at South Georgia during their annual supply and relief tours of the British Antarctic Territory. Normally they make about four calls between November and April.

There is one port of entry, Grytviken.

The following ships entered at South Georgia in 1966 and 1967:

	1966		1967	
	Vessels	Tonnage	Vessels	Tonnage
British	4	1,927	7	3,170
Others	2	1,170	5	5,060

The decline in shipping calling at South Georgia is very apparent when the above figures are compared with those of 1960.

	Vessels		Tonnage	
	Vessels	Tonnage	Vessels	Tonnage
British	52	65,800		
Others	17	61,293		

The tonnage represents the total net register.

A post office is maintained at King Edward Point. Stamp sales are augmented by philatelists' requests for franked covers. These form a substantial part of outgoing mails.

Regular schedules are worked by the Colonial Wireless Station at King Edward Point, the traffic passing through Stanley.

Chapter 12: Meteorological Services

METEOROLOGICAL services within the dependencies and the British Antarctic Territory, as well as within the territory, were provided during the period under review by the British Antarctic Meteorological Service, which is constituted as an integral part of the British Antarctic Survey. The headquarters of the Service (originally established in 1950 as the Falkland Islands and Dependencies Meteorological Service) is at Stanley, but there was also an independent forecasting office at Grytviken (King Edward Point) which is maintained by the Colony but technically controlled by the Chief Meteorological Officer at Stanley. With the exception of staff and equipment at Grytviken, the cost of the service was carried on the British Antarctic Territory budget, with a contribution from the Falkland Islands Government.

The general functions of the service are:

- (i) the organisation of meteorological observations in the Falkland Islands and Dependencies and in the British Antarctic Territory, and the broadcasting of this information in the form of collective "synoptic" messages for international use;

- (ii) the provision of forecasts for the general public and the Government Air Service within the territory, and for any aircraft requiring meteorological support for operations in the area as a whole;
- (iii) the editing and publication of climate data;
- (iv) limited investigations into the meteorology of the area.

Forecasting Services

Local forecasts for the Falkland Islands and for the Falkland Islands Government Air Service were issued throughout the period. Forecasts were supplied to individual ships and to aircraft operating from British Antarctic Survey bases.

Reporting Stations and Collective Broadcasts

Full reporting stations were maintained throughout the period at Stanley, Grytviken and five British Antarctic Survey bases. Four part-time observing stations were also maintained in the Falkland Islands. Meteorological information was made available for international use in the form of W.M.O. Territorial Broadcasts transmitted from Stanley four times daily. Three of these broadcasts carried the surface observations from all the stations and ships reporting to Stanley or Grytviken. The fourth carried 1200 GMT surface analysis for a large area of the South Atlantic and observations obtained from upper air soundings. These soundings were carried out regularly at two of the British Antarctic Survey bases, Halley Bay and Argentine Islands, and a limited upper air programme was maintained at Stanley.

Staff

Staff at the Stanley Office were personnel of the United Kingdom Meteorological Office. Other staff were recruited directly.

Further information about the Meteorological Service may be found in its Annual Reports which may be obtained either from the British Antarctic Survey Office, Stanley, or from the Crown Agents for Overseas Government and Administrations, London.

PART III

Chapter 1: Geography

THE Falkland Islands Dependencies were defined by Letters Patent of the 21st July 1908 and the 28th March 1917. They constituted that sector of the Antarctic Continent lying between the meridians 20° and 80° West longitude, together with certain islands adjacent to the Antarctic mainland within this sector, and also the island of South Georgia and the South Sandwich, South Orkney and South Shetlands group. By an Order-in-Council which came into force on the 3rd March 1962, that part of the dependencies which lies south of 60° South latitude was constituted a separate territory under a High Commissioner, with the name of British Antarctic Territory. The Falkland Islands Dependencies now comprise South Georgia, the South Sandwich Island, Shag Rocks and Clerke Rocks.

CLIMATE

The mean temperature of South Georgia varies between 42°F. in February and 28°F. in August, and about 60 inches of precipitation are recorded annually, much of which falls as snow.

PLANT AND ANIMAL LIFE

In South Georgia the climate is sufficiently temperate to support the growth of twenty species of hardy grass and other flowering plants. Reindeer have been introduced and thrive, having increased from 11 in 1909 to about 2,000 today. There are no other terrestrial mammals.

Most other forms of life are restricted to the open ocean and to the coastal waters. The sea itself is teeming with life from the smallest unicellular organisms at one end of the food chain to the largest mammals at the other. All forms either spend their whole existence in the sea or only come ashore to breed and moult, as do the birds and seals. The fauna of these seas is, on the whole, few in species but very rich in numbers.

Only the seals and whales have any economic value. The seals were first exploited in South Georgia a few years after the visit of Captain Cook in 1775. The principal species were the southern fur seal (*Arctocephalus australis*) which is only now beginning to return

to some of the islands where it was most plentiful. The large oil-bearing elephant seal (*Mirounga leonina*) was exploited during the first half of the nineteenth century but recovered more quickly than the fur seal and has been taken under licence in South Georgia for more than 50 years. The other species of Antarctic seal are too solitary in their behaviour to warrant economic exploitation.

Five species of whale were common in these waters, but only two, the fin whale and the sei whale, can now be regarded as having great economic importance.

In recent years there has been growing concern about the future of the whaling industry. The rate of killing has exceeded the reproduction and growth rates of these mammals for many years so that the stock is now depleted and individual specimens tend to be smaller than formerly.

At its meeting in July 1966, the International Whaling Commission reduced the pelagic catch limit from 4,500 to 3,500 Blue Whale Units for the 1966/67 season, and in 1967 the Commission decided on a further reduction of the limit for 1968 to 3,200. This latter figure was based on the Commission's Scientific Committee's estimate of the maximum substantial yield of 3,100 to 3,600 Blue Whale Units.

Chapter 2: History

SOUTH Georgia was sighted at least twice between 1675 and 1756, but the first landing was that of Captain James Cook in 1775. The South Sandwich Islands were also discovered by him during the same voyage. Thereafter, South Georgia was much visited by sealers of many nationalities, who reaped a rich harvest from the immense number of fur seals and elephant seals which frequented these shores. By 1815, the slaughter of seals had reached such proportions that sealers were beginning to look elsewhere for them.

Whaling began in the twentieth century and grew into a highly specialised industry. The principal development took place in 1903, when C. A. Larsen founded the first modern whaling company based upon a shore factory in South Georgia. The industry immediately prospered and continued to expand quickly up to and during the first World War. From the beginning, South Georgia was the most important centre of the industry and shore factories were operated at Grytviken, Leith Harbour, Stromness, Husvik, Godthul

and Prince Olaf Harbour. During the last 30 years increasing use has been made of pelagic factory ships which can operate in open ocean throughout the whaling season.

During the early years of the second World War Norwegian whaling fleets operated in the Antarctic, although in January 1941 a substantial part of the pelagic fleet was captured by the German armed surface raider *Pinguin*. At South Georgia one shore station managed to operate throughout the entire war.

After the second World War three shore stations were worked at South Georgia but between 1960 and 1963 all ceased operations. After the 1962/63 season Japanese companies re-established whaling operations in South Georgia. A consortium of three Japanese companies operating under the name International Fishery Company operated from Grytviken for the years 1963 and 1964; they did not return after the 1964 season. At Leith Harbour the Nippon Suisan Kaisha Ltd., operated during 1963-1964 and up to December 1965 when they also closed down.

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 and an official staff are maintained at King Edward Point in South Georgia.

Chapter 4: Weights and Measures

IMPERIAL and metric weights and measures are in general use.

Chapter 5: Reading List

BENNETT, A. G. *Whaling in the Antarctic*. London, Blackwood, 1931.

BRITISH ANTARCTIC SURVEY, Scientific Reports:

No. 7. *The Geology of South Georgia-I*. By A. F. Trendall, 1953, 8s. 6d.

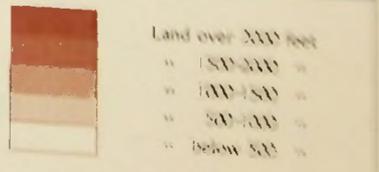
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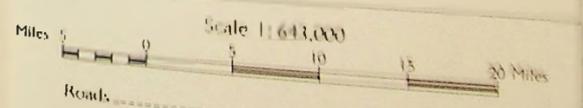
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The Colony

PART I

General Review of 1968 and 1969

THE year 1968 is likely to be remembered in the Falkland Islands as one of political activity quite outside the normal experience of the Colony. In 1969, by contrast, attention reverted mainly to domestic and economic matters.

From 1966 onwards talks between the British and Argentine Governments had taken place from time to time and increasing concern was displayed within the Islands as to the outcome of these talks and how they might affect the future of the Colony. In February 1968 the Unofficial Members of Executive Council drew the attention of Members of Parliament in the United Kingdom to their apprehension regarding the political situation and this action resulted in some lively exchanges in both Houses of Parliament and a press campaign which continued in the United Kingdom throughout succeeding months.

As might be expected in such circumstances, keen interest was displayed by the Colony's electorate in the general election for Legislative Council held in March 1968, the theme of the future of the Falkland Islands dominating all other issues. Ten candidates contested four seats and high polls in each constituency demonstrated the lively interest of the electorate.

The composition of Executive and Legislative Councils following the election is shown in the appendix to this report.

On 2nd October 1968 an unprecedented gathering of the inhabitants of Stanley took place on Arch Green in affirmation of their very strong desire to "Keep the Falklands British". This demonstration was orderly and impressive.

On 23rd November 1968 Lord Chalfont, the first British Minister ever to visit the Colony, arrived accompanied by Sir Arthur Galsworthy and Mr Diggins of the Foreign and Commonwealth Office. The object of Lord Chalfont's visit was to explain Her Majesty's Government's policy and to learn the views of Falkland Islanders at first hand. Two of the five days of the visit were spent by the Minister

touring farms on West and East Falkland by Beaver float plane and helicopter; much of the remainder of the time was occupied in long and intensive discussions in Stanley with Executive Council. Lord Chalfont also met the Town Council, the General Employees' Union and the Sheep Owners' Association. On the last evening of the Minister's visit a large public meeting was held in the Town Hall, at which Lord Chalfont replied to many questions.

A few hours before this meeting a light aircraft containing two Argentine journalists crash landed a mile south of Stanley, the pilot being the same aviator who had landed briefly on Stanley racecourse in 1964. Providentially no serious injury was sustained and the visitors were returned to the mainland without further incident, the errant aeroplane itself being dismantled and shipped to Montevideo some weeks later.

Following Lord Chalfont's return to London, parliamentary activity led on 11th December to a clear statement of policy in the House of Commons by the Secretary of State, the Rt Hon Michael Stewart, in which he gave an explicit assurance that Her Majesty's Government would not transfer sovereignty against the wishes of the Falkland Islanders. This statement and the support for the views of the Falkland Islanders manifested during spirited debate in both Houses of Parliament brought about in the Colony a much more relaxed attitude towards the question of the relationship of the Falkland Islands to the mainland.

During 1969 political anxiety faded and on 21st November, a year after Lord Chalfont's visit, the British Government announced that special talks would be held in 1970 with a view to reaching agreement on practical measures for promoting free communications and movement in both directions between the Falkland Islands and Argentina. The subject matter at these special talks was specifically confined to this objective and the Falkland Islands Government was invited to nominate representatives to participate as members of the British delegation.

Two meetings of Legislative Council were held in 1968 and three in 1969, the debates on the political problem facing the Colony being particularly lively in the earlier year, while in 1969 attention tended to concentrate on the economic situation.

Much work was undertaken in committee. The scope of the Natural Resources Committee was enlarged, its title altered to that of Development Committee and the chair taken by an Unofficial Member, the Hon S. Miller, with the Hon R. W. Hills as his deputy. The Education Committee also came under the chairmanship of an Unofficial Member, Major the Hon R. V. Goss. A special committee of Council investigated the organization of Government transport

and made positive recommendations which were subsequently accepted and implemented. The Standing Finance Committee met regularly and the Public Accounts Committee, first constituted in 1968, began to exercise its important function as a watch-dog on expenditure of public money.

During 1968 Executive Council met on 24 days and in 1969 on 37 days, a considerable increase on the number of meetings held in earlier years. Such frequency of meetings made severe demands on the time of Members but was acknowledged to be worth while.

New taxation measures introduced in 1969 included increases in the import duty on beers, spirits and tobacco, while the scale of reduced rate reliefs was shortened to allow the standard income tax rate of 5s. 9d. to operate on chargeable incomes exceeding £2,350.

The trend in the cost of living continued upwards.

Ordinary revenue during the financial year 1967-68 was £474,365, which was £97,632 more than estimated. This substantial improvement was largely due to the transfer to revenue of surplus funds of the Government Savings Bank and to higher yields from taxation. The sale of obsolete aircraft was also included in the ordinary revenue. Ordinary expenditure in 1967-68 was £419,026 or £9,380 more than was estimated.

In 1968-69 the Ordinary revenue amounted to £407,360, which was £67,402 more than was estimated. Better yields, generally, accounted for the improvement. In 1968-69 the Ordinary expenditure amounted to £464,933 or £3,569 less than was estimated.

In the more cheerful political climate following Mr Stewart's statement in the House of Commons on 11th December 1968 it was to be expected that there should be a move towards increased investment in farm improvements even though depressed wool prices had reduced the amount of capital available. The political uncertainty which had prevailed throughout 1968 had not been conducive to investment by farms but even so subdivision fencing and the laying down of improved pastures on a number of properties continued with beneficial effect on lambing percentages, weight of fleeces and condition of sheep. Constructive steps were taken by several farms to improve shepherds' houses, some being replaced by more modern buildings, others having generators installed to provide electric light, others being linked to settlements by all-weather tracks.

The Guillebaud Report of 1967 had recommended that to strengthen the foundations for increased production in the future the rate of profits tax should be raised from 2s. to 4s. in the £ and that simultaneously an investment allowance should be introduced to enable capital investment for pasture improvement to be set off against the additional profits tax. A bill to put the recommendation

into effect was given publicity during 1968 and passed its final stages at the Legislative Council meeting of May 1969.

The arrival in September 1969 of a five-man advisory team sponsored by the Ministry of Overseas Development was a practical demonstration of the Government's interest in stimulating increased production. The leader was Mr T. H. Davies, a grassland agronomist of the National Agricultural Advisory Service; his colleagues were Mr H. Mead, a pasture specialist of the same service, Mr C. T. McCrea, a veterinary investigation officer of the Ministry of Agriculture, Mr I. A. Dickson, an animal husbandry investigation officer of the West Scottish Agricultural College, and Mr W. W. Williams, laboratory technician of the Ministry of Agriculture.

The terms of reference of the team were to study all aspects of sheep and cattle health and production in the Falkland Islands, to make recommendations as to how farmers can best improve the productivity of the sheep industry and to advise on the future production of beef cattle.

The Development Committee of the Legislative Council gave the visitors a comprehensive introduction to the background of farming in the Colony, whereafter the team quickly settled down to a most thorough examination of the many problems confronting the industry. A special laboratory was established in the King Edward Memorial Hospital with very modern equipment given by the Ministry of Overseas Development and a programme was planned to cover every farm. By the time the team left the Colony at the end of a seven-month stay the field work stage of their assignment had been accomplished and they had established most friendly relations with the whole farming community. Their report was awaited with interest.

The search for means to diversify the economy continued throughout the period under review, the most welcome development being the announcement in December 1968 that Alginate Industries Limited were seriously interested in the exploitation of the great beds of seaweed around the shores of the archipelago. This news was followed by a reconnaissance visit in April 1969 by the Hon Michael Pery of Alginate Industries, whereafter the Falkland Islands Government entered into negotiations with that company for an agreement on the terms on which the kelp might be harvested.

At the request of the Falkland Islands Government Mr R. J. Wainwright of the Board of Trade (Civil Aviation Department) and Mr F. J. Botham of the Ministry of Public Building and Works carried out in April 1969 a survey on the feasibility of constructing an airfield on the Cape Pembroke peninsula. The report of the survey dispelled optimistic hopes that a low-cost natural surface

airfield of a satisfactory standard could be provided at Cape Pembroke; the report concluded that a reliable "all seasons" airfield of moderate usability, with ancillary equipment, would cost some £265,000 or £335,000 according to whether one or two runways were provided.

Publication of the report with its considerable financial implications led to the setting up of a Transport Communications Committee to consider the Colony's long term transport pattern. The work of this Committee was still under way at the end of 1969.

R.M.S. *Darwin* made twelve voyages to the South American mainland in each of the years under review, while the Government's small cargo vessel, M.V. *Forrest* made two such voyages. Both vessels maintained communications between Camp settlements and Stanley with satisfactory frequency.

Voyages between Montevideo, Punta Arenas and Stanley were made by ships of the British Antarctic Survey, while the Danish vessel *A.E.S.* on charter to Darwin Shipping Limited made four voyages a year between England and the Falkland Islands.

H.M.S. *Protector* left Stanley on 12th March 1968 on completion of her last commission; during thirteen summer seasons her unique silhouette had become familiar in southern waters. Her place was taken by H.M.S. *Endurance*, a less frequent visitor to Stanley than her predecessor as she has not the same need to call for bunkers. A welcome revival of a former practice was the decision that the ship should make an annual tour of farm settlements.

H.M.S. *Arethusa* visited Stanley in March 1969 and throughout the two years the SRN 6 Hovercraft of the Royal Navy based on Stanley was active in visiting Camp settlements.

In October 1968 the Royal Fleet Auxiliary *Dewdale* replenished the Colony's oil supply. This ship, 774 feet overall, was the largest hitherto seen in Falkland Islands waters and had perforce to anchor in Berkeley Sound as Port William was too confined. The R.F.A. *Wave Chief* acted as tender and was able to discharge direct into the Camber oil tanks.

The cruise ships *Kungsholm* and *Hanseatic* paid brief visits to the Colony in 1969.

Official conservation of wild life, both for its own sake and as a potential attraction to tourists, was carried a stage further when in 1968, at the request of the landowners concerned, wild animal and bird sanctuaries were established for extensive areas at Cape Dolphin and from Cow Bay to Volunteer Point. In 1969 Bird Island near Port Stephens became a nature reserve, while shooting on Stanley Common was more strictly controlled.

The new definitive issue of postage stamps depicting the flowering

plants of the Falklands made its appearance in 1968 and was well received. The year 1968 also saw the appearance of a short set to mark Human Rights Year while in 1969 this was followed by stamps to commemorate the twenty-first anniversary of the Falkland Islands Government Air Service and the centenary of the consecration of Dr Stirling, first Bishop of the Falkland Islands. The anniversary day of the centenary, 21st December, was marked by special services at Christ Church Cathedral and by the publication of a well designed brochure.

Horticultural shows were held in Stanley in February 1968 and March 1969, both being well attended. The number of exhibits received from the Camp increased each year and the quality of vegetables, fruit and flowers showed a marked improvement.

In July 1969 a Winter Show, devoted to handicrafts of all kinds, was held in Stanley and attracted enthusiastic support.

During 1968 and 1969 the Islands received considerable publicity in press, radio and television. Five correspondents of national newspapers accompanied Lord Chalfont, while at other times three newspaper correspondents made special trips to the Colony and four visitors came to make documentary films. Publicity, which in 1968 was mainly of a political nature, turned in 1969 to the calmer subject of the salvage of Brunel's steamship *Great Britain*, which had lain in the Falklands for 84 years.

Other visitors to the Colony included Archdeacon Gould on two occasions and Mrs Gould; Mr D. M. Summerhayes of the British Embassy in Buenos Aires; Mr Peter Scott, the naturalist and a party of tourists interested in wild life conservation who visited Carcass and West Point Islands and Stanley in the Chilean cruise ship *Navarino* during January 1968; Mr Leonard Hill who subsequently purchased the Grand and Steeple Jason Islands with a view to conservation of the wild life there; Miss Stronach and Mr A. L. Blake who came to attend the centenary celebrations of Hill Cove farm in February 1968; Mr Andrew Bellars, a veterinary surgeon of the British Antarctic Survey, who toured farms advising on animal health and husbandry problems; Mr M. C. Waldron, Chairman of the Falkland Islands Company, and Mrs Waldron on two occasions; Mr T. A. Gilruth and Mr W. W. Blake, of the board of the Falkland Islands Company, and Mrs Blake; Mr and Mrs N. K. Cameron of Port San Carlos; Dr Dana Bailey, a distinguished American ionosphericist; Mr Sven Gillsater, the Swedish author and photographer, and his wife whose beautiful singing voice gave much pleasure to listeners to the radio; Professor Lester King, a well-known geologist from the University of Natal; Bishop and Mrs Tucker; Miss Margaret Taylor, an authoress who spent three months in the Colony;

and General Sir Gerald Lathbury, former Governor of Gibraltar and a well-known ornithologist.

The customary ceremonial parades were held on The Queen's Birthday (21st April), on Remembrance Sunday and on Battle Day (8th December). Detachments of the Royal Navy and the Royal Marines participated with the Falkland Islands Defence Force and the Girls' Brigade.

In the Queen's Birthday Honours of 1968 Mr W. H. Thompson, Colonial Secretary, was appointed C.B.E. and in the New Year Honours of 1969 Mrs Vinson, an elected member of Legislative Council from 1964 to 1968, was appointed M.B.E. In the New Year Honours of 1970 Mr H. L. Bound, Assistant Colonial Secretary and Clerk of Councils, was appointed M.B.E.

On 30th April 1969 the many relations and friends of Mrs Ellen McAskill joined in celebrating her one hundredth birthday, on which occasion she received among many congratulations a telegram from Her Majesty the Queen.

In 1969 Mr W. H. Goss, Port Stephens, Mr J. D. Barton, Teal Inlet, and Mr L. G. Blake, Hill Cove, were appointed Justices of the Peace.

In May 1969 Mr W. H. Thompson relinquished the appointment of Colonial Secretary which he had held since December 1963, during which time both he and Mrs Thompson had identified themselves closely with the life of the Colony. Later the same month Mr J. A. Jones, O.B.E. arrived to succeed Mr Thompson.

During the visit of the Governor to the United Kingdom on duty in January and February 1968 Mr Thompson acted as Governor and Mr Jones likewise during the Governor's absence from the Colony between July and October 1969.

Extremes of heat and cold are unusual in the Falkland Islands and so it is worthy of note that in June 1969 the eastern part of the Colony experienced unusually severe weather conditions with snow drifts blocking traffic on several Stanley roads. A minimum temperature of 19° Fahrenheit was recorded at Stanley meteorological station.

The two year period covered by this review ended with general satisfaction that the sense of foreboding which had overshadowed most of 1968 had been replaced by a much more healthy atmosphere in which the problem of the relationship of the Falkland Islands with the South American mainland could be discussed calmly and unemotionally against the background of the firm assurances given in Parliament regarding the wishes of the inhabitants of the Colony.

PART II

Chapter 1: Population

THE census of the Colony taken in 1962 revealed a total population of 2,172 made up as follows:

	Males	Females	Total
Stanley	520	554	1,074
Other districts, East Falklands	360	237	597
West Falklands	277	183	460
Shipping	38	3	41
TOTAL	1,195	977	2,172

The estimated population at 31st December 1969 was 2,098 of whom 1,139 were males and 959 females, giving a density of approximately one person to every two square miles. About half the inhabitants live in the capital, Stanley, and the remainder are more or less equally divided between the sheep farming settlements on the East and West Falklands. The population is almost wholly of British origin.

Births, marriages and deaths were:

	1968	1969
Births	42	58
Marriages	20	30
Deaths	32	23

Chapter 2: Occupations, Wages and Labour Organisation

EMPLOYMENT

The whole area of the islands outside the limits of Stanley, commonly known as "the Camp", is given over to sheep farming and almost half the male population is employed in this industry. In Stanley the Government and the Falkland Islands Company are the major employers of labour. Both in Stanley and the Camp there is a tendency to shortage of labour, and it is necessary to recruit labour from overseas to supplement the local force. There is no unemployment.

WAGES AND CONDITIONS OF EMPLOYMENT

Stanley

At the end of 1969 wages were being paid at the following rates:

Unskilled labourers—£11 8s. 9d. per week.

Skilled labourers—from £12 to £13 10s. 0d. per week.

Artisans—£14 1s. 3d. per week.

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. Hourly paid workers were granted a fully paid holiday of two weeks (90 hours) annually. There was no night work except in essential services.

The Camp

Outside Stanley general labourers at the end of 1969 were receiving £37 8s. per month and foremen were paid a minimum monthly wage of £50 7s. 0d. Shepherds living in the settlements earned £39 16s. 6d. per month, while those living outside the settlements received an additional £3 5s. 0d. per month. A special allowance of 12s. 6d. per month was paid to all employees on West Falkland farms. In addition, labourers and shepherds received free quarters, fuel, meat and milk, plus a cost of living bonus of 16s. 3d. per month. Extra bonuses were paid for shearing, while labourers and shepherds were able to add to their earnings by contract work such as fencing and peat cutting. An average of 45 hours weekly was worked, with Saturday afternoons and Sundays as rest days. Employees in the Camp received an annual holiday entitlement on pay amounting to fifteen working days.

COST OF LIVING

Mutton is the staple diet; it is delivered to houses in Stanley twice weekly and is supplied regularly to farm employees, although on farms beef is usually available during the winter months. Beef deliveries to Stanley are infrequent. The wild upland goose offers a welcome change of diet and can be eaten at all seasons. Falkland Islands smelt and mullet are popular and can be caught without undue difficulty, particularly at specially constructed fish weirs. Supplies of other fish, poultry and pork are irregular but can be obtained from time to time from frozen food dealers. Poultry thrive but imported chicken food is expensive. Potatoes, turnips, carrots, parsnips, radish, lettuce, cabbage, cauliflower and peas are easily grown and a variety of other vegetables often raised. The majority of householders have their own gardens as there is little opportunity to buy fresh locally-grown vegetables. Falkland Islands root crops

are particularly palatable. Tomatoes and cucumbers are cultivated under glass. Gooseberries, raspberries, currants, strawberries and rhubarb grow well out of doors. Citrus fruit, apples, bananas and occasionally other fruit is obtainable from Montevideo with prices fluctuating according to the rate of exchange for the Uruguayan peso.

There is one hotel in Stanley, recently modernized and under new management, where rooms with full board can be obtained at rates varying from £14 a week for periods in excess of one month to £17 10s. 0d. a week for lesser periods. Several householders take in paying guests from £1 to £1 10s. 0d. a day. Rents for furnished houses vary from £7 to £17 10s. 0d. per month. Unfurnished houses are obtainable from £5 to £13 per month. The Government normally provides houses with basic furniture for its married overseas officials at rents ranging from £5 to £17 10s. 0d. per month according to the condition of the property and the number of rooms available. A general housing shortage makes it difficult to find suitable property to rent and freehold property is relatively expensive to buy.

The following table shows the approximate prices of the more important commodities prevailing at 31st December 1969 as compared with two years previously:

	Unit	1967	1969
Bread	2 lb. loaf	2s. 0d.	2s. 0d.
Butter (imported)	lb.	5s. 4d.	5s. 4d.
Margarine	lb.	2s. 10d.	2s. 1d.
Coffee	lb.	7s. 4d.	10s. 6d.
Tea	lb.	5s. 8d.	5s. 6d. to 10s. 3d.
Eggs	dozen	5s. 6d. to 6s. 0d.	6s. 0d.
Flour	lb.	11d.	11d.
Meat:			
Mutton	lb.	8d.	8d.
Beef	lb.	7½d.	6½d. to 8d.
Bacon	lb.	6s. 6d.	7s. 6d.
Ham	lb.	10s. 7d.	9s. 6d.
Milk	pint	10d.	10d.
Jam	2 lb. tin	3s. 3d. to 7s. 5d.	4s. 8d.
Sugar	lb.	9d.	10½d.
Vegetables:			
Onions (imported)	lb.	1s. 1d.	1s. 3d.
Potatoes (imported)	lb.	9d.	9d.
Dried Fruit			
Sultanas	lb.	2s. 6d.	2s. 8d.
Currants	lb.	2s. 9d.	2s. 5d.
Raisins	lb.	2s. 8d.	2s. 3d.
Porridge Oats		5s. 11d. per large packet	1s. 8d. (Bulk) to 2s. 3d. per packet

	Unit	1967	1969
Cereals	packet	2s. 5d. to 4s. 6d.	2s. 3d. to 4s. 8d.
Cigarettes	20	1s. 10d. to 1s. 11d.	2s. 1d.
Tobacco	lb.	35s. 7d. to 37s. 10d.	42s. 2d.
Alcohol:			
Whisky	bottle	37s. 0d.	38s. 0d.
Gin	bottle	33s. 5d.	33s. 11d.
Brandy	bottle	36s. 6d.	36s. 9d. to 43s. 0d.
Beer	doz. small bots.	17s. 8d. to 20s. 0d.	18s. 0d. to 20s. 0d.
Paraffin	gal.	6s. 6d.	6s. 8d.
Petrol	gal.	6s. 6d.	6s. 11d.
Electricity	unit	4½d.	4½d.

Good quality English clothing can be purchased at prices generally comparable to those ruling in the United Kingdom.

Furniture, household appliances and hardware are all imported, generally from the United Kingdom and, as a result of freight and transshipping expenses, are proportionately higher in cost than similar articles in the United Kingdom. Because there is no purchase tax and customs duties only apply to alcohol, tobacco and matches, imported luxury items are often obtainable at prices below those ruling in Britain. There is one consumer co-operative society, formed in 1952, which imports groceries, clothing, footwear and household goods.

British motor vehicles are imported and offered at prices similar to those in the United Kingdom, the comparatively high freight charges being largely offset by the absence of import duties and purchase tax. At the end of 1969 there were 1,029 motor vehicles of all types registered in the Colony.

The only fuel produced locally is peat and this is the main source of heating on all the farms and in most buildings in Stanley. Many townspeople cut and rickle their own peat but the expense of transporting it from the peat banks has risen steadily. According to the size of a house and the number of rooms heated, a year's supply averages from 12 to 20 lorry loads of peat, each load being approximately 12 cubic yards.

In the Camp peat is cut by paid labour as a routine task but in Stanley it has become increasingly difficult to attract men to undertake this employment and the heating systems of a number of larger buildings have been converted to oil firing.

LABOUR RELATIONS

There is no Labour Department in the Colony. The Falkland Islands General employees' Union with about 500 members is the only trade

union in the islands. The Union extends its interest throughout the Colony and meets annually with the Sheep Owners' Association and employers in Stanley to review the wages and conditions of service for most workers. Labour relations were good.

SAFETY, HEALTH AND WELFARE

There are no factories in the Colony and no industries other than sheep farming. The Workmen's Compensation Ordinance provides for the payment of compensation to persons employed in all forms of manual occupation. Legislation enacted in 1966 and 1967 lays down conditions for the employment of women, children and young persons.

There is no statutory provision for the payment of unemployment benefits.

INDUSTRIAL TRAINING

Apprentices are indentured in the building trade, wireless telegraphy, mechanical and electrical services.

An Apprenticeship Board was constituted in 1955 for the purpose of standardising the forms of indenture and to advise on pay, working conditions and training. If the need arises the Board can act as arbiter in disputes and concern itself with the welfare of apprentices.

Chapter 3: Public Finance and Taxation

REVENUE and expenditure during the three financial years from 1966-67 to 1968-69 were as follows:

Year	Revenue		Expenditure	
	Ordinary £	Total £	Ordinary £	Total £
1966-67	380,112	414,695	392,155	511,094
1967-68	474,366	557,566	419,027	563,556
1968-69	407,361	477,297	464,933	537,141

The main heads of revenue and expenditure were as follows:

	Revenue		
	1966-67 £	1967-68 £	1968-69 £
Customs	41,268	49,150	45,500
Electricity	32,453	35,596	41,840
Investment	67,435	108,627	36,566
Internal Revenue	148,637	167,298	96,381
Posts and Telecommunications	29,169	31,234	105,642

Expenditure

	£	£	£
The Governor	9,478	9,904	10,771
Aviation	15,708	20,284	21,920
Customs and Harbour	11,681	15,758	16,281
Education	52,448	58,353	58,019
Medical	41,774	44,931	54,986
Miscellaneous	40,964	50,387	23,964
Pensions and Gratuities	14,449	10,578	17,630
Police and Prisons	4,548	6,746	7,469
Posts Telecommunications	53,191	60,358	56,443
Power and Electrical	22,882	23,930	27,293
Public Works	19,880	21,284	21,587
Public Works Recurrent	37,911	31,586	41,952
Secretariat, Treasury and Central Store	39,440	36,302	31,184
Shipping Subsidy and Overseas Passages	—	—	47,298
Social Welfare	7,587	10,458	13,535
Development Expenditure including Colonial Development and Welfare	118,938	110,529	21,208

Statements of assets and liabilities at 30th June 1968 and 30th June 1969 are shown on the following pages.

There is no public debt.

Statement of Assets and

LIABILITIES			
	£	s.	d.
DRAFTS AND TELEGRAPHIC TRANSFERS			11,849 0 0
DEPOSITS:			
Colonial Development and Welfare	3,966	0	0
Postal and Telegraphic	37	0	0
Other	108,664	0	0
			112,667 0 0
SPECIAL FUNDS:			
Savings Bank	1,260,943	0	0
Old Age Pensions Equalisation	201,028	0	0
Note Security	108,736	0	0
Government Employees Provident	8,404	0	0
			1,579,111 0 0
COLONY FUNDS:			
Development Reserve	176,298	0	0
	102,245	0	0
			278,543 0 0
Oil Stocks Replacement			15,550 0 0
GENERAL REVENUE BALANCE:			
Balance at 1st July, 1967 <i>Surplus</i>	90,896	0	0
Add Appreciation of Investments	5,484	0	0
	96,380	0	0
Add Surplus year ended 30th June, 1968	55,339	0	0
			151,719 0 0
Balance, 30th June, 1968			
			£2,149,439 0 0

The above statement does not include:

(1) A sum of £15,320 0 0 due from H.M.G. in respect of under issues on the following C.D. & W. Schemes—

D6090	10	0	0
D6805 & A	5,741	0	0
D6820	3,009	0	0
D6891	6,560	0	0
			£15,320 0 0

Liabilities at 30th June, 1968

ASSETS			
	£	s.	d.
CASH:			
Treasury and Posts and Telecommunications	23,953	0	0
Crown Agents	530	0	0
Joint Consolidated Fund	101,000	0	0
Remittances in transit	150	0	0
			125,633 0 0
INVESTMENTS, SPECIAL FUNDS:			
Savings Bank	1,243,410	0	0
Old Age Pensions Equalisation	196,913	0	0
Note Security	106,374	0	0
Government Employees Provident	7,863	0	0
			1,554,560 0 0
INVESTMENTS, COLONY FUNDS:			
Development Reserve	231,510	0	0
	170,231	0	0
			401,741 0 0
ADVANCES:			
Other Administrations	59,476	0	0
Departmental	61	0	0
South Georgia	6,148	0	0
Other	1,820	0	0
			67,505 0 0
			£2,149,439 0 0

(2) A sum of £2,979 0 0 due from H.M.G. in respect of the following O.S.A.S. under issues

Passages	2,717	0	0
Education Allowances	157	0	0
Inducement Allowances	105	0	0
			£2,979 0 0

H. T. ROWLANDS,
Acting Colonial Treasurer.
23rd September, 1968.

Statement of Assets and

LIABILITIES		£	s.	d.	£	s.	d.
DRAFTS AND TELEGRAPHIC TRANSFERS					16,818	0	0
DEPOSITS:							
Colonial Development and Welfare		99	0	0			
Overseas Service Aid Scheme		143	0	0			
Other		49,457	0	0	49,699	0	0
SPECIAL FUNDS:							
Savings Bank		1,264,664	0	0			
Old Age Pensions Equalisation		205,353	0	0			
Note Security		109,514	0	0			
Government Employees Provident		7,001	0	0	1,586,532	0	0
COLONY FUNDS:							
Development Reserve		174,027	0	0	276,272	0	0
Oil Stocks Replacement		102,245	0	0	15,268	0	0
GENERAL REVENUE BALANCE:							
Balance at 1st July, 1968	Surplus	151,718	0	0			
Add Appreciation of Investments		964	0	0			
		152,682	0	0			
Deduct Depreciation of Investments		2,188	0	0			
		150,494	0	0			
Deduct Deficit year ended 30th June, 1969		85,573	0	0	64,921	0	0
					£2,009,510	0	0

The above statement does not include:

- (1) A sum of £1,197 0 0 due from H.M.G. in respect of under issues on the following C.D. & W. Schemes

D6610	1	0	0
D6820	304	0	0
D6889	892	0	0
	£1,197	0	0

Liabilities at 30th June, 1969

ASSETS		£	s.	d.	£	s.	d.
CASH:							
Treasury and Posts and Telecommunications		21,516	0	0			
Crown Agents		182	0	0			
Joint Consolidated Fund		55,000	0	0			
Remittances in transit		1,197	0	0	77,895	0	0
INVESTMENTS, SPECIAL FUNDS:							
Savings Bank		1,252,549	0	0			
Old Age Pensions Equalisation		198,208	0	0			
Note Security		103,433	0	0			
Government Employees Provident		5,727	0	0	1,559,917	0	0
INVESTMENTS, COLONY FUNDS:							
Development Reserve		200,257	0	0	342,777	0	0
		142,520	0	0			
ADVANCES:							
Other Administrations		26,926	0	0			
Departmental		43	0	0			
South Georgia		274	0	0			
Other		1,678	0	0	28,921	0	0
					£2,009,510	0	0

- (2) A sum of £1,229 0 0 due from H.M.G. in respect of under issues on the following O.S.A.S. — Passages.

L. GLEADELL,
Colonial Treasurer.
20th September, 1969.

Head	Scheme No.	1967-68		1968-69		Total Expenditure for 1967-68 and 1968-69	
		Colony Expenditure	C.D. and W. Expenditure	Colony Expenditure	C.D. and W. Expenditure	Colony	C.D. and W.
		£	£	£	£	£	£
Stanley Roads	D6805 and A and D6891	29,209	44,128	14,490	—	43,699	44,128
Cargo Vessel	D6234	18,385	8,730	—	—	18,385	8,730
Extension and Improvement of Stanley Telephone System	D6610	1	3	500	2,000	501	2,003
Extended Communications (terminal equipment for leased circuits)	D6600	853	3,410	—	—	853	3,410
Modernisation of Schools Phase II	D6820	752	3,010	480	1,921	1,232	4,931
Installation of Water and Sewer Mains, New Housing Estate	D6417	27	110	—	—	27	110
Extension to Power Station	D6445	14	56	—	—	14	56
Housing	D6090	28	113	—	—	28	113
Fire Engine and Ancillaries	D6889	—	—	—	892	—	892
		49,269	59,560	15,470	4,813	64,739	64,373

The above table gives details of the amount spent on development schemes in progress during the period under review in which part of the cost was borne by the Colonial Development and Welfare Fund and part by the Colony.

TAXATION

The main heads of taxation were customs duties and income tax.

Customs Tariff

Import duties as at 31st December 1969 were payable at the following rates:

Wines: General, 7s. 10d. per gallon in bulk.
Commonwealth, 5s. 5d. per gallon in bulk.
General, 17s. 1d. per dozen quart bottles.
Commonwealth, 11s. 9d. per dozen quart bottles.

Spirits: 135s. per gallon.

Malt liquors: 2s. 2d. per gallon.

Tobacco: General, 12s. per lb.
Commonwealth, 11s. 7d. per lb.

Cigarettes: General, 15s. per lb.
Commonwealth, 14s. 6d. per lb.

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

Revenue from customs duties was:

	1967-68	1968-69
	£	£
Imports:		
Wines	626	506
Spirits	39,447	36,675
Malt liquors	1,736	1,878
Tobacco and cigarettes	7,255	6,305
Matches	86	136

Income Tax

The following were the rates on taxable income as at 31st December 1969:

Companies: 5s. 9d. per £ (flat rate)

Individuals: First £100	1s. per £
Next £150	2s. per £
Next £200	2s. 6d. per £
Next £200	3s. per £
Next £400	3s. 6d. per £
Next £1,300	4s. 6d. per £
Exceeding £2,350	5s. 9d. per £

The following allowances were in force:

Personal allowance: £150

Married person: £130

Children under 16 years: £100 each.

Children over 16 years receiving full time education locally: £100 each.

Children receiving full time education abroad: £125 each.

Earned income: one-fifth (maximum £400).

Dependent relative: £50

Insurance or pension fund contributions: Premiums or contributions (maximum one-sixth of total income after deducting earned income relief)

Revenue received during 1967-68

Companies £85,457; individuals £44,235.

In addition £31,702 was collected from incorporated and unincorporated bodies in respect of the profits tax introduced in 1963.

Revenue received during 1968-69

Companies £38,830; individuals £34,313

In addition £14,473 was collected from incorporated and unincorporated bodies in respect of profits tax.

Estate duty

Estate duty in accordance with the schedule below was payable, whether or not the deceased died in the Colony, on all property in the colony, and in the case of persons domiciled in the colony on all movable property and effects wherever situate. Relief is allowed where it is proved that property in Britain, the Commonwealth or a foreign country has been taxed under the laws of those countries.

There is also provision of relief in respect of quick succession, and the rate of duty is reduced by 50 per cent in respect of any agricultural property that forms part of an estate.

RATE OF ESTATE DUTY			
	£	£	Rate of Duty
Not exceeding	5,000		nil
Exceeding	5,000	but not exceeding 7,500	3 per cent
"	7,500	" " " 10,000	4 " "
"	10,000	" " " 15,000	5 " "
"	15,000	" " " 20,000	6 " "
"	20,000	" " " 25,000	7 " "
"	25,000	" " " 30,000	8 " "
"	30,000	" " " 40,000	9 " "
"	40,000	" " "	10 " "

STANLEY TOWN COUNCIL FINANCES

Revenue accruing to the Stanley Town Council, the only local authority in the Colony, amounted to £8,010 in 1968 and £7,987 in 1969. Expenditure for the calendar years 1968 and 1969 totalled £7,670 and £8,585 respectively.

Main Heads of Revenue

	1968 £	1969 £
General Rates (including contribution of £825 by Government)	4,361	4,393
Water Rates and Sales	1,124	1,092
Hire of Town Hall	680	578
Government Contribution, Caretaker and Fuel, Town Hall	921	859

Main Heads of Expenditure

	1968 £	1969 £
Town Clerk	635	724
Cemetery	702	837
Fire Brigade	769	953
Library	545	550
Scavenging	1,367	1,613
Street Lighting	749	832
Town Hall	2,029	1,944
Town Hall Extraordinary Expenditure	—	445

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 British coinage. On the 31st December 1969 the note issue in circulation was £102,600.

There are no commercial banks in the Colony but the Treasury remits funds abroad on payment of commission of one per cent. A similar service is also provided by the Falkland Islands Trading Company Limited, and the Estate Louis Williams, who operate agencies of Lloyds Bank Limited and Hambros Bank respectively.

Deposits in the Government Savings Bank amounted to £1,139,420 at the 30th June 1969 and the number of depositors' accounts open was 1,986.

Interests on deposits is paid at the rate of 2½ per cent per annum.

Government lends money for purposes such as the purchase of dwelling houses, improvement of essential business facilities (e.g. bakery and dairy) and for farm purchases. During 1967-68 the

amount lent totalled £9,950 and during 1968-69 the total was £10,250. At 30th June 1969 the amount owing to Government in respect of undischarged loans was £30,566.

The Colony will decimalise its currency in line with that of the United Kingdom.

Chapter 5: Commerce

IMPORTS

With the exception of meat, milk and to a considerable extent potatoes, vegetables, berry fruits and fish, practically the whole of the Colony's requirements in foodstuffs were imported.

The value of imports and the sources of supply were as follows:

VALUE OF IMPORTS

	1968	1969
	£	£
Food	137,866	119,700
Beverages and Tobacco	73,484	52,618
Crude materials, inedible, except fuels	9,873	11,914
Mineral fuel, lubricants etc.	35,348	39,509
Animal and vegetable oils and fats	413	479
Chemicals	40,523	32,243
Manufactured goods	121,376	77,138
Machinery and transport equipment	80,563	63,479
Miscellaneous manufactured articles	99,090	111,631
Miscellaneous transactions	303	266
	<u>£598,839</u>	<u>£508,977</u>

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY

	1968		Principal Supplying Countries
	Value	Quantity	
	£		
Provisions	127,449	762 tons	United Kingdom
Alcoholic Beverages	48,387	46,034 galls.	United Kingdom
Timber	38,700	—	Chile
Clothing	32,270	—	United Kingdom
Hardware	30,342	—	United Kingdom
Petroleum	27,752	719 tons	Uruguay
Electrical Appliances	27,262	—	United Kingdom
Tobacco	22,057	19,037 lbs.	United Kingdom
Motor Vehicles	19,316	—	United Kingdom
Cosmetics, cleansing preparations etc.	13,636	—	United Kingdom
Generating plants, engines etc.	13,226	—	United Kingdom

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY

	1969		Principal Supplying Countries
	Value	Quantity	
	£		
Provisions	111,221	686 tons	United Kingdom £95,109 Argentina £7,555
Alcoholic Beverages	35,241	33,496 galls.	United Kingdom
Petroleum Products	34,328	910 tons	Uruguay £27,851 Canary Islands £4,107 United Kingdom
Clothing	30,257	—	United Kingdom
Metal Manufactured Articles	25,991	—	United Kingdom
Prefabricated Buildings	23,845	—	United Kingdom
Electric Machinery	21,172	—	United Kingdom
Road Vehicles	15,839	—	United Kingdom
Tobacco	15,050	12,916 lbs.	United Kingdom
Scientific and Medical Instruments etc.	14,783	—	United Kingdom £5,077 Japan £4,913 Germany £4,275
Manufactured Articles (Plastics etc.)	13,324	—	United Kingdom
Made-up Textile Articles (other than clothing)	12,217	—	United Kingdom
Miscellaneous Chemical Materials	11,345	—	United Kingdom
Power Generating Machinery (other than electric)	10,088	—	United Kingdom

SOURCES OF IMPORTS

	1968	1969
	%	%
United Kingdom	79.15	82.21
Commonwealth28	.56
Foreign Countries	20.57	17.23

PRINCIPAL SUPPLYING COUNTRIES

	1968	1969
	£	£
United Kingdom	473,964	418,437
Chile	32,255	5,318
Uruguay	27,252	37,747
Argentina	22,960	15,447
Holland	8,657	—
Japan	7,807	7,444
Switzerland	5,184	4,884
South Africa	4,996	—
Germany	—	4,136
Canary Islands	—	4,107

EXPORTS

	1968	1969
	£	£
Domestic Exports	841,671	908,751
Re-exports	31,718	42,250
	<u>£873,389</u>	<u>£951,001</u>

PRINCIPAL EXPORTS

(Destination in both years: United Kingdom)

Item	1968		1969	
	Value £	Quantity lbs.	Value £	Quantity lbs.
Wool	810,839	4,508,669	877,673	4,667,589
Skins and Hides	29,092	353,435	27,672	309,116

OTHER INFORMATION

Vehicles imported: 1968 — 56 1969 — 26

Fox Bay Shipping: Yacht "Sundowner" cleared from Fox Bay—
April 1968

Chapter 6: Production

AGRICULTURE

The land is used almost entirely for sheep farming. With the exception of some 28,100 acres of Crown land, the Colony is divided into freehold farms varying in size from 3,600 acres to 161,000 acres carrying a total of some 635,000 sheep, averaging about one sheep to every 4½ acres. Production is in the region of 4¾ million lbs. of wool annually.

A small Government agricultural unit is responsible for maintenance of fences and regulating grazing on Stanley Common, attending to animals in the quarantine station and carrying out tuberculin testing of cattle. Stock returns are produced annually.

Cattle are kept in the Camp to provide milk and beef and there are two dairies in Stanley. Oats for hay and silage, vegetables on a garden scale and a small acreage of kale are the only crops grown. However, on progressive farms, several thousand acres have been sown to Yorkshire fog (*Holcus Lanatus*) which is an improvement on the natural herbage.

Many farms are showing an interest in pasture improvement and to this end various techniques have been tried out. Several farms have brought about a marked increase in carrying capacity.

During 1969 the Government imported seed potatoes from Scotland to improve local production.

FISHERIES

There is no organised sea fishing industry but Falkland Islands mullet and smelt are caught occasionally by part-time fishermen and marketed for local consumption. Trout fishing provides excellent sport for anglers, the record trout weighing 17½ lbs. Trout of 7 lbs. to 10 lbs. weight are not rare.

Chapter 7: Social Services

EDUCATION

The Government is responsible for education throughout the Colony. Education is free and the Government bears the cost of all books, materials and equipment. Nominal fees of £4 a term for the first child in a family and £3 for successive children from the same family are charged for boarding school education. There is no regular secondary or higher education in the Colony though special tuition is available and several pupils have obtained Ordinary and Advanced level successes in the General Certificate of Education. Royal Society of Arts examinations in commercial subjects are part of the regular pattern and occasionally students sit City and Guilds examinations. An overseas scholarship examination is held annually in November, enabling successful candidates to benefit from at least four years at secondary level either at boarding grammar schools in Dorset or at The British Schools in Montevideo, where special boarding facilities have been made available by the British Schools Society.

In January 1968 the school leaving age was raised from fourteen to fifteen years. In Stanley regular attendance at school is compulsory from the term in which a child reaches the age of five years until the end of the term in which the child becomes fifteen.

The age limits are applicable throughout the Islands: in the Camp attendance is compulsory for children of between five and fifteen

13 children benefited from this scheme in 1968 and of 14 children in 1969.

Total expenditure on education in 1968 was £59,106 and in 1969 £58,500.

PUBLIC HEALTH

The standard of health is high, as can be expected in a community where there is an abundance of the basic essential food-stuffs easily available to all and where the climate is bracing and the air pure.

Natural immunity from the commoner droplet-infection diseases of more populous countries is low; therefore, a programme of immunisation against tuberculosis, diphtheria, whooping-cough and small-pox is continuously maintained. Further to protect the community from tuberculosis, no immigrants may enter the Colony unless they have been certified free from pulmonary tuberculosis before their departure from their own country.

In 1968, there was an epidemic of measles which spread through the Colony. In 1969 there was an increase in the incidence of colds and throat infections.

Vital Statistics

There were 42 live births and 32 deaths in the Colony in 1968 while in 1969 the figures were 58 and 24 respectively, the latter figure including one serviceman. During the 2 years, diseases of the heart and circulatory system caused 32 of the total of 56 deaths, the oldest person being a centenarian

Hospital Facilities

The Colony has one hospital, situated in Stanley. It is modern and well-equipped, and has 32 beds for the treatment of medical, surgical, obstetric and tuberculosis cases. There were 140 admissions in 1968 and 183 in 1969. Ante-natal and child welfare clinics are held weekly at the hospital.

Medical and Dental Services

For medical purposes, the Falklands are divided into three areas: Stanley with the North Camp of the East Falkland, Lafonia and West Falkland. The Senior Medical Officer and one medical officer are stationed in Stanley and see all patients in Stanley and the North Camp. One medical officer lives at Darwin in Lafonia and deals with medical cases in that area; and the third medical officer is stationed at Fox Bay on the West Falkland, and attends patients on the West Falkland and the islands to the north and west of it.

All settlements in the main East and West Falkland can communicate with a doctor by telephone. All the inhabited islands are supplied with radio-telephones. Standard medical chests are provided at all settlements. The Government Air Service is available for the transport of doctors and patients. As a rule, the camp doctors travel by Land Rover or aircraft to their patients but still occasionally ride on horse-back.

One dentist and a dental technician are stationed in Stanley where there is a modern, fully equipped dental surgery and laboratory in the hospital. Another dentist makes camp tours, endeavouring to visit each settlement in the course of the year.

Medical Department

The staff of the Medical Department includes a Senior Medical Officer, three medical officers, two dental officers, and one dental technician, one matron, three nursing sisters and up to five staff nurses, together with domestic staff and a clerk.

Expenditure on medical services was £44,931 in 1967-68 and £54,986 in 1968-69. Revenue in those years was:

	1967-68	1968-69
	£	£
Medical	7,415	8,556
Dental	983	848
	<u>8,398</u>	<u>9,404</u>

There were no doctors or nurses working for companies and there were no private practitioners.

Local Authority Services

The Stanley Town Council was responsible for street lighting and cleaning, the collection and disposal of garbage, and the maintenance of drains and sewers.

There were two licensed dairies in Stanley at the end of 1969. The dairy herds were examined periodically and all the animals were tuberculin tested.

HOUSING AND TOWN PLANNING

The majority of houses in the Colony are constructed of timber and iron with corrugated iron roofs but the larger public buildings are more frequently built of concrete blocks with tiled roofing. Most houses in Stanley are built on quarter acre plots which allow sufficient ground for the householder to maintain a generous vegetable

garden. Plans for new buildings must be submitted to the Stanley Town Council for approval and must conform to the sanitation and constructional requirements of the Council. The Council also has power to condemn houses which are considered unfit for habitation. Between 1965 and 1968 a number of new houses were erected in the residential area to the west of Stanley. Because of the high cost of building materials few new houses are erected by private individuals and most new building has been for the Radio and Space Research Station and for the British Antarctic Survey.

SOCIAL WELFARE AND AMENITIES

There are three places of worship: Christ Church Cathedral, consecrated in 1892, the Tabernacle (United Free Church), established in 1890; and St. Mary's Roman Catholic Church, established in 1899. Church services are relayed every Sunday evening through the broadcasting station at Stanley.

An old age contributory pensions scheme introduced in 1952 and expanded in 1967 is compulsory for all male and certain female residents in the Colony. The following weekly benefits are paid to contributors on reaching the age of 65 years: married man 93s.; unmarried man, widow or spinster 46s. 6d. Employees between the ages of 18 and 60 contribute 5s. 3d. weekly to the fund, employers contribute 6s. 9d. and self employed persons contribute 12s.

A non-contributory old age pension scheme was introduced in 1961 and provides pensions for old people who were excluded by reason of age from contributing to the Pensions Equalisation Fund and, consequently, from deriving any benefits from the pensions scheme introduced in 1952. Pensions are paid at the following weekly rates: married man 64s., unmarried person 32s., man or woman separated or living apart from his or her husband or wife 32s.

Children's allowances are granted to all parents or guardians at the rate of 10s. per month for each of the two elder children of a family and £1 per month in respect of each other child.

Poor relief is administered by the Stanley Town Council. The amount spent on poor relief in 1968 was £1,168 and in 1969 £806. Accommodation for old and chronic invalids is provided in the hospital. There are no orphanages.

The Stanley Benefit Club, open to all residents, is the oldest club in the territory. It was formed on 23rd July 1859, to provide a fund for the support of members in cases of sickness or accident; it also contributes towards funeral expenses. The total membership is 92. Membership has decreased due mainly to improved social conditions in the territory. For an annual contribution of 30s., sick persons

can draw as much as £136 and thereafter at a rate of 40s. a month. The club will meet funeral expenses up to £30.

The Falkland Islands Branch of the British Red Cross Society met regularly. Chairs were presented to the King Edward Memorial Hospital and donations made to the Persian earthquake relief fund and to the Stanley children's playground for purchase of equipment. Hospital visiting was carried out and Christmas presents provided for hospital patients. The Earl Haig Fund Appeal was again organised each year by the Branch and generous proceeds of the annual collection and dance sent to the Fund's headquarters in London.

The 1st Stanley Company of the Girls' Brigade provided a programme of art, cookery, basketwork and home service classes. Weekly Bible classes were held under the tuition of resident ministers. Monthly competitions and slide shows were held and parties organised at midwinter and Christmas. The cadet section for the 6-9 year olds flourished.

Linda Clifton, a twelve-year-old member of the Girl's Brigade was awarded the Brigade's Distinguished Service Medal, First Degree, for saving life at the risk of her own during a tragic fire in Stanley in January, 1968. The presentation was made by Lady Haskard on behalf of the London headquarters of the Brigade.

The 1st Falkland Islands Company of the Boys' Brigade continued to function successfully. Activities included physical training, drill, indoor rifle shooting and an annual summer camp. The Life Boys, a junior branch of the Boys' Brigade, provided entertainment for boys between the ages of 8 and 11 years.

Each May the Girls' and Boys' Brigades combined to organise a May Ball and a Prince Charming Dance. These events were well attended.

A Youth Club, formed in 1966, organised a variety of social gatherings and outdoor activities. The club attracted considerable support.

There are several social clubs in Stanley, among them the Colony Club, the Falkland Club, the Falkland Islands Defence Force Club and the Working Men's Social Club. These clubs provide facilities for a variety of activities, including billiards, snooker, darts, table tennis and cards. The working Men's Social Club organise annual sports for children and an annual children's fancy dress party. Both events are popular and well-supported.

The Guild of Spinners and Weavers had a total of 40 members in the adult and junior classes at the end of 1969. Interest in this ancient craft is reviving and new spinning wheels have been purchased. A number of home-spun and knitted articles have found a ready market among visitors to the Colony.

The Town Hall, rebuilt in 1950 with the assistance of a grant from Colonial Development and Welfare funds after being destroyed by fire in 1944, contains a large dance hall with stage, dressing rooms, refreshment rooms and a well-stocked public library, as well as certain public offices and the Court and Council Chamber. The chamber was panelled in 1966 with handsome *sapele* wood generously presented by the Government of Nigeria some years previously. The dance hall was re-floored in 1967.

Although Stanley has lacked a museum since the disastrous fire of 1944, a notable collection of material has been assembled in recent years and during the period under review it was put on display in temporary accommodation in the gymnasium building.

A branch of the Women's Corona Society was established in 1955 and holds regular monthly social meetings. In addition the Society organises regular tea meetings in the summer months for the elderly residents of Stanley.

The Stanley Dramatic Society continued to flourish, producing plays each winter and organising play-readings during the summer months. Successful variety shows were staged by the Stanley Players, a new group formed in 1968.

A social club inaugurated at Goose Green in 1966 has proved a most popular enterprise.

The sea temperature around the islands does not lend itself to bathing and consequently few of the inhabitants have learned to swim. The desirability of constructing a swimming pool has long been recognized and a fund was established in 1964 for this purpose. By 31st December 1969 a sum of £5,676 had been raised by public subscription and Government contribution.

SPORT

Full-bore rifle shooting is organised by the Falkland Islands Defence Force Rifle Association which has a keen membership. Annual prize meetings are held and when finances permit representative teams are sent to Bisley to compete in the junior colonial competitions. In 1968 the Falkland Islands team were particularly successful at Bisley. There is a small bore range in the drill hall for winter use.

Association football is a popular sport and the club is strongly supported. Not only do local teams compete for a championship but keenly contested games take place against teams from visiting ships.

The Cricket Club, formed in 1955, organised a number of enjoyable games, mostly against teams from visiting ships.

The Golf Club maintains a course near the Felton Stream west of Stanley racecourse.

Considerable interest is taken in angling. Brown trout (*salmo fario*) were introduced into a number of rivers between 1947 and 1952. These trout have over the years formed a sea-going habit and return to the rivers to spawn. Specimens weighing 7 lb. to 10 lb. are not uncommon. The heaviest trout so far recorded weighed 17½ lbs. The trout fishing season opens on the 1st September and closes on the 30th April. Salmon and sea trout ova have been imported but efforts to establish these fish have not so far succeeded.

Each year there is normally a five-day sports meeting at Darwin, East Falkland, while four of the principal farms on West Falkland hold five-day sports meetings in rotation four years out of five. There was no West Falkland meeting in 1968; in 1969 the meeting was held at Roy Cove. The Stanley Sports Association normally holds a two-day meeting immediately after Christmas with horse racing, gymkhana and athletic events. The 1969 Stanley meeting was postponed to allow a combined meeting to be held with the Darwin and the West Falkland Sports Associations in February 1970.

Sheep dog trials were held at Chartres, Darwin and Port San Carlos in 1968 and at Roy Cove, Darwin and Douglas Station in 1969, followed in each case by a Championship contest organised by the Stanley Sports Association.

The Stanley Badminton Club with between 50 and 60 members organises games in the gymnasium twice a week. These are well supported, particularly in the winter.

The Stanley Squash Club, revived in 1965, is proving popular and matches are played against teams from visiting ships.

Darts is a popular winter game and there is a league in Stanley with up to 14 teams competing. The standard of play is high.

Snooker, played at the Colony Club, the Falkland Club, the Falkland Islands Defence Force Club and the Working Men's Social Club, has a strong following.

Chapter 8: Legislation

LEGISLATION enacted during the period under review included the following measures:

1968

No. 2. *The Family Allowances (Amendment) Ordinance*, increasing the monthly rate of family allowance payable in respect of the third and subsequent children of a family from 10s. to £1.

No. 4. *The Road Traffic (Amendment) Ordinance*, providing for the payment of a fee of £2 to license a motor vehicle.

No. 5. *The Pensions (Increase) (Amendment) Ordinance*, to provide for pension increases ranging from 2% to 16%.

No. 6. *The Licensing (Amendment) Ordinance*, increasing the fee for a Packet Licence from £5 to £10 and providing a penalty for drunkenness and the power to enable police to arrest persons found drunk.

No. 7. *The Lotteries (Amendment) Ordinance*, exempting from the provisions of the Lotteries Ordinance small lotteries incidental to bazaars and private lotteries confined to clubs and suchlike.

No. 10. *The Immigration (Amendment) Ordinance*, giving power to the Immigration officer to require an immigrant to make a deposit for the purpose of defraying expenses incurred in connection with maintenance and repatriation and providing for such immigrants to have the right of appeal.

No. 12. *The British Nationality (Amendment) Ordinance*, increasing the fees payable to bring them in line with those prescribed in the United Kingdom.

No. 15. *The Old Age Pensions (Amendment) Ordinance*, making provision for the payment of contributions by persons temporarily absent from the Colony and for the withdrawal of contributions by contributors leaving the Colony permanently.

Seventeen Ordinances were enacted during the year.

1969

No. 1. *The Income Tax (Amendment) Ordinance*, lowering the point at which the standard rate of tax becomes effective from £6,000 to £2,350.

No. 3. *The Police (Amendment) Ordinance*, making provision for the establishment of a Police Reserve.

No. 4. *The Loan (Telecommunication) Ordinance*, giving power to the Government to raise money from the Savings Bank to finance a loan to offset the costs of improvements to telecommunications facilities in the Colony.

No. 7. *The Non-Contributory Old Age Pension (Amendment) Ordinance*, increasing the weekly payment to a married man from 36s. to 64s. and to an unmarried person from 18s. to 32s.

No. 9. *The Income Tax (Amendment) (No. 2) Ordinance*, implementing proposals designed to encourage sheep farming companies to invest some of their profits in a manner that will increase farming production.

No. 11. *The Commissioners for Oaths Ordinance*, providing for the appointment of commissioners for oaths.

No. 13. *The Firearms (Amendment) Ordinance*, prohibiting the use of firearms on Stanley Common.

Fourteen Ordinances were enacted during the year.

Chapter 9: Justice, Police and Prisons

JUSTICE

During the period under review the judicial system of the Falkland Islands was administered by a Supreme Court and a Court of Summary Jurisdiction both of which usually sit in Stanley. Since the end of 1969 a Magistrate's Court with enhanced powers has been established intermediate between the Court of Summary Jurisdiction and the Supreme Court.

A Court of Appeal, constituted in 1965, hears appeals from the Supreme Court.

Justices of the Peace, residing in Stanley and in the Camp, have the power to deal with minor offences.

The territory retains the part-time services in England of a Legal Adviser.

Local ordinances and regulations are in effect. English law applies down to 1900 and subsequently by special application.

The following tables show the number of civil and criminal cases heard by the courts during 1968 and 1969

CIVIL COURT

	1968	1969
Debt	15	14
Income Tax	10	12
Removal of disqualifications for driving	7	7
Adoption Order	2	3
Custody of children	3	1
Maintenance Order	3	2
Eviction Order	2	—
Consent to Marriage	1	—
Other cases	4	3

COURT OF SUMMARY JURISDICTION

	Cases Heard		Discharged		Convicted	
	1968	1969	Adults	Juveniles	Adult	Juveniles
<i>Offences against the person</i>						
Assaults	4	3	—	—	7	—
<i>Offences against property</i>						
Larceny	5	11	—	—	15	1
Wilful damage	5	7	1	—	4	7
<i>Offences against Local Ordinances</i>						
Road Traffic	19	24	2	—	40	1
Licensing	20	29	2	—	47	—
Income Tax	—	2	—	—	2	—
Old Age Pensions	12	—	6	—	6	—
<i>Offences against the Peace</i>						
Firearms	4	1	—	—	5	—
Sexual offences	2	2	—	—	4	—
Other cases	1	13	3	—	11	—
	4	3	—	—	6	1

SUPREME COURT

	1968	1969
Appeals	3	1
Judgment debtor	1	—
Contract	—	1
Income Tax	2	—
Larceny	—	1
Defamation	1	—
Divorce	7	1
Custody of children	1	—
Sexual offences	1	13
Obscene publications	—	2
Other cases	2	1

TYPES OF PUNISHMENT (1968 and 1969 combined)

Court of Summary Jurisdiction	Convicted		Imprisonment		Fined		Bound over			Imprisonment by length of service
	M.	F.	M.	F.	M.	F.	Bound over			
							M.	F.	J.	
Assault	7	—	1	—	5	—	1	—	—	1 male 7 days
Larceny	16 (a)	1	1	—	15	1	—	—	—	1 male 2 months
Damage to property	3	1	—	—	3	1	—	—	—	
Road Traffic	38	2	—	—	38	2	13 (b)	1 (b)	—	
Licensing	43	4	1	—	5	—	37 (c)	4 (c)	—	1 male 21 days 5 males involving 11 counts, sentences 3 months—3 years.
Sexual offences	11 (d)	—	5	—	—	—	—	—	—	
Other cases	17 (e)	—	—	—	13	—	4	—	—	

(a) 1 committed to Supreme Court for trial.

(b) Disqualified from driving in addition to other penalty.

(c) Indicates prohibition orders.

(d) Committed to Supreme Court for trial.

(e) 2 committed to Supreme Court for trial.

POLICE

The authorised establishment of the Falkland Islands Police Force consists of one inspector, one sergeant and five constables. There is a Reserve Force of six constables.

Crime

In 1968 nineteen charges in respect of indictable offences were made against eight persons and in 1969 thirteen charges against eleven persons. During the two-year period proceedings were taken against nine juveniles.

Other Police Duties

The Inspector of Police is the Government Fire Precautions Officer and on occasions undertakes the duties of Immigration and Customs Officer. The Police make quarterly checks on all fire equipment in Government buildings. The Department carries out all driving tests, registering of vehicles imported into the territory, the issue of driving licences, gun, dog, penguin egg and trout fishing licences.

PRISON

There is one small prison in Stanley. All members of the Police Force act as Prison Officers. A matron is employed to supervise cooking and assist with female prisoners.

In 1968 two male prisoners served sentences of one month. In 1969 six male prisoners served sentences ranging from 3 weeks to one year.

*Chapter 10: Public Utilities and Public Works***ELECTRICITY**

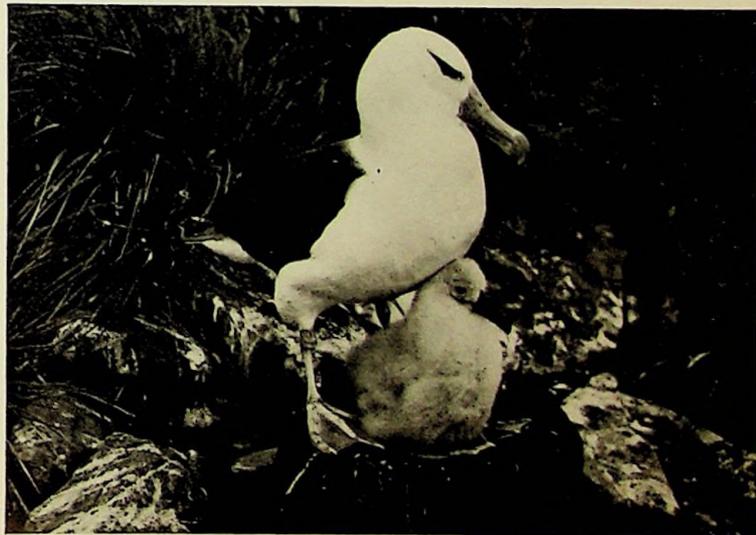
Continuous electric power is supplied to Stanley from a Government owned and operated diesel power station, having an output capacity of 850 kW. The supply voltage is 230/400 volts at a frequency of 50 cycles per second. Distribution is overhead.

The tariff, which is reviewed annually, remained 4½d. per unit during 1968 and 1969.

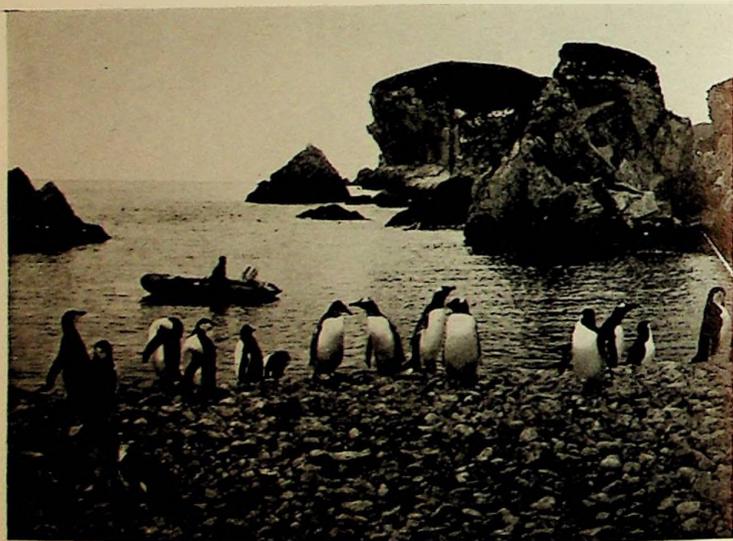
Output of electrical energy has risen in each successive year since 1950, when it stood at 0.3 million units, to 2.5 million units at the end of 1969.



*Old and new at Sparrow Cove;
the steamship Great Britain and SNR 6 hovercraft.*



Black browed albatross and chick, New Island



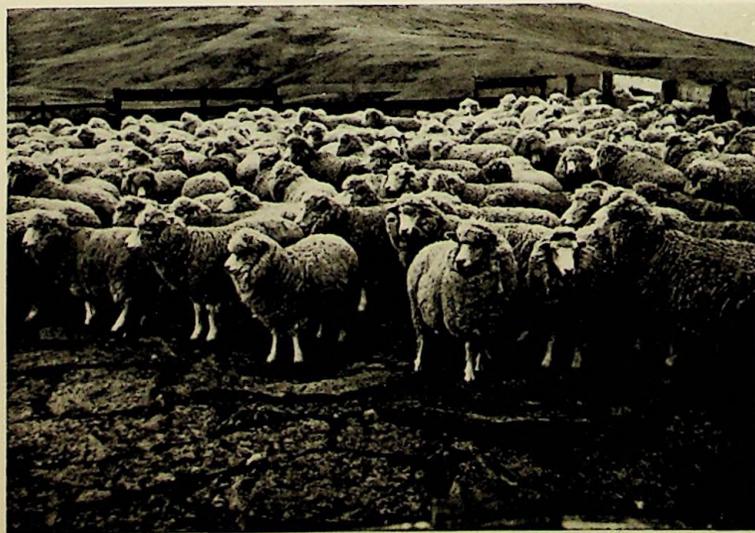
Gemini craft at Cooper Island, South Georgia



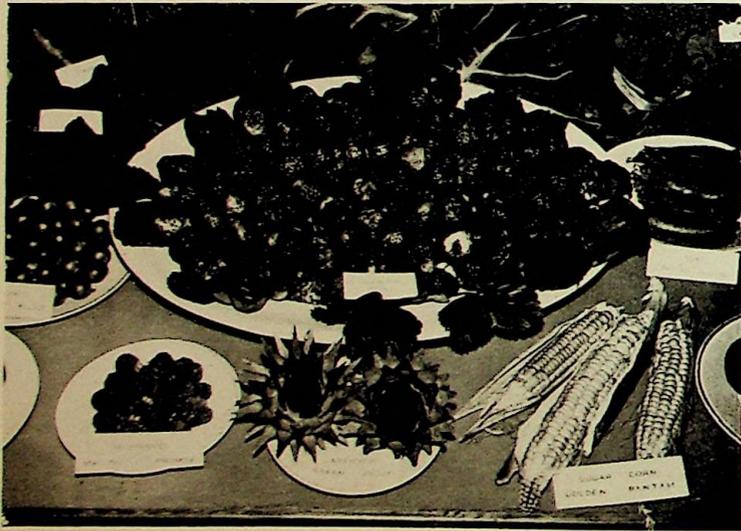
Chinstrap penguin, South Georgia



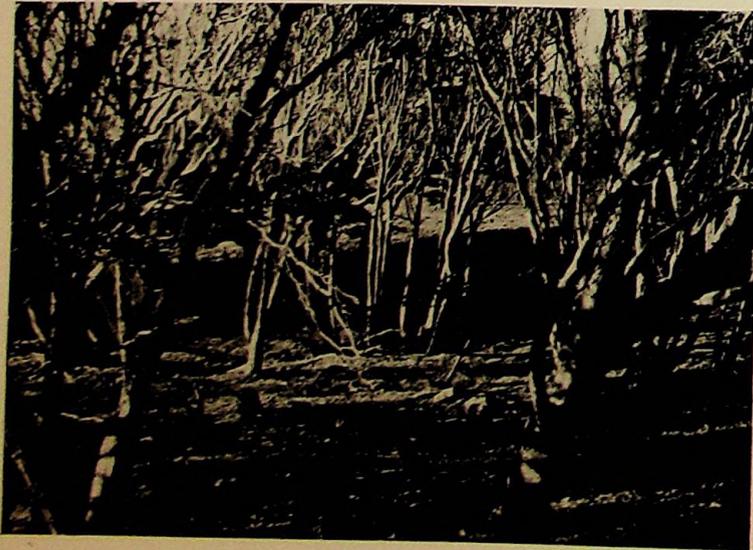
Lambs crossing Old House Stream, Chartres



In the pens at Chartres



*The Falklands are noted for luscious strawberries;
an exhibit at the annual horticultural show*



A grove of notofagus trees at Hill Cove

The Electricity Department undertakes the repair and maintenance of all Government electrical installations. There being no registered electrical contractors the Department also accepts private installation work.

Outside Stanley most of the farms have their own generating plants some supplying power to a single house, while others with a larger generating capacity supply a whole settlement. Output from these sets rarely exceeds 12kW. Voltages vary from 110 to 230 A.C. and D.C. Many of the outlying shepherds' houses have their own lighting systems, some being fed from 12 volt batteries charged by wind driven generators, although a more recent trend has been to replace these by small air cooled diesel generators with outputs of $1\frac{1}{2}$ kW at 230 volts A.C.

WATER SUPPLY

For Stanley the Moody Brook filtration plant pumps water a distance of three miles to a 355,000 gallon capacity reservoir which in turn supplies a 38,000 gallon high level tank above the town, where daily consumption averages about 76,000 gallons for domestic and industrial use and watering ships.

In the Camp piped water supplies are in operation at every farm.

PUBLIC WORKS

The Public Works Department was responsible for the maintenance of all Government owned properties and furnishings, Stanley roads, water supply, drainage, sea walls, quarry stone crushing and Government transport and plant.

New work undertaken by the Department included the erection and fitting out of a two-classroom block and modernisation of lavatories at the Stanley junior school; completion of a spacious joiners' workshop equipped with essential machine tools and heating; adaptation of old workshops to plant and timber storage; and the conversion of central heating systems from peat to oil at the drill hall, the police station, the central store, Sullivan House and at two ancillary buildings at Government House.

The programme of concreting roads in Stanley was carried a stage further along Fitzroy Road and Philomel Hill. About two-fifths of Stanley roads, including that leading to the filtration plant at Moody Brook, are now constructed of concrete, a material having the great advantage of requiring very little maintenance.

Chapter 11: Communications

SHIPPING

R.M.S. *Darwin*, a modern vessel of 739 registered tons and capable of carrying 40 passengers, averaged 12 round trips to Montevideo annually, carrying mail, freight and passengers. The vessel is owned by Darwin Shipping Limited, a subsidiary of the Falkland Islands Company. In addition to being the main link with Montevideo the vessel undertook regular coastwise voyages to the principal settlement ports in the territory. A Danish vessel, the m.v. *A.E.S.*, chartered by Darwin Shipping Limited to bring supplies from the United Kingdom and to take back the wool clip, made four voyages a year in each direction.

R.R.S. *Shackleton*, R.R.S. *John Biscoe* and m.v. *Perla Dan* provided communication between Stanley, South Georgia, the British Antarctic Territory and South America between November and April each year. R.R.S. *Shackleton* was withdrawn from service with the British Antarctic Survey in 1969.

H.M.S. *Protector's* last commission was in the season 1967-68, whereafter she was replaced by H.M.S. *Endurance* on patrol duties in the southern summer in Falkland Islands waters and the Antarctic.

H.M.S. *Arctusa*, the Royal Fleet Auxiliaries *Dewdale* and *Wave Chief*, the cruise ships *Navarino*, *Sagafjord*, *Kungsholm* and *Hanseatic* and five Russian fishery vessels were among ships which visited Falkland Island waters. The United States Army vessel FS 216 became a familiar sight, plying between Montevideo, Stanley and South Georgia in support of the Geodetic Survey party there.

The following table shows the number of vessels which entered and cleared Stanley.

	1968	1969
Number of ships entering	49	37
Number of ships clearing	50	37
Net tonnage in	97,759	51,396
Net tonnage out	99,761	51,396

ROADS AND VEHICLES

There are about 12 miles of concrete or macadamised road in and around Stanley. The main road along the sea front, on which most of the principal buildings are situated is made of concrete.

Unsurfaced tracks connect most settlements on the main East and

West Islands and travel is possible by means of Land Rover or motor-cycle, depending on weather conditions.

At 31st December 1969 there were some 1,029 motor vehicles of all types in the territory, approximately half of which were used in Stanley.

During the period under review 82 vehicles of all descriptions were imported, practically all of which originated in the United Kingdom.

AIR SERVICE

The Falkland Islands Government Air Service, inaugurated in 1948 with one J.5 Auster landplane, operated throughout 1968 and 1969 with two single-engined De Havilland DHC2 Beaver seaplanes. The original medical and mail service has been expanded over the years to include passengers, freight and private charter.

During 1968 3,692 passengers, 7,561 lbs. of excess luggage and 6,681 lbs. of freight were carried; and in 1969 3,867 passengers, 8,066 lbs. of excess luggage and 8,988 lbs. of freight were carried. Medical officers, dental officers and patients made up approximately 10 per cent of the total passengers. In each of the years under review record numbers of passengers were carried.

It is an indication of the popularity of the air service that in 1969, when 3,867 passengers were carried, visits outside Stanley were made to a total of 40 settlements and shepherds' houses on 2,158 occasions as well as 40 visits to 5 uninhabited places, mostly to land anglers and holiday makers.

Camp teachers are frequently flown between mainland settlements and outlying islands and camp children attending school in Stanley and Darwin are in the main carried by aircraft.

In addition to mail delivered on routine passenger flights, mail is also dropped at outlying settlements. Under normal conditions incoming mail is delivered at all destinations in camp within 48 hours of arrival by ship in Stanley.

Livestock, mainly dogs, cats and poultry, is carried.

There is at present no international air service connecting the Falkland Islands with the outside world.

POSTS AND TELECOMMUNICATIONS

The General Post Office is situated in Stanley and has six sub-post offices under its control—one at Fox Bay, one at South Georgia in the Dependencies and four in the British Antarctic Territory. Stanley is the main reception and distribution centre for mails received from overseas. Normally about 17 inward and outward

mails are handled annually, all being received or despatched by sea via Montevideo or Punta Arenas. In addition, there are occasional direct mailing opportunities to and from the United Kingdom by sea. There are no international air line connections with the mainland of South America; external airmail is taken to Montevideo or Punta Arenas by sea and onwards by air. The distribution of letter mails between Stanley and the outlying farm settlements is carried out by the Government owned air service, the heavier mail being delivered by sea or cross country by Land Rover and to a lesser extent by horse.

External telecommunications are operated by the Government from its wireless station in Stanley, first opened in 1912 and handling all Government and commercial traffic. There are daily schedules with London, Montevideo, Buenos Aires, Fox Bay and with ships in neighbouring waters.

There are three leased private telegraph circuits between Stanley and London, one being full speed and two quarter speed.

On 4th December 1967 the first public telephone service was opened between Stanley and the United Kingdom. A number of other countries were subsequently included in the service.

Internal communications on the East Falkland are operated by means of a radio telephone network and by land line telephone. The central exchange is situated in Stanley and the majority of the sheep stations on the East have their own lines connected to the central exchange. Five operators are employed and a 24-hour service is maintained. On the West Falkland the telephone network converges on Fox Bay, where there is a Government owned wireless telegraph and radio-telephone station for inter-island traffic.

Communications with the British scientific bases in the Antarctic are maintained by the British Antarctic Survey's wireless station which is situated in Stanley.

Chapter 12: Press, Broadcasting and Films

PRESS

Periodicals published in the territory, other than the official Gazette, are the *Falkland Islands Monthly Review*, which appears on the first Monday of each month, *St. Mary's Herald*, published about the 16th of each month, and the *Falkland Islands Journal*, devoted to items of historical, geographic and social interest which is published annually. A weekly newsletter is broadcast to Stanley, the Camp and South Georgia every Friday evening.

BROADCASTING

The Falkland Islands Government established the first colonial broadcasting service when in the early part of 1929 a wired broadcasting system was started in Stanley; the service covered not only the town but also many parts of the East Falkland, the programmes being carried to outlying farms by the normal telephone lines. Wireless broadcasting from a radio transmitter became a regular feature in 1942. The outlying districts are now covered by radio, while the rediffusion system continues to operate in Stanley. Using both methods a complete island coverage is maintained.

The broadcasting service is controlled by a voluntary committee under a director. A salaried secretary is employed.

Programmes of from five to seven hours' duration are broadcast daily and there are four part-time announcers. B.B.C. news bulletins, commentaries and sports results are broadcast regularly, and extensive use is made of the B.B.C. and other transcription services. Local features and some overseas programmes are recorded and rebroadcast.

Seven hundred and forty-nine wireless receiving licences were issued during 1968 and in the same year 355 wired broadcasting subscriptions were paid. The figures for 1969 were 711 and 347 respectively.

FILMS

The Central Film Library, established in 1953 has a membership of 23, made up of 20 farm settlements, R.M.S. *Darwin*, the Naval barracks at Moody Brook, and a commercial hirer who exhibits films in Stanley once a week. The library operates on a non-profit basis and obtains films from a number of distributors in the United Kingdom and from the Central Office of Information in London.

Films of educational value are shown at the Senior School in Stanley and at Darwin Boarding School.

The Council of Christ Church Cathedral acquired a 16 m.m. projector in 1964 and provide a popular supplementary programme.

INFORMATION SERVICES

Literature and items of information received from the Central Office of Information in London and from the British Council are handled and circulated by the Education Department.

Chapter 13: Local Forces

THE Falkland Islands Volunteer Corps, first formed in 1892, was reconstituted in 1920 as the Falkland Islands Defence Force. Service in the force is voluntary. Training was carried out with the aid of Royal Marine instructors stationed in the Colony. The Force took part in ceremonial parades including the birthday of Her Majesty the Queen, Remembrance Sunday and the anniversary of the Battle of the Falkland Islands.

Chapter 14: Radio and Space Research Station

THE Radio and Space Research Station (R.S.R.S.) at Slough, England, one of the establishments of the Science Research Council, maintains and operates an ionospheric observatory and a satellite data acquisition station in Stanley. These have been in operation since 1947 and 1962 respectively. It is also responsible for a separate satellite data acquisition station on behalf of the European Space Research Organisation (E.S.R.O.), which has been in use since the launch of the first E.S.R.O. satellite in 1968. For these various purposes about twenty technical staff are employed in Stanley, one of whom is locally engaged, together with six locally employed ancillary staff.

The ionospheric observatory makes routine measurements of the properties of the ionosphere at hourly (and occasionally quarter-hourly) intervals, and is currently engaged in a collaborative programme with similar stations operated at the British Antarctic Survey bases.

The E.S.R.O. data acquisition station has made observations on all four satellites launched for that organization. At the R.S.R.S. station observations continue on satellites which sound the ionosphere from above, the latest of which, ISIS-1, was launched in January 1969. Data were also regularly acquired from the British satellite Ariel III until shortly before it was switched off in September 1969. It is of interest that Ariel III and two of the E.S.R.O. satellites carry experiments designed at R.S.R.S. Slough.

Chapter 15: Meteorological Services

DURING the period under review meteorological services within the Colony and Dependencies were provided by the Falkland Islands Government Meteorological Service. Facilities for this service, other than staff, were supplied and financed by the British Antarctic Meteorological Service, who also disseminated all the meteorological data from the colony and dependencies for international use.

The Falkland Islands Government Meteorological Service was for the period of this review run by a staff of one forecaster employed full time by the Falkland Islands Government.

The main functions of this service were:

- (i) the organisation* of meteorological observations in the Falkland Islands and South Georgia, the latter until mid-November 1969;
- (ii) the provision of forecasts for the general public and government air service within the colony and the provision of forecasts on request for international shipping in the Falkland Islands coastal waters, the dependencies and British Antarctic Territory;
- (iii) the preparation of climatological data for stations in the Falkland Islands and South Georgia, the latter until mid-November 1969;
- (iv) limited investigations into the meteorology of the Falkland Islands.

*see The Dependencies Part II Chapter 12.

PART III

Chapter 1: Geography

THE Falkland Islands lie in the South Atlantic Ocean, between latitudes 51° and 53° South and longitudes 57° and 62° West. The archipelago is separated from the South American mainland by about 300 miles of sea. It comprises two large islands and some 200 smaller islands with a total land area of approximately 4,700 square miles, comparable in area with Northern Ireland but spread over a much greater extent.

The distance from Stanley to New Island, the most westerly settlement, is somewhat greater than that from London to Cardiff while the distance between the most northerly and southerly settled areas approximates to that between Oxford and the Isle of Wight. Montevideo, in Uruguay, the normal port of entry for the Falkland Islands, lies 1,010 miles north of Stanley.

Complete aerial photographic cover of the territory exists and excellent topographical maps are available on scales of 1 : 50,000, 1 : 250,000 and 1 : 643,000.

GEOLOGY AND LANDFORMS

The Falkland Islands are composed almost entirely of Palaeozoic and Mesozoic sedimentary rocks. Some of these have strong lithological and palaeontological affinities with those of South Africa, Uruguay and Southern Brazil. Although the islands lie on the edge of the Patagonian Continental Shelf, there is no stratigraphical connection between the Falklands and the nearer parts of the South American mainland. The extensive Tertiary deposits of eastern Patagonia are not represented in the Falkland Islands nor is the great oil-bearing Cretaceous geosyncline of eastern Tierra del Fuego. The axis of Andean folding is supposed to lie to the south of the islands, through Burdwood Bank, whence it is continued as the Scotia Arc to South Georgia, the South Sandwich Islands and ultimately to the Antarctic Peninsula.

The distribution of rocks within the Falkland Islands is now fairly well known. West Falkland and the adjacent islands are predominantly composed of Palaeozoic sedimentary rocks, quartzites, sandstones and shales, with a few minor occurrences of tillite and a

small exposure of the Archaean basement complex at Cape Meredith in the extreme south.

The northern part of East Falkland is composed, too, of the Palaeozoic sedimentary rocks, with the main development of younger strata in Lafonia and the surrounding islands. These Mesozoic rocks are represented by sandstones and mudstones which may be equated with the Gondwana succession of other parts of the Southern Hemisphere.

The main structural elements in the islands are folds which occurred after the deposition of the youngest Mesozoic rocks. Two main fold directions may be recognised. The first trends east-west across the northern part of the islands; the second is roughly parallel to the direction of the Falkland Sound and is exposed along the western side of it. It is now believed that folding along both axes was contemporaneous and may, indeed, form a single system.

The close relationship between the rock succession and fossil fauna of the Falkland Islands and parts of southern Africa has been frequently quoted as evidence to substantiate the hypothesis of continental drift. Recent research into the structures of the Falkland Islands suggests that this group may have moved from the vicinity of south-east Africa and that the rocks of the Falklands represent the missing portion of the truncated Karroo basin of Natal and eastern Cape Province.

Although it has been stated that the Falkland Islands were ice-free during the quaternary era when adjacent parts of the South American mainland were glaciated, there is convincing evidence that at least the mountains over 2,000 feet experienced local glaciation. The broad summits of Mount Osborne and the mountains of West Falkland are sharply scalloped by pronounced corries. Such steep-sided amphitheatres owe their form chiefly to the erosive action of small glaciers that were probably nourished by snow and ice domes located on the broad mountain tops. Investigations are at present being made to establish the terminal limits of these glaciers as defined by the morainic ridges deposited at their snouts. Since the ice domes and glaciers appear to have been confined chiefly to mountain areas whose summits exceed 2,000 feet, large areas of the Falkland Islands remained ice-free and experienced a periglacial climate. During such conditions of severe cold large accumulations of boulders—stone runs, as they are called—formed on the hillsides and valley floors of upland areas. They are particularly well developed in areas of quartzite bedrock. The origin of the stone runs has been attributed to solifluction—the mass movement of shattered debris down the valley sides under the influence of frost-and-thaw action.

Two main morphological elements may be recognised, the mountains which occur in the areas of folded Devonian-Carboniferous sandstone and quartzite, and the great plain of Lafonia, where the Mesozoic rocks are exposed. The principal mountain ranges follow the trend of the folded quartzites, from east to west across both main islands and parallel with Falkland Sound on West Falkland. The hills occasionally rise to about 2,300 feet (Mount Osborne on East Falkland is 2,312 feet high; Mount Adam on West Falkland is about 15 feet lower), but the general summit levels are between 1,500 and 2,000 feet. On East Falkland, the main upland ridge of Wickham Heights rises steeply along the southern edge of the folded quartzites. The tillites and Mesozoic sedimentary rocks which lie to the south have been considerably less resistant to erosion so that, where these have been folded, the terrain consists of low parallel ridges rising to little more than 200 feet. South of the great inlets of Choiseul Sound and Brenton Loch, where the rocks are virtually undisturbed, the whole country is a flat plain which seldom rises more than 100 feet above sea-level.

Generally speaking, the rivers are small. The valleys show close adjustment to structure. The numerous intricate inlets round the coast, many of which form magnificent harbours, were originally formed by river action when the sea-level was at least 150 feet lower than at present. The subsequent submergence, which formed the characteristic ria inlets, appears to have been the dominant movement which has controlled the later development of the coast.

As far as investigations have gone, it appears that the islands have no mineral wealth because none of the sedimentary rocks contains minerals which are of economic value. The only local fuel is low-grade peat. The impermeable nature of the quartzites and sandstones has greatly hampered drainage and most of the rocks lack important minerals for plant growth. Limestone is absent and soils are acid in reaction. Successive surveys of the islands for economic minerals have shown that only the beach and dune sand could conceivably have any value but in islands as remote as the Falklands their exploitation for glass-making cannot be regarded as an economic venture.

CLIMATE AND VEGETATION

The Falkland Islands lie on the northern edge of the depression belt through Drake Passage; they are thus dominated by westerly winds and by the continuous variation of weather caused by the procession of air masses and fronts across them. The islands lie in the lee of the South American continent, but are separated from the mainland by about 300 miles of relatively cold sea. Although the warming and

drying influence of the Andes is still felt in the islands, the effect upon the climate is considerably modified by this sea passage. The climate of the Falkland Islands is characterised by the narrow temperature range, strong winds, seasonal uniformity and day-to-day variability of weather which are commonly associated with an oceanic situation in temperate latitudes.

The majority of long-term climatic records which are available for the Falkland Islands depend upon observations which have been made in the vicinity of Stanley. Consequently there is little precise knowledge as to how temperature and rainfall vary through the archipelago as a whole. Several farms keep rainfall records but these data do not cover a long enough period to permit a statistical assessment of rainfall distribution. At Stanley the mean monthly temperature varies between 49°F. in January/February and 36° F. in July. The air temperature has never been known to exceed 79° F. or to fall below 12°F. No month is entirely frost-free, although the air temperature rarely falls below 32° F. in January or February. Average values for relative humidity are high and in consequence, the average cloud amount is large. However there is very little atmospheric pollution, and about 35 per cent of the total possible sunshine is recorded annually; this is about the same as at many places in the United Kingdom. Fog is rare except on the hills, and dense fog, with visibility of only a few yards, does not occur. The rainfall at Stanley is about 25 inches, spread fairly evenly throughout the year, with a maximum in summer (December and January) and a minimum in early spring (September and October). The number of days with rain is high throughout the year (16–21 days per month). Snow falls on about 50 days during the year and has been recorded in every month. Snowfalls are, however, light and soon melt. The wettest year on record was 1911, when 37 inches of rain were measured. The driest year was 1960, with only 19·4 inches.

The prevailing winds are westerly. More than two-thirds of the winds blow from the quadrant between south-west and north-west. There is little seasonal variation in wind direction or speed, and the mean speed is quite high at around 17 m.p.h. Gales are recorded on an average of about four occasions per month, but storm force winds and gusts in excess of 70 m.p.h. are almost unknown; calm conditions occur more frequently than do gales. It is noticeable that most newcomers to the Falklands, who have read in advance the statistics of the climate, are favourably impressed by the weather as experienced in these islands.

The cool, windy climate has prevented natural tree-growth. The natural climax vegetation of the Falkland Islands is a grassland with certain species of heath and dwarf shrubs, which form plant com-

munities similar to the moorland vegetation of upland Britain. The monotonous succession of arenaceous and argillaceous sedimentary rocks, with the absence of limestone, is reflected in the uniformity of the sub-soil type. The top-soil is generally peaty, though the thickness of the peat horizon may vary from less than one inch to more than fifteen feet. Much of the uplands are comparatively bare of vegetation, comprising eroded peat, scree and stone runs.

The grasslands of the Falkland Islands represent the sole natural resource which has proved capable of economic exploitation throughout the entire history of colonisation. Following the first settlement by the French in 1764, cattle ran wild on East Falkland. By 1840, the number of wild cattle had reached some figure between 50,000 and 100,000 and appeared to be increasing rapidly despite the large numbers killed annually. During the early years of the colony, the export of hides represented the principal economic activity. Within ten years, however, sheep began to replace the wild cattle which were systematically slaughtered until, by 1880, they had been virtually exterminated. During the last 30 years of the nineteenth century, sheep-farming developed rapidly. Between 1893 and 1899, there were more than 750,000 sheep in the islands. This appears to have been a greater number than the pastures could support by the methods of large-scale ranching which have always been employed. After 1898 there was a decline in the number of sheep but this has levelled off. In recent years there has been an increase in wool production.

Little precise information was available until 1938-39 when the islands were first examined by a competent ecologist; the results of this work showed that the major subdivisions of the grasslands are composed of comparatively few species which have any significant nutritional value. Pasture improvement experiments are at present being carried out by several farms on East and West Falkland.

The Director of the Hill Farming Research Organisation in Scotland visited the islands during 1960-61 in connection with improvement to the pastures and to the sheep industry generally.

WILD LIFE

The Falkland Islands have a fascinating and perhaps unique collection of wild life still to be found in completely unspoiled areas of natural landscape.

The deep waters of the South Atlantic which surround these islands are rich in marine life, supplying vast quantities of food for a variety of species breeding within the archipelago.

One of the most abundant of marine creatures, krill, a shrimp-like

creature, is the key link in the main food chain. Feeding directly on the one-celled plants of the sea, diatoms, the krill in turn supports not only fish and seals but countless thousands of penguins and other sea-birds, including the black-browed albatross.

Over half the islands' breeding birds are largely dependent on the sea for food. Species include the grey-backed storm petrel, sooty shearwater, thin-billed prion, diving petrel and the king shag.

Penguins are perhaps the most striking feature of bird life in the Falkland Islands. Three main species are found breeding, namely the rockhopper penguin, Magellan or jackass penguin, and the Gentoo penguin. Two other species, the macaroni penguin and king penguin are comparatively rare; the latter is slowly re-establishing small breeding colonies.

Around the coasts the territories of the Falkland flightless steamer duck or logger duck (*Tachyeres brachypterus*) are contiguous, with the kelp goose (*Chloephaga hybrida*) present at frequent intervals. Oystercatchers, night heron, plover and several species of gull feed along the shore. Terns, white-rumped sandpipers, sheathbills and skuas are summer visitors.

In places where there are fresh water ponds, especially near the coast, the upland goose (*Chloephaga picta leucoptera*) and ruddy-headed goose have contributed to the formation of fine green grass by continued cropping. In such areas a variety of bird life can be found. The two previously mentioned species are common and may be seen in fairly large groups in selected areas. Yellow-billed teal, Chiloe widgeon, Rolland's grebe and crested duck frequent such areas.

Inland, the ground is covered by low shrubs, coarse grasses and ferns, with lichen-covered outcrops breaking the landscape. In such areas the more common species of bird are the military starling, a handsome bird, the male having a brilliant scarlet breast, the black-throated finch, the Falkland pipit and the ground tyrant. Predators are Cassin's falcon, the carancho and the red-backed buzzard.

In sharp contrast to the main islands many of the small offshore islands which make up the archipelago are covered in tussac grass. This giant grass forms a base which often measures two to three feet in diameter and three to four feet in height. On the top of this base, the tussac throws up its stems and narrow leaves, the complete plant often reaching a height of seven or eight feet. Of the 60 different species of bird known to breed in the Falkland Islands, 30 can be found nesting on tussac islands. Species of petrels nest in burrows below and in the tussac bases, while two species of wren, a Falkland thrush, and tussac bird (*Cinclodes antarctica*) are common on many of these islands.

The value of tussac islands for the future preservation of our wild

life is considerable and in view of this a number of such islands are now protected by a Nature Reserves Ordinance and a Wild Animals and Birds Protection Ordinance.

There are now no known indigenous land mammals in the islands. Formerly there was a wild fox, known as the "warrah", a species peculiar to the Falklands, but it has become extinct, the last known specimen being killed on West Falkland in 1876. Mice, rats, rabbits, hares and on certain islands foxes of a Patagonian species and guanaco occur, all having probably been introduced by man in the last century.

Amphibious marine mammals are represented by seal, which are to be found in many of the more isolated areas of our coasts.

The southern sea lion is still perhaps the most abundant of the three major species breeding in the Falklands. Forming breeding colonies of between twenty and perhaps as many as three hundred animals, the sea lion occupies sites on rocky foreshores of the main islands and many of the smaller offshore tussac islands.

Except in a few comparatively inaccessible areas, the fur seal is rarely seen. This small seal, which came close to being killed out in these waters by the the early sealers, is now probably fairly well established again at the four or five colonies known to exist in the archipelago; it might however still be classed as an uncommon species.

The elephant seal represents the one other species of seal found breeding in the islands. This huge seal (males can attain the length of twenty feet and weigh over three tons) is to be found in small groups in many areas of the Falklands. Not being agile on land, the species prefers sand or shingle beaches on which to breed. While elephant seal are a fairly usual sight on our coasts, it is doubtful if their total population figure would approach that of either of the two previously mentioned species.

Occasionally the less common leopard seal is to be seen on Falkland beaches, although it is not known to breed here. A carnivore, this seal preys on a variety of species including penguins and other seal.

Of the true marine mammals to be seen in Falkland waters, Peale's porpoise and Commerson's dolphin are perhaps the most common species.

Whales are now unfortunately a rare sight, although stranded specimens of bottle-nosed whale, Cuvier's beaked whale, strap toothed whale and sperm whale have all been discovered on the shores.

POPULATION, LAND TENURE AND ECONOMY

The population is almost entirely of British origin, with a very small admixture of Scandinavian and Latin American blood. The first

settlers, some of whose descendants still live in the Colony, began to arrive during the uneasy years which followed the establishment of the Colony in 1833. During the remainder of the nineteenth century the population increased until it had reached about 2,000 in 1900. During the whole of the twentieth century, the population has fluctuated between 2,000 and 2,300. This unique condition of an almost static population may be accounted for by the fact that, owing to the limited economic opportunities, emigration from the islands has practically balanced the natural increases throughout the period.

During the early development of the Colony, great emphasis was laid upon its strategic position, both as a naval base and as a port of call for ships rounding Cape Horn. In consequence, the development of the land was largely neglected and no proper system of land tenure was ever devised. The Falkland Islands are unique among the colonies in that the freehold title to all the land, save a few thousand acres, was sold without any proper survey. The land on East Falkland was taken up first and most of it was sold by 1860. Colonisation of West Falkland began in 1867 and, within two years, virtually the whole of the land had been sold. The land thus acquired was converted into large sheep farms. Today, the Falkland Islands Company owns about half the entire area of the Colony. Extensive ranching of sheep for wool represents in fact the sole economy of the islands.

From time to time, attempts have been made to exploit other natural resources or to diversify the ranching economy but all these have ultimately failed. During the late nineteenth century, Stanley was an important revictualling port with a primitive ship-repairing industry. These activities began to dwindle after steamships started to replace sailing ships and finally died when the opening of the Panama Canal diverted shipping from the Cape Horn route. Sealing had been carried out sporadically since the earliest days of settlement in the islands, but since the wholesale destruction of the valuable Southern fur seal in the early years of the nineteenth century, the other, oil-producing species of seal have had less economic importance. The last attempt at commercial sealing was made by the Colonial Development Corporation, but survived for only three seasons. An effort was made to establish a meat freezing plant at Ajax Bay, East Falkland, but this project, also assisted by funds from the Colonial Development Corporation, was discontinued in 1955 and the plant was put up for sale. Whaling was carried out for a few years before the first World War, when a shore factory was built on New Island, West Falkland. This was always subsidiary to the greater activity at South Georgia, whither the company moved in 1916.

SETTLEMENT AND COMMUNICATIONS

The capital of the Colony is Stanley and about half the total population live there. The only other settlement of any size is Goose Green in Lafonia, with a population of about 100. The other settlements are sheep stations. The site of Stanley was originally selected because it had special advantages of accessibility and protection for sailing vessels. Today, its peripheral situation, near the north-east corner of the islands, is a disadvantage because many farms are remote from this site. The outlying settlements lie close to navigable water to facilitate the shipment of wool.

While there are motor roads in Stanley rough tracks negotiable by Land Rover-type vehicles and motor cycles connect most of the sheep stations. A growing number of Land Rovers, jeeps and motor cycles has recently become a feature of camp life. The bulk of heavy supplies is transported by sea; light goods, passengers and mail are carried by air. The introduction of an internal air service in 1949 has done much to reduce the isolation of many of the outlying farms.

Communications with the rest of the world are largely confined to the voyages made about twelve times each year to Montevideo in Uruguay by R.M.S. *Darwin*, owned by Darwin Shipping Limited, a subsidiary of the Falkland Islands Company. The same ship calls at Punta Arenas in Chile if inducement offers.

Chapter 2: History

THE sixteenth century saw the adventurers and discoverers from the leading countries of Western Europe sailing further and further south. By the time Drake circumnavigated the globe in 1577-80 the existence of the eastern coast of South America might be said to have been common knowledge to the cartographers of the time. Even so it was not until shortly before the turn of the century that the group of islands now known as the Falkland Islands was sighted for the first time.

The history of the Falkland Islands begins with the second voyage of Sir Thomas Cavendish whose expedition sailed from England in 1591. Nine months after starting, the ship *Desire*, captained by John Davis, was driven off course in "a sore storme".¹ Fortunately

1. A. H. Markham, "The Voyages and Works of John Davis". 1880, pp. 107-9.

for Davis his ship was "driven in among certaine isles never before discovered . . . lying fiftie leagues or better from the shoare east and northerly from the streights."¹ The Falkland Islands were thus first sighted on the 9th August 1592.

Following the initial discovery by Davis, history records other early navigators sighting the islands, including Sir Richard Hawkins in February 1594, who wrote: "The lande, for that it was discovered in the raigne of Queene Elizabeth my soveraigne lady and mistress, and a maiden Queene, and at my cost and adventure, in a perpetual memory of her chastitie, and remembrance of my endeavours, I gave it the name of 'Hawkin's Maidenland'.²

Sebald de Weert, a Dutchman travelling northwards up the Patagonian coast on his way home, sighted the north-western part of the Falklands in January 1600 and called the three islands he saw the Sebald Islands but the name did not persist and these islands are now known as the Jason Islands.

Ninety-eight years after Davis first sighted the islands, Captain John Strong of the *Welfare* made the first recorded landing on 27th January 1690. Strong gave the name Falkland to the Sound between the two principal islands—"Fawkland Sound as I named it"³—though it was not long before that name was applied to the group of islands as a whole. Strong named the Sound after Viscount Falkland, Treasurer of the Navy.

Visitors to the Falklands became more frequent as the years went by and it was the French who were in the fore-front. Indeed the French called the islands "isles Malouines" after the seaport St. Malo from which port many of the French seafarers sailed. The Frenchman Jacques Gouin de Beauchene discovered the small island, now a wild animal and bird sanctuary, known as Beauchene Island, which lies south of the East Falkland.

French interest in the Falklands or "Les Malouines" developed to the extent that in 1764 Louis Antoine de Bougainville founded a French colony on East Falkland. Bougainville's inspiration to colonize the Falkland Islands followed the defeat of Montcalm and the French in Canada and the subsequent loss of that colony.

Bougainville's expedition left St. Malo on the 8th September 1763, and on the 31st January 1764, sighted the islands. The site for the first settlement was duly chosen at the west end of Berkeley Sound and work started on the construction of Fort St. Louis.

1. A. H. Markham, "The Voyages and Works of John Davis". 1880, pp. 107-9.
2. "The Observations of Richard Hawkins, Knight, in his voyage into the South Seas, 1593". 1622.
3. Captain Strong's log book.

While the French were thus occupied, a British expedition under Commodore John Byron was being prepared "to locate and claim Pepys' and Falkland's Islands",¹ and the vessels duly arrived in the Falklands on the 12th January 1765 and with due ceremony claimed them for King George III. Although Commodore Byron did not find Pepys' Island he did land on Saunders Island and there discovered "one on the finest harbours in the World. I named it after your lordship."² The name he gave to the harbour was Port Egmont, after the First Lord of the Admiralty, John Percival, second Earl of Egmont. Commodore Byron reported to the Admiralty that "I coasted the islands for 70 leagues and saw no evidence of any one being there".³

The Admiralty was now keen to occupy the islands "undoubtedly the key to the whole Pacific Ocean",⁴ and soon despatched Captain John Macbride "to complete the settlement begun last year and erect a blockhouse for the defence of the said settlement."⁵ Macbride arrived at Port Egmont in January 1766 and in December of that year, whilst circumnavigating the islands, discovered the French settlement in Berkeley Sound. He presented the French with formal notices to quit the islands, inspected the settlement (and was indeed impressed with what he saw), and returned to Port Egmont. By March 1767 Macbride was in England presenting his report to the Admiralty.

However, before Captain Macbride had even come upon the French settlement, it had in fact been signed over to Spain. On the 3rd October 1766 France relinquished her claim in return for a £24,000 indemnity from Spain and Port Louis became Puerto de la Soledad.

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 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

1. Letter from Capt. Byron to the Earl of Egmont, 24th Feb. 1765.

2. Ibid.

3. Ibid.

4. Letter from the Earl of Egmont to the Duke of Grafton 20th July 1765.

5. Secret instructions to Captain Macbride 29th September 1765.

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 on the verge of war but fortunately the negotiations with Spain brought a peaceful settlement to the issue and in February 1771 Port Egmont was restored to Britain. Possession was resumed on the 16th September of that year and until April 1774 the settlement underwent considerable development. In May 1774, however, the British closed their establishment at Port Egmont as it was considered to be "neither more nor less than a small part of an uneconomical naval regulation."¹ Before he set sail in the *Endeavour* on the 21st May 1774, Lieutenant Clayton, commander at Port Egmont, fixed the following inscription engraved in lead to the door of the block-house:

"BE IT KNOWN TO ALL NATIONS That Falkland Islands with this Fort, the Stonehouse, Wharfs and Harbours, Bays and Creeks thereunto belonging are of 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"

For the rest of the century and the early part of the nineteenth Spain maintained her settlement at Soledad. During this time Port Egmont remained deserted except for occasional visits by sealing and whaling vessels from England and North America.

In June 1806 the Spanish Governor Martinez abandoned Soledad on hearing that Buenos Aires was in the hands of the English General, Beresford. At this point Spanish jurisdiction over the Falkland Islands ended. On the 9th July 1816, by the Declaration of Independence, the United Provinces of the Rio de la Plata came into being. The United Provinces claimed to succeed Spain in sovereignty over the Falklands but for the next ten years the new state was too preoccupied to pay attention to distant lands.

The United Provinces finally took possession at Soledad on the 9th November 1820 when Colonel Jewitt of the United Provinces Marine arrived there. The newly created Argentine Republic showed

1. Letter from Rochford to the Duke of Grafton 11th February 1774.

interest in the Falkland Islands in 1826 when Louis Vernet revived the settlement at Soledad. Vernet, of French birth, a merchant of Hamburg, developed business interest in the Falklands over the next few years dealing mainly in salted fish, cattle and skins. In June 1828 Vernet was made governor by the Buenos Aires authorities.

Following Vernet's seizure, in August 1831, of three United States schooners, he was recalled to Buenos Aires and never returned to the Falklands. The American warship *Lexington*, commanded by Captain Duncan, sought reprisals for the seizure of the United States vessels and destroyed the small fort at Soledad before retaking the seized ships.

In 1832 the British Government reasserted its sovereignty by sending out His Majesty's Ship *Clio* under the command of Captain Onslow. On reaching Soledad (Port Louis), Onslow found a detachment of 50 Argentine soldiers and their schooner *Sarandi* commanded by Don Jose Maria Pinedo. Pinedo was duly informed of Captain Onslow's mission—"I have received directions to exercise the rights of sovereignty over these islands"¹ and given orders to quit. The British flag was raised immediately and on the 5th January 1833, the Argentine force sailed for Buenos Aires. Captain Onslow himself sailed within the next two days and left the settlement in the charge of Mathew Brisbane, Vernet's agent, and William Dickson, Vernet's storekeeper. Thus the Colony was established in January 1833.

Apart from a handful of settlers, the remainder of the inhabitants of Port Louis consisted of sealers and whalers of various nationalities, Indian convicts left by Vernet and gauchos. It was against this background that on the 26th August 1833, without warning and for no tangible reason, Mathew Brisbane and William Dickson were murdered in the most brutal fashion. Brisbane lies buried in the cemetery at Port Louis where his grave is cared for and honoured.

The murderers, three gauchos and six Indians, made off into the camp and remained at large until Lieutenant Henry Smith, R.N., captured them in early March 1834. Lieutenant Smith was in charge of the establishment at Port Louis 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 at Port Louis which he named Anson but in 1843 he removed to Stanley, the present capital with an excellent harbour leading off Port William.

In a despatch of the 14th April 1842, he wrote "The geographical position of the islands is so convenient, the numerous harbours in them so excellent, especially the most leeward one, Port William,

1. Letter from Captain Onslow to Pinedo 3rd January 1833.

that the advantages they could be made to afford to shipping in these seas has never failed to strike all persons who have given their attention to the subject, commencing with Lord Anson, the first person that appears to have drawn the public attention to the great value of this portion of the British Dominions.

"The fear of the difficulty of making these islands, arising from long-established prejudices and want of good charts, is now fast dying away. The admirable nautical chart commenced by Captain Fitzroy, and continued by Lieutenants Sullivan and Roberts, R.N., now affords the means of acquaintance with these islands not surpassed by that of any ports or harbours in the world.

"One objection that masters of vessels make to call in, is the delay in beating up Berkeley Sound to the present seat of Government, the prevailing winds being westerly, and generally strong. The same objection does not apply to Port William, which is easier of access and egress at all times, and a few tacks would bring any vessel to a secure and convenient anchorage".

At the beginning life was difficult but 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 in that same year. Since that time the Falkland Islands Company has acquired extensive tracts of land throughout the Colony and carries on business as shipping agents and general merchants in Stanley.

The first Legislative Council for the Colony was set up during Governor Moody's term of office. It consisted of four members, one of whom was an unofficial, who was the Colonial Chaplain and Governor Moody's brother. Although the Legislature retained an official majority for many years, unofficials, most of whom were farmers, played an important part in its deliberations.

In 1849 the small garrison, composed of Sappers, which had been maintained in the Colony was replaced by a garrison of Royal Marines, 25 in number and all married. In 1855 the South American Missionary Society founded a training settlement for Indians from Tierra del Fuego on Keppel Island. The missionary settlement existed until 1898 when the last of the converts were repatriated to Tierra del Fuego. 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 George (later King George V) 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 descended from the cattle introduced by de Bougainville; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor.

Sheep-farming was first attempted by the brothers Whittington on the East Falkland where by the year 1860 a considerable number of sheep was being run. During the succeeding decade a start was also made on the West Falkland. Between the years 1870 and 1880 a definite change-over from cattle to sheep took place and subsequently most of the wild cattle were killed off. They are not however extinct and a few still exist.

A period of steady prosperity followed and in 1885 the Colony became self-supporting. Wireless communication with the outside world was opened in 1912. On 8th December 1914 the Falkland Islands were the scene of Sturdee's brilliant naval victory over Graf von Spee. The 8th December has been adopted as a national day and is celebrated yearly by religious services and a public holiday. The battle is commemorated by a handsome memorial overlooking Port Stanley.

When war was declared in 1939 the Falkland Islands Defence Force was mobilised for the defence of the Colony which once again proved its value as a naval base. After the battle of the River Plate the British cruisers returned to Stanley to land the wounded who were cared for in the local hospital for several weeks. As German raiders disappeared from the seas the 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 British troops arrived in Stanley amounting in all to some 2,000 officers and men. The presence of such a large contingent severely strained the facilities of the town but despite all inconveniences, including the evacuation of school children, characteristic Falkland Islands hospitality was displayed. By 1945 the garrison had been withdrawn. 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 Spitfire aircraft were purchased with money 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.

In 1944 the Stanley Town Hall was accidentally burned to the ground. 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 also contained the public library, the museum and certain Government offices.

After the war considerable development took place. The King Edward VII Memorial Hospital was extended by the opening of the Churchill wing, the Secretariat was enlarged and a new Town Hall was built. A large freezing plant for Falkland Islands mutton was constructed at Ajax Bay but unfortunately the high cost of administration and export made Falkland Islands mutton too expensive for overseas markets and the freezer was eventually closed down. An internal air service was opened with a single land aircraft. Experience soon showed that sea-planes were of more value and since 1953 Beaver floatplanes have given remarkable service in and around the islands.

The Falkland Islands Company Limited built a new steamship, the R.M.S. *Darwin*, which together with chartered ships has kept the Colony supplied with all its needs.

In January 1957, after an interval of some 70 years, the Falkland Islands were again visited by a member of the Royal Family, when His Royal Highness The Duke of Edinburgh spent three days in the Colony.

Life in the islands, though hampered by the lack of an external air service and the absence of a major port on the South American coast nearer than one thousand miles away, remains attractive to many people. The sheep farming industry, which throughout the years has provided the basis for the economy, has seen many changes: a greater use of machinery, an extended programme of fencing and seeding and better management of sheep and pastures.

Chapter 3: Administration

At the head of the government is the Governor and Commander-in-Chief who is advised by the Executive Council.

By Order in Council dated 2nd September 1964, the constitutions of both the Executive and Legislative Councils were altered to allow for a clear unofficial majority.

The Executive Council consists of the Governor; the Colonial Secretary and the Colonial Treasurer, both *ex officio*; two Unofficial Members, (known as Appointed Members) and two Elected Mem-

bers, elected by the Elected and Nominated Independent Members of Legislative Council from among the Elected Members of that Council.

The Legislative Council consists of the Governor as president, the Colonial Secretary and Colonial Treasurer as *ex officio* members, two Elected Members representing the Stanley constituency, two Elected Members representing the East and West Falkland constituencies respectively, and two Nominated Independent Members.

Local Government in the territory is confined to Stanley where there is a Town Council consisting of six elected members and three members nominated by the Governor. Members of the Town Council elect one of their number annually as chairman. Town Council elections are held biennially.

Chapter 4: Weights and Measures

IMPERIAL weights and measures are in general use.

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APPENDIX

Governor and Commander-in-Chief
Sir Cosmo Haskard, K.C.M.G., M.B.E.

Executive Council (as at 1st January 1970)

The Governor
The Hon. the Colonial Secretary (The Hon. J. A. Jones, O.B.E.)
The Hon. the Colonial Treasurer (The Hon. L. C. Gleadell, O.B.E., J.P.)
The Hon. A. G. Barton, C.B.E., J.P. (Appointed Member)
Major the Hon. R. V. Goss, E.D. (Elected Member)
The Hon. S. Miller, J.P. (Appointed Member)
The Hon. R. M. Pitaluga (Elected Member)

Legislative Council (as at 1st January 1970)

The Governor
The Hon. the Colonial Secretary (The Hon. J. A. Jones, O.B.E.)
The Hon. the Colonial Treasurer (The Hon. L. C. Gleadell, O.B.E., J.P.)
Major the Hon. R. V. Goss, E.D. (First Elected Member for Stanley)
The Hon. S. Miller, J.P. (Elected Member for West Falkland)
The Hon. Mrs. N. King (Second Elected Member for Stanley)
The Hon. R. M. Pitaluga (Elected Member for East Falkland)
The Hon. W. H. Clement, J.P. (Nominated Independent Member)
The Hon. R. W. Hills (Nominated Independent Member)

Clerk of Councils: Mr. H. L. Bound, M.B.E., J.P.

The Dependencies

PART I

General Review of 1968 and 1969

THE Falkland Islands Dependencies comprise South Georgia, the South Sandwich Islands and the Shag and Clerke Rocks. Of these only South Georgia is permanently inhabited.

For over 60 years the whaling industry gave South Georgia considerable economic importance but the gradual decline in the whale population of the Southern Ocean inevitably brought about the closing, one by one, of the South Georgia whale processing factories, the last of which ceased to operate at the end of 1965. Consequently, the functions of the small administrative post at King Edward Point were conducted at a dwindling level of activity, each year witnessing a further pruning of expenditure. From 1966 onwards the establishment in South Georgia of a base of the British Antarctic Survey was the stated aim of policy and in November 1969 the planned hand-over took place. Much careful thought had been devoted to ensuring a smooth transition and both the outgoing and incoming parties expressed themselves well satisfied with the detailed arrangements made.

Speaking in Legislative Council the Governor had earlier paid tribute to the high standard maintained by the Administrative Officer, Mr Coleman, and his staff at King Edward Point during the years following the closure of the whaling stations. It had not been an easy task to sustain morale in such circumstances of comparative inactivity. The Governor believed that the change of management would bring a new and scientific purpose to the British presence in South Georgia while at the same time in no way affecting the constitutional position of South Georgia as a dependency of the Falkland Islands.

The last two years of the administrative staff at King Edward Point had been enlivened by the presence of two parties of visitors. The team of five scientists from the Department of Botany, University of Birmingham, led by Dr S. W. Greene, who had arrived in the island in November, 1967, worked there until April 1968 on a

programme of botanical research, part of a bipolar project with the primary object of providing a quantitative basis from which to compare the botanical richness of Arctic and Antarctic lands. This work, jointly sponsored by the Royal Society and the British Antarctic Survey, was part of the International Biological Programme surveying the rate of plant production and the amount of natural food reserves throughout the world. The task was continued during the southern summer of 1968-69 by visiting scientists of the British Antarctic Survey.

Between December 1967 and October 1969 the presence at King Edward Point of members of the British BC-4 Geodetic Satellite Survey Section was a stimulating addition to the community and the comparatively frequent voyages of the United States Army support ship F.S. 216 to and from Stanley and Montevideo resulted in welcome opportunities for mail and fresh supplies.

In addition to these resident scientists, a small advance party of builders of the British Antarctic Survey spent several months at King Edward Point in the early part of 1969 and monotony was also relieved by occasional calls from Russian fishing vessels.

PART II

Chapter 1: Population

THE only inhabitants were those resident at King Edward Point and the neighbouring whaling station at Grytviken.

There were no births, marriages or deaths.

31st December 1968	total population 20	{ Government staff 11 Geodetic survey part 8 Whaling 1
31st December 1969	total population 12	

Chapter 2: Occupations and Wages

THE Colonial Government and, subsequently, the British Antarctic Survey employed staff at current salary rates. The Albion Star Company employed two caretakers.

Chapter 3: Public Finance and Taxation

Revenue for 1967-68 amounted to £48,301 of which £40,000 was received from Her Majesty's Government in the United Kingdom as a grant in aid.

Expenditure during 1967-68 was £49,221.

Revenue for 1968-69 amounted to £49,739 of which £35,000 was a grant in aid.

Expenditure during 1968-69 was £40,100.

The general revenue balance at 30th June 1969 was a surplus of £3,174.

Taxation was the same as in the Falkland Islands.

Chapter 4: Currency and Banking

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 were provided by the Administration for deposits in the Government Savings Bank at Stanley and for remitting funds abroad.

The dependency will go over to decimalisation at the same time as the Falkland Islands.

Chapter 5: Commerce

ALL foodstuffs were imported with the exception of a small quantity of local reindeer meat.

There were no exports during 1968 and 1969.

The value of imports for the year 1968 and up to 13th November 1969 were:

	IMPORTS	
	1968	1969
	£	£
Food	3,553	974
Beverages and tobacco	903	731
Crude materials, inedible, except fuels	7	—
Mineral fuels, lubricants and related materials	2,565	1,670
Animal and vegetable oils and fats	9	—
Chemicals	56	—
Manufactured goods classified chiefly by material	32	2
Machinery and transport equipment	623	59
Miscellaneous manufactured articles	143	51
	<u>£7,891</u>	<u>£3,487</u>

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY

Item	1968		Principal Supplying Countries
	Value £	Quantity	
Provisions	3,553	16 tons	United Kingdom £2,785 Uruguay £768
Petroleum Products	2,459	180 tons	Trinidad
Alcoholic Beverages	724	199 galls	United Kingdom
Electric Machinery	588		United Kingdom
Tobacco	110	71 lbs.	United Kingdom
1969			
Petroleum Products	1,670	116 tons	Trinidad
Provisions	974	26 tons	Chile £437 United Kingdom £342 Uruguay £195
Alcoholic Beverages	617	450 galls.	United Kingdom

PRINCIPAL SUPPLYING COUNTRIES

	1968	1969
	£	£
United Kingdom	4,570	1,185
Trinidad	2,459	1,670

SOURCES OF IMPORTS

	1968	1969
	%	%
United Kingdom	57.91	33.98
Trinidad	31.16	47.89
Foreign Countries	10.93	18.13

Chapter 6: Production

With the cessation of whaling and sealing there has been no production since 1965.

The following table shows production figures for the last three years in which shore factories operated. Seal oil has been included under the heading "Oil (Barrels)."

	No. of companies operating	No. of whales	Meat and	Frozen	Meat extract (tons)
			bone meal (tons)	whale meat (tons)	
1963-64	2	1,024	40,334	2,135	3,994
1964-65	2	1,150	46,175	3,627	3,786
1965	1	222	9,964	920	2,658

Chapter 7: Social Services

HEALTH

South Georgia was free of all diseases during 1968 and 1969 and there was no outbreak of infection. The climate is healthy with pure air and water.

A Government doctor was stationed in the island until November 1969.

HOUSING

Excellent quarters are provided at King Edward Point and the whaling stations have extensive accommodation.

SOCIAL AMENITIES

During the summer there is ample opportunity for walking and climbing. Walks are somewhat restricted by the mountainous and broken nature of the country but can prove most rewarding for those interested in ornithology or photography. In winter time there is every inducement to become proficient at ski-ing as this is the only means of getting from place to place in the deep winter snow.

Recreational facilities, including a cinema projector, table tennis and billiard table, are provided in Shackleton House. There is also a hard tennis court.

Chapter 8: Legislation

LEGISLATION enacted for the Dependencies during the period under review included the following measures:

1968

Appropriation (Dependencies) (1968-1969) Ordinance, 1968, providing for the service between 1st July 1968 and 30th June 1969.

Application of Colony Laws Ordinance, 1968, applying the following laws to the dependencies:

- The Marriage (Amendment) Ordinance, 1968.*
The Pension (Increase) (Amendment) Ordinance, 1968.
The Licensing (Amendment) Ordinance, 1968.
The Pension (Amendment) Ordinance, 1968.
The Post Office (Amendment) Ordinance, 1968.
The Immigration (Amendment) Ordinance, 1968.
The Employment of Women, Young Persons and Children (Amendment) Ordinance, 1968.
The British Nationality (Amendment) Ordinance, 1968.
The Falkland Islands Dependencies Survey (Change of Designation) Ordinance, 1968.
The Customs (Amendment) Ordinance, 1968.
The Income Tax (Amendment) Ordinance, 1968.

1969

Appropriation (Dependencies) (1969-70) Ordinance, 1970, providing for the service between 1st July 1969 and 30th June 1970.

Application of Colony Laws Ordinance, 1969, applying the following laws to the dependencies:

- The Income Tax (Amendment) Ordinance, 1969.*
The Police (Amendment) Ordinance, 1969.
The Pension (Increase) (Amendment) Ordinance, 1969.
The Pension (Amendment) Ordinance, 1969.

Application of Colony Laws (No. 2) Ordinance, 1969, applying the following law to the dependencies:

- The Wild Animals and Birds Protection Ordinance, 1964.*

Chapter 9: Justice

UNTIL November 1969, when the Base Commander assumed this function, the Administrative Officer at South Georgia was also a magistrate, sitting at King Edward Point in the first instance. The Supreme Court and the Magistrate's Court in Stanley are common to the dependencies.

Chapter 10: Public Utilities

THERE are no public utilities. The whaling stations when operational were heated by steam from the main boilers. At other times heating is by electricity which is generated on the stations.

Most of the buildings at King Edward Point are centrally heated by individual oil fired boilers, the oil supply being piped to a gravity tank in each building from the main storage tank.

The capacity of the King Edward Point electric power station is 277 kW generating at 230/400 volts 50 cycles.

Chapter 11: Communications and Transport

THERE is no regular sea communication with South Georgia.

During the summer season mails and transport are provided by the British Antarctic Survey ships which call at South Georgia during their annual supply and relief tours of the British Antarctic Territory. Normally they make about four calls between November and April.

There is one port of entry, Grytviken.

The following ships entered at South Georgia in 1968 and 1969:

	1968		1969	
	Vessels	Tonnage	Vessels	Tonnage
British	5	2,938	3	1,517
Foreign	12	17,107	15	24,686

The tonnage represents the total net register.

A post office is maintained at King Edward Point. Stamp sales are augmented by philatelists' requests for franked covers. These form a substantial part of outgoing mails.

Regular schedules are worked by the Wireless Station at King Edward Point, the traffic passing through Stanley.

Chapter 12: Meteorological Services

METEOROLOGICAL services for the dependency of South Georgia were administered and financed by the Falkland Islands Dependencies Government until mid-November 1969 after which the administration and continuation of the meteorological observing station at Grytviken, South Georgia, was taken over and financed by the British Antarctic Meteorological Service.

There were no other meteorological stations within the dependencies during the period of this review.

For details of the British Antarctic Meteorological Service see the British Antarctic Territory biennial report 1968-69 published by Her Majesty's Stationery Office, London.

PART III

Chapter 1: Geography

THE Falkland Islands Dependencies were defined by Letters Patent of the 21st July 1908 and the 28th March 1917. They constituted that sector of the Antarctic Continent lying between the meridians 20° and 80° West longitude, together with certain islands adjacent to the Antarctic mainland within this sector, and also the island of South Georgia and the South Sandwich, South Orkney and South Shetlands group. By an Order-in-Council which came into force on the 3rd March 1962, that part of the dependencies which lies south of 60° South latitude was constituted a separate territory under a High Commissioner, with the name of British Antarctic Territory. The Falkland Islands Dependencies now comprise South Georgia, the South Sandwich Islands, Shag Rocks and Clerke Rocks.

CLIMATE

THE mean temperature of South Georgia varies between 42°F. in February and 28°F. in August, and about 60 inches of precipitation are recorded annually, much of which falls as snow.

PLANT AND ANIMAL LIFE

IN South Georgia the climate is sufficiently temperate to support the growth of twenty species of hardy grass and other flowering plants. Reindeer have been introduced and thrive, having increased from 11 in 1909 to about 2,000 today. There are no other terrestrial mammals.

Most other forms of life are restricted to the open ocean and to the coastal waters. The sea itself is teeming with life from the smallest unicellular organisms at one end of the food chain to the largest mammals at the other. All forms either spend their whole existence in the sea or only come ashore to breed and moult, as do the birds and seals. The fauna of these seas is, on the whole, few in species but very rich in numbers.

Only the seals and whales have any economic value. The seals were first exploited in South Georgia a few years after the visit of Captain

Cook in 1775. The principal species were the southern fur seal which is only now beginning to return to some of the islands where it was most plentiful. The large oil-bearing elephant seal was exploited during the first half of the nineteenth century but recovered more quickly than the fur seal and has been taken under licence in South Georgia for more than 50 years. The other species of Antarctic seal are too solitary in their behaviour to warrant economic exploitation.

Five species of whale are common in these waters, but only two, the fin whale and the sei whale, can now be regarded as having great economic importance.

In recent years there has been growing concern about the future of the whaling industry. The rate of killing has exceeded the reproduction and growth rates of these mammals for many years so that the stock is now depleted and individual specimens tend to be smaller than formerly.

Chapter 2: History

SOUTH Georgia was sighted at least twice between 1675 and 1756, but the first landing was that of Captain James Cook in 1775. The South Sandwich Islands were also discovered by him during the same voyage. Thereafter, South Georgia was much visited by sealers of many nationalities, who reaped a rich harvest from the immense number of fur seals and elephant seals which frequented these shores. By 1815, the slaughter of seals had reached such proportions that sealers were beginning to look elsewhere for them.

Whaling began in the twentieth century and grew into a highly specialised industry. The principal development took place in 1903, when C. A. Larsen founded the first modern whaling company based upon a shore factory in South Georgia. The industry immediately prospered and continued to expand quickly up to and during the first World War. From the beginning, South Georgia was the most important centre of the industry and shore factories were operated at Grytviken, Leith Harbour, Stromness, Husvik, Godthul and Prince Olaf Harbour. During the last 30 years increasing use has been made of pelagic factory ships which can operate in open ocean throughout the whaling season.

During the early years of the second World War Norwegian whaling fleets operated in the Antarctic, although in January, 1941

a substantial part of the pelagic fleet was captured by the German armed surface raider *Pinguin*. At South Georgia one shore station managed to operate throughout the entire war.

After the second World War three shore stations were worked at South Georgia but between 1960 and 1963 all ceased operations. After the 1962/63 season Japanese companies re-established whaling operations in South Georgia. A consortium of three Japanese companies operating under the name International Fishery Company operated from Grytviken for the years 1963 and 1964; they did not return after the 1964 season. At Leith Harbour the Nippon Suisan Kaisha Ltd., operated during 1963-64 and up to December 1965 when they also closed down.

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 and an official staff were maintained at King Edward Point in South Georgia until November 1969 when the Base Commander of the British Antarctic Survey base became magistrate for the area.

Chapter 4: Weights and Measures

IMPERIAL and metric weights and measures are in general use.

Chapter 5: Reading List

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FALKLAND ISLANDS



Published by Directorate of Overseas Surveys D.O.S. 908
First Edition
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Copies can also be obtained from Colonial Secretary's Office, Stanley, Falkland Islands.

Compiled and drawn by Directorate of Overseas Surveys.
Photographed by D.O.S. and printed by
The Survey Production Centre, R.E. 1968.
9000/6166/1667/SPC

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The Colony

PART I

General Review of 1970 and 1971

THE period under review was a notable one in that it saw a major advance in the Colony's relations with the Argentine and a switch in the pattern of external communications. The original idea of talks about communications was contained in parallel letters sent by the Permanent Representatives of the British and Argentine Governments at the United Nations to the Secretary General in November 1969. After this, good progress was made on the diplomatic front and the first round of talks at official level between the two Governments took place in London in July 1970; in addition to the Colonial Secretary two elected Members of the Executive Council were included in the British delegation. The results of the talks were not spectacular but good ground work was done on the practical ways by which links could be established between the Islands and the Argentine mainland and it was further agreed to have a round of talks in Buenos Aires in 1971.

At the London talks the Argentine representatives had offered evacuation and medical facilities in emergency cases and in February 1971 at the request of the Governor, conveyed through the British Embassy in Buenos Aires, a dramatic mercy flight was carried out by the Argentine Air Force in an amphibian Albatross plane in order to pick up a seriously ill patient from Stanley. This was the beginning of renewed contacts which were soon to become routine.

Publication of the proceedings of the London round was approved by both Governments in April 1971, thus allowing Islanders to hear in detail what had happened. Lengthy debate followed throughout the Colony and concern was expressed about such matters as sovereignty and the suggestion that the Islanders, for the purpose of travel within the Argentine, should be issued with a travel document instead of a passport. In addition a powerful factor in concentrating local opinion was the announcement by the Falkland Islands Company that it proposed to withdraw the mail boat "*Darwin*" from the Stanley/Montevideo run at the end of 1971; as this was the only

regular link with the outside world, everyone appreciated that the colony was faced with a new situation. Furthermore the general economic malaise following the catastrophic drop in the price of wool made many people realise that possibly a fresh approach was needed if the colony was to emerge from its difficulties.

In June 1971 a mission led by Mr David Scott, C.M.G., Assistant Under Secretary of State in the Foreign and Commonwealth Office, visited the Islands. The objectives of the mission were to reassure the Islanders about H.M.G.'s intentions and to gain their confidence before going on, in company with the Colony's delegates, to the second round of talks scheduled to be held in Buenos Aires later in the same month. The Mission was a success and the Islanders looked forward with quiet confidence to the results of the talks in Buenos Aires.

This confidence was justified and the Buenos Aires round of talks established what could be achieved providing there is good will on both sides. After ten days of hard negotiations two documents were initialled on 1st July and subsequently approved by both Governments. These were, firstly, a draft Exchange of Notes, which is in the form of a legally binding international agreement, and ensures that the measures on communications set out in the other document should be without prejudice to British sovereignty over the Falkland Islands or to the Argentines' claim. Secondly, a Joint Statement recommending a series of practical measures to encourage travel between the Islands and the Argentine. These measures included provision of an air service by the Argentine Government and the provision of a shipping service by H.M.G. Also, pending the construction of an airfield by H.M.G. at Stanley, the Argentine Government were as an interim measure to provide an air service using amphibian Albatross craft, mainly for the carriage of first class air mail, urgent medical cases and for a few priority passengers.

The Exchange of Notes was signed on 5th August 1971 and entered into force on the same date. The Joint Statement was approved also on the same date.

The test of all international agreements and arrangements is how they work out in practice and as far as those reached at Buenos Aires are concerned they must be regarded as a success, possibly pointing the way to other countries with similar conflicting positions.

Of great assistance in preparing the ground for the Buenos Aires round of talks was the investigation by a delegation from the Islands of the facilities available at Patagonian ports and a transportation study carried out by the management consultants, Messrs. Peat Marwick Mitchell, in early 1971; the latter made it clear that the most economic solution to the Island's problems would be an external

passenger service by air (preferably to the Argentine if political considerations allowed) and a freight service by sea.

In 1970 a five-man specialist agricultural team, which had visited the Colony under Technical Assistance arrangements, left after a stay of some six months during which the team examined farming methods followed in the Islands, animal health etc. and gathered material on which to base a report and recommendations regarding the future agricultural pattern for the Colony. To combat the increasing incidence of hydatid disease a committee was established to advise on the necessary steps to be taken. An anti-hydatid campaign was mounted and the compulsory dosing of all dogs with Scoloban was introduced.

An event that gave considerable publicity to the Islands in 1970 was the salvage of the *S.S. Great Britain* and her return to her home port of Bristol. The ship was formally handed over by Sir Cosmo Haskard to the "Great Britain Project" Committee and left the Islands' waters after a sojourn of some 84 years.

With improved communications in the offing it is anticipated that the number of tourists to the Islands will increase and a Tourist Board was established to advise on improvements to facilities for visitors, both in Stanley and in the country districts known locally as "the Camp". Discussions continued with Alginate Industries Ltd. about the agreement to be signed covering the exploitation of the kelp resources in the waters of the Colony, and in the meantime the Company established a pilot plant to ascertain the best ways of processing the local product.

The Legislative Council was dissolved on 13th September 1971 and fresh elections were held during the period 30th November to 4th December 1971. Mr L. G. Blake was returned unopposed as representative for the West Falkland and Mr A. B. Monk won the election for the East Falkland. In Stanley four candidates stood for the two seats, Mr S. Miller and Mr W. E. Bowles being elected.

A most welcome and happy occasion in November 1971 was the visit by a delegation of the United Kingdom Branch of the Commonwealth Parliamentary Association. The delegation consisting of Mr Bernard Conlan, M.P., and Mr Richard Luce, M.P., stayed in the Islands for over a week and, in addition to meeting many people in Stanley, made several tours to the Camp. The visit by the delegation was a great success and served a most valuable purpose in strengthening the links with the Association in London and in ensuring that there are now additional Members at Westminster who can represent the Islands' interests with greater authority.

Following the round of talks in Buenos Aires, in July 1971 a delegation from the Argentine Ministry of Foreign Affairs, headed by

Señor Carlos Louge and Colonel Balcarce, visited the Islands on a familiarisation visit. Accompanying the delegation were several representatives from the Argentine Air Force who investigated the facilities available in Stanley for the reception of the amphibian aircraft.

In August 1971 the Islands welcomed a technical mission headed by Group Captain Melrose, Air Attache to the British Embassy in Buenos Aires, and Vice Comodoro Degan Lob of the Argentine Air Force; the mission had been formed to study some of the problems involved in the introduction of the interim air service by amphibian craft and to investigate whether it would be possible to find a site for the construction of a temporary air field to take land planes. At the same time arrived Lieutenant Colonel Wheatley of the Royal Engineers, whose main task was to carry out a study of the problems involved in the construction of the permanent air field at Cape Pembroke. A detailed feasibility survey of the Cape Pembroke site was subsequently carried out by the consulting engineers, Messrs. Rendel Palmer and Tritton.

The Royal Research ships continued to visit Stanley on their way to and from the Antarctic and in February 1971, on a gloriously fine summer's evening, it was a great occasion when the R.R.S. *Bransfield*, dressed over all, steamed through the Narrows for the first time and showed off her paces in Stanley Harbour. The R.R.S. *Bransfield's* subsequent performance in Antarctic waters has proved that, in addition to being a most attractive looking ship, she is fully capable of carrying out her difficult tasks in the ice.

The H.M.S. *Endurance*, the Royal Navy's ice patrol vessel, made several visits during the seasons and also was responsible for carrying His Excellency the Governor and his wife on the very successful tours of the Camp settlements.

Among other important visitors were Sir Michael Hadow, British Ambassador to the Argentine; Sir Vivian Fuchs, director of the British Antarctic Survey; General Sir Gerald Lathbury; and the Venerable J. Gould, Archdeacon of the River Plate Republics.

In 1970 the Colony celebrated the centenary of the consecration of Bishop W. H. Stirling as the first Bishop of the Falkland Islands with a service in Christ Church Cathedral and the issue of a special set of postage stamps. Towards the end of 1970 Sir Cosmo Haskard, K.C.M.G., M.B.E. retired as Governor and Commander-in-Chief of the Colony and Dependencies and Mr. E. G. Lewis O.B.E. was appointed to succeed him.

PART II

Chapter 1: Population

THE census of the Colony taken in 1962 revealed a total population of 2,172 made up as follows:

	Males	Females	Total
Stanley	520	554	1,074
Other districts, East Falkland	360	237	597
West Falkland	277	183	460
Shipping	38	3	41
	<hr/>	<hr/>	<hr/>
	1,195	977	2,172

The estimated population at 31st December 1971 was 2,020 of whom 1,093 were males and 927 females, giving a density of approximately one person to every two square miles. About half the inhabitants live in the capital, Stanley, and the remainder are more or less equally divided between the sheep farming settlements on the East and West Falklands. The population is almost wholly of British origin.

Births, marriages and deaths were:

	1970	1971
Births	34	38
Marriages	15	21
Deaths	15	20

Chapter 2: Occupations, Wages and Labour Organisation

EMPLOYMENT

THE whole area of the Islands outside the limits of Stanley, commonly known as "the Camp" is given over to sheep farming and almost half the male population is employed in this industry. In Stanley the Government and the Falkland Islands Company are the major employers of labour. Both in Stanley and the Camp there is a tendency to shortage of labour, and it is necessary to recruit labour from overseas to supplement the local force. There is no unemployment.

WAGES AND CONDITIONS OF EMPLOYMENT

Stanley

At the end of 1971 wages were being paid at the following rates:

Unskilled labourers	£12.56 per week
Skilled labourers	£13.14—£14.62 per week
Artisans	£15.21 per week

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. Hourly paid workers were granted a fully paid holiday of 96 hours annually. There was no night work except in essential services.

The Camp

Outside Stanley general labourers at the end of the period under review were receiving £39.02 per month and foremen were paid a minimum monthly wage of £51.97. Shepherds living in the settlements earned £46.85 per month, while those living outside the settlements received an additional £2.97. 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 add to their earnings by contract work such as fencing and peat cutting. An average of 45 hours weekly was worked, with Saturday afternoons and Sundays as rest days. Employees in the Camp received an annual holiday entitlement on pay amounting to fifteen working days.

COST OF LIVING

Mutton is the staple diet: it is delivered to houses in Stanley twice weekly and is supplied regularly to farm employees, although on farms beef is usually available during the winter months. Beef deliveries to Stanley are infrequent. The wild upland goose offers a welcome change of diet and can be eaten at all seasons. Falkland Islands smelt and mullet are popular and can be caught without undue difficulty, particularly at specially constructed fish weirs. Supplies of other fish, poultry and pork are irregular but can be obtained from time to time from frozen food dealers. Poultry thrive but imported chicken food is expensive. Potatoes, turnips, carrots, parsnips, radish, lettuce, cabbage, cauliflower and peas are easily grown and a variety of other vegetables often raised. The majority of householders have their own gardens as there is little opportunity to buy fresh locally-grown vegetables. Falkland Islands root crops are particularly palatable. Tomatoes and cucumbers are cultivated under glass. Gooseberries, raspberries, currants, strawberries and rhubarb

grow well out of doors. Citrus fruit, bananas and occasionally other fruit are obtainable from South America.

There is one hotel in Stanley where rooms with full board can be obtained at £3.50 per day, and bed and breakfast at £2 per day. Several householders take in paying guests from £1 to £1.50 per day. Rents for furnished houses vary from £7 to £17.50 per month. Unfurnished houses are obtainable from £5 to £13 per month. The Government normally provides houses with basic furniture for its overseas officials at rents ranging from £5 to £17.50 per month according to the condition of the property and the number of rooms available. A general housing shortage make it difficult to find suitable property to rent and freehold property is relatively expensive to buy.

The following table shows the approximate prices of the more important commodities prevailing at 31st December 1971 as compared with two years previously:

	Unit	1969	1971
Bread	2 lb. loaf	10p	11p
Butter (imported)	lb.	26½p	32p
Margarine	lb.	10½p	16p
Coffee	lb.	52½p	53p
Tea	lb.	27½p to 51p	49p
Eggs	dozen	30p	32p
Flour	lb.	4½p	5p
Meat:			
Mutton	lb.	3½p	4p
Beef	lb.	2½p to 3½p	4p
Bacon	lb.	37½p	35p
Ham	lb.	47½p	60p
Milk	pint	4p	4½p
Jam	2 lb. tin	23½p	26p
Sugar	lb.	4p	5p
Vegetables:			
Onions (imported)	lb.	6p	6½p
Potatoes (imported)	lb.	4p	5p
Dried Fruit:			
Sultanas	lb.	13½p	15p
Currants	lb.	12p	15p
Raisins	lb.	11p	16p
Porridge Oats	lb.	8½p to 11p	8½p to 11p
Cereals	packet	11p to 23½p	9½p to 26p
Cigarettes	20	10½p	12p
Tobacco	lb.	£1.11	£2.56
Alcohol:			
Whisky	bottle	£1.90	£2
Gin	bottle	£1.69½	£1.94
Brandy	bottle	£1.84 to £2.15	£2.15 to £2.25
Beer	doz small bottles	90p to £1	84p to £1.14

	Unit	1969	1971
Paraffin	gall.	33½p	13p
Petrol	gall.	34½p	25p
Electricity	unit	2p	2p

Good quality English clothing can be purchased at prices generally comparable to those ruling in the United Kingdom.

Furniture, household appliances and hardware are all imported, generally from the United Kingdom, and as a result of freight and transshipping expenses are proportionately higher in cost than similar articles in the United Kingdom. Because there is no purchase tax and customs duties only apply to alcohol, tobacco and matches, imported luxury items are often obtainable at prices below those ruling in Britain. There is one consumer co-operative society, formed in 1952, which imports groceries, clothing, footwear and household goods.

British motor vehicles are imported and offered at prices similar to those in the United Kingdom, the comparatively high freight charges being largely offset by the absence of import duties and purchase tax. At the end of 1971 there were 1,023 motor vehicles of all types registered in the Colony.

The only fuel produced locally is peat and this is the main source of heating on all the farms and in most buildings in Stanley. Many townspeople cut and rickle their own peat but the expense of transporting it from the peat banks has risen steadily. According to the size of a house and the number of rooms heated, a year's supply averages from 12 to 20 lorry loads of peat, each load being approximately 12 cubic yards.

In the Camp peat is cut by paid labour as a routine task but in Stanley it has become increasingly difficult to attract men to undertake this employment and the heating systems of a number of larger buildings have been converted to oil firing.

LABOUR RELATIONS

There is no Labour Department in the Colony. The Falkland Islands General Employees' Union with some 500 members is the only trade union in the Islands. The Union extends its interest throughout the Colony and meets annually with the Sheepowners' Association and employers in Stanley to review the wages and conditions of service for most workers. Labour relations were good.

SAFETY, HEALTH AND WELFARE

There are no factories in the Colony and no industries other than sheep farming. The Workmen's Compensation Ordinance provides

for the payment of compensation to persons employed in all forms of manual occupation. Legislation enacted in 1966 and 1967 lays down conditions for the employment of women, children and young persons.

There is no statutory provision for the payment of unemployment benefits.

INDUSTRIAL TRAINING

Apprentices are indentured in the building trade, wireless telegraphy, mechanical and electrical services.

An Apprenticeship Board was constituted in 1955 for the purpose of standardising the forms of indenture and to advise on pay, working conditions and training. If the need arises the Board can act as arbiter in disputes and concern itself with the welfare of apprentices.

Chapter 3: Public Finance and Taxation

REVENUE and expenditure during the three financial years from 1968-69 to 1970-71 were as follows:

	Revenue		Expenditure	
	Ordinary £	Total £	Ordinary £	Total £
1968-69	407,361	477,297	464,933	537,141
1969-70	394,980	473,507	463,687	543,410
1970-71	519,688	605,638	498,222	591,956

The main heads of revenue and expenditure were as follows:

	Revenue		
	1968-69 £	1969-70 £	1970-71 £
Customs	45,500	49,556	45,493
Electricity	41,840	40,840	42,838
Investment	36,566	37,522	156,240
Internal Revenue	96,381	143,114	130,441
Posts and Telecommunications	105,642	52,399	80,421
Expenditure			
	£	£	£
The Governor	10,771	10,784	9,559
Aviation	21,920	26,422	29,519
Customs and Harbour	16,281	20,071	18,297
Education	58,019	61,124	61,125
Medical	54,986	54,101	55,580
Miscellaneous	23,964	6,457	8,786
Pensions and Gratuities	17,630	16,891	15,930
Police and Prisons	7,469	8,510	8,852
Posts and Telecommunications	56,443	48,698	53,424

Falkland Islands

Expenditure—continued

	£	£	£
Power and Electrical	27,293	26,816	25,614
Public Works	21,587	25,118	23,871
Public Works Recurrent	41,952	35,426	35,691
Secretariat, Treasury and Central Store	31,184	40,621	47,403
Shipping Subsidy and Overseas			
Passages	47,298	50,933	71,896
Social Welfare	13,535	15,588	16,766
Development Expenditure including			
Development Aid	21,208	45,723	59,733-73

Statements of assets and liabilities at 30th June 1968 and 30th June 1969 are shown on the following pages.

There is no public debt.

Public Finance and Taxation

Head	Scheme No.	1969-70		1970-71		Total expenditure for 1969-70 and 1970-71	
		Colony Expenditure	C. D. and W. Expenditure	Colony Expenditure	C. D. and W. Expenditure	Colony	C. D. and W.
		£	£	£	£	£	£
Stanley Roads	D6805 and A D6891 and D7053	5,988	17,951	142	566	6,130	18,517
Printing Machine	D7091 and A	43	567	—	—	43	567
Modernisation of Schools Phase II	D6820	186	744	344	632	530	1,376
Extension to Power Station	D6445	—	—	—	53,091	—	53,091
Fire Engine and Ancillaries	D6889	770	1,388	—	—	770	1,388
		6,987	20,650	486	54,289	7,473	74,939

The above table gives details of the amount spent on development schemes in progress during the period under review in which part of the cost was borne by the Colonial Development and Welfare Fund and part by the Colony.

Statement of Assets and

LIABILITIES		£	s.	d.	£	s.	d.
DRAFTS AND TELEGRAPHIC TRANSFERS:					21,465	12	11
DEPOSITS:							
Colonial Development & Welfare	1,815	9	10				
Overseas Service Aid Scheme	48	8	1				
South Georgia	92	3	5				
Other	32,473	17	5				
					34,429	18	9
SPECIAL FUNDS:							
Savings Bank	1,427,093	5	2				
Old Age Pensions Equalisation	221,749	14	8				
Note Security	103,766	10	5				
Government Employees Provident	8,073	17	1				
					1,760,683	7	4
COLONY FUNDS:							
Development Reserve	172,830	14	9				
	102,245	8	5				
					275,076	3	2
Oil Stocks Replacement					32,496	18	3
GENERAL REVENUE BALANCE:							
Balance at 1st July 1969 <i>Surplus</i>	64,921	13	10				
Add appreciation of Investments	16,843	16	9				
	81,765	10	7				
Deduct Deficit year ended 30th June 1970	68,707	7	1				
					13,058	3	6
Balance 30th June 1970							
					£2,137,210	3	11

The above statement does not include—

- (1) A sum of £1,717:18:5 due from H.M.G. in respect of under issues on the following C.D. & W. Schemes—

D7053	1,151	3	3
D7091 & A	566	15	2
	£1,717	18	5

Liabilities at 30th June 1970

ASSETS		£	s.	d.	£	s.	d.
CASH:							
Treasury and Posts and Telecommunications	34,817	4	4				
Crown Agents	997	0	4				
Joint Consolidated Fund	119,000	0	0				
Remittances in transit	2,893	2	11				
					157,707	7	7
INVESTMENTS, SPECIAL FUNDS:							
Savings Bank	1,369,894	12	5				
Old Age Pensions Equalisation	215,050	8	1				
Note Security	111,522	12	7				
Government Employees Provident	7,378	8	8				
					1,703,846	1	9
INVESTMENTS, COLONY FUNDS:							
Development Reserve	101,721	12	1				
	152,523	3	8				
					254,244	15	9
ADVANCES:							
Other Administrations	17,640	3	2				
Departmental	48	17	1				
Other	3,722	18	7				
					21,411	18	10
					£2,137,210	3	11

- (2) A sum of £121:6:8 due from H.M.G. in respect of the following O.S.A.S. under issues—

Education Allowances	£121	6	8
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L. GLEADELL,
Colonial Treasurer.
20th September 1970.

Statement of Assets and

LIABILITIES		£	£
DRAFTS AND TELEGRAPHIC TRANSFERS:			15921.53
DEPOSITS:			29069.89
SPECIAL FUNDS:			
Savings Bank	1444172.51		
Old Age Pensions Equalisation	288309.97		
Note Security	106217.70		
Government Employees Provident	9368.99		
			1848069.17
COLONY FUNDS:			
Development Reserve	165046.93		
	102245.42		
			267292.35
Oil Stocks Replacement			50003.97
GENERAL REVENUE BALANCE:			
Balance at 1st July 1970 <i>Surplus</i>	13058.17		
Add Appreciation of Investments	7787.84		
			20846.01
Add Surplus year ended 30th June 1971	21465.71		
			42311.72
			<u>£2252668.63</u>

The above statement does not include—

- (1) (a) A sum of £488.58 due from Her Majesty's Government in respect of under issues of the following development aid—
- | | |
|--|---------|
| C.D. & W. Scheme D6820
and A Improvements to
Stanley Schools | £152.82 |
| C.D. & W. Scheme D7053
Stanley Roads | £335.76 |
- (b) A sum of £728.59 due from Her Majesty's Government in respect of the following Overseas Service Aid Scheme under issues—
- | | |
|-----------------------|---------|
| Passages | £640.12 |
| Education Allowances | £66.33 |
| Inducement Allowances | £22.14 |
- (c) A sum of £3090.53 due from Her Majesty's Government in respect of expenditure incurred under the United Kingdom/Falkland Islands Loan 1971.

Liabilities at 30th June 1971.

ASSETS		£	£
CASH:			
Treasury and Posts and Telecommunications	37423.33		
Crown Agents	961.87		
Joint Consolidated Fund	101000.00		
Remittances in transit	1134.67		
			140519.87
INVESTMENTS, SPECIAL FUNDS:			
Savings Bank	1434059.81		
Old Age Pensions Equalisation	281010.96		
Note Security	114250.85		
Government Employees Provident	8429.64		
			1837751.26
INVESTMENTS, COLONY FUNDS:			
Development Reserve	106097.92		
	145529.28		
			251627.20
ADVANCES			
Other Administrations	20521.35		
Departmental	11.22		
South Georgia	77.27		
Other	2160.46		
			22770.30
			<u>£2252668.63</u>

- (2) At the 30th June 1971 the amount outstanding in respect of loans for housing etc. was £38,530.
- (3) A sum of £26,529 is owed by the European Space Research Organisation to the Colony in respect of a loan; and an identical amount is owed by the Colony to the Government Savings Bank. (Ordinance No. 4 of 1969).

L. GLEADELL,
Colonial Treasurer.
10th November 1971.

Chapter 4: Currency and Banking

THE legal tender of the Colony consists of Falkland Islands Government currency notes of £5, £1 and 50p denominations and British coinage. On the 31st December 1971 the note issue in circulation was £102,600.

There are no commercial banks in the Colony but the Treasury remits funds abroad on payment of commission of one per cent. A similar service is also provided by the Falkland Islands Trading Company Limited, and the Estate Louis Williams, who operate agencies of Lloyds Bank Limited and Hambros Bank respectively.

Deposits in the Government Savings Bank amounted to £1,183,257 at the 30th June 1971 and the number of depositors' accounts open was 1,970.

Interest on deposits is paid at the rate of 2½ per cent per annum.

Government lends money for purposes such as the purchase of dwelling houses, improvement of essential business facilities (e.g. bakery and dairy) and for farm purchases. During 1969-70 the amount lent totalled £17,550 and during 1970-71 the total was £4,450. At 30th June 1971 the amount owing to Government in respect of undischarged loans was £38,530.

The Colony decimalised its currency in line with that of the United Kingdom on 15th February 1971.

Chapter 5: Commerce

IMPORTS

WITH the exception of meat, milk and to a considerable extent potatoes, vegetables, berry fruits and fish, practically the whole of the Colony's requirements in foodstuffs were imported.

The value of imports and the sources of supply were as follows:

	VALUE OF IMPORTS	
	1970 £	1971 £
Food	130,929	116,947
Beverages and Tobacco	66,201	64,424
Crude materials, inedible (except fuels)	8,799	5,086

Commerce

VALUE OF IMPORTS—continued

	1970 £	1971 £
Mineral Fuels, Lubricants etc.	40,139	57,510
Animal and Vegetable Oils and Fats	537	1,024
Chemicals	38,024	37,898
Manufactured Goods	92,909	104,814
Machinery and Transport Equipment	104,492	123,595
Miscellaneous manufactured articles	121,043	93,952
Miscellaneous transactions	7,362	1,723
	<u>£610,435</u>	<u>£606,973</u>

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY

	1970		Principal Supplying Country
	Value £	Quantity	
Provisions	126,766	857 tons	United Kingdom £107,867 Argentina £13,732
Alcoholic and Non-alcoholic beverages	49,353	44,407 galls.	United Kingdom £47,757
Electrical Machinery	40,032		United Kingdom £28,793
Transport Equipment	39,312		United Kingdom £36,391
Machinery, not Electric	35,148		United Kingdom £35,148
Clothing	33,517		United Kingdom £33,347
Scientific, Photographic and optical goods, watches and clocks	32,072		Japan £11,924 United Kingdom £9,542 Switzerland £6,778
Mis. Manuf. of Metals	31,398		United Kingdom £31,280
Petroleum Products	30,293	717 tons	Uruguay £22,333
Misc. Manuf. Articles	30,210		United Kingdom £30,065
Textile Yarn, Fabrics, Made-up Articles etc.	21,552		United Kingdom £20,815
Tobacco	16,848	14,140 lbs.	United Kingdom £16,848
Mis. Chemical Materials	15,028		United Kingdom £15,016
Cosmetics, cleansing preparations etc.	11,985		United Kingdom £11,985
			1971
Provisions	115,643	583 tons	United Kingdom £97,413 New Zealand £6,953 Argentina £6,370
Electrical Machinery	67,787		United Kingdom £53,205 Holland £9,974 Japan £2,456
Petroleum Products	52,999	1,111 tons	Uruguay £31,974 United Kingdom £18,082
Alcoholic and Non-alcoholic Beverages	50,488	48,399 galls.	United Kingdom £46,717
Transport Equipment	43,003		United Kingdom £42,754
Clothing	33,633		United Kingdom £33,633
Manuf. of Metal	26,203		United Kingdom £26,191

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY—*continued*

	1971		Principal Supplying Country
	Value £	Quantity	
Scientific, Photographic and optical goods, watches and clocks	22,403		Japan £7,424 United Kingdom £6,691 Switzerland £4,455 Germany £3,712
Iron and Steel	20,756		United Kingdom £20,750
Wood, Lumber etc.	18,960		United Kingdom £11,977 Chile £5,839
Mis. Manuf. Articles Textile Yarn, Fabrics, Made-up Articles etc.	17,823		United Kingdom £16,970
Cosmetics, cleaning pre- parations etc.	15,745		United Kingdom £15,745
Tobacco	14,178		United Kingdom £14,178
Non-electrical machinery	13,936	10,274 lbs.	United Kingdom £13,625
Misc. Chemical materials	12,805		United Kingdom £12,725
	12,384		United Kingdom £11,095

PRINCIPAL SUPPLYING COUNTRIES

	1970	1971
	£	£
United Kingdom	514,504	505,563
Uruguay	29,767	38,480
Argentina	17,697	7,474
Japan	13,602	10,617
Holland	8,200	11,057
Switzerland	7,530	4,784
Chile	3,626	5,839
Germany	3,526	4,768
New Zealand		9,420

EXPORTS

	1970	1971
	£	£
Domestic Exports	803,105	676,967
Re-exports	22,189	54,069
	<u>825,294</u>	<u>731,036</u>

PRINCIPAL EXPORTS

(Destination in both years: United Kingdom)

Item	1970		1971	
	Value £	Quantity lbs.	Value £	Quantity Kgs.
Wool	771,776	4,618,337	651,955	2,053,945
Hides and Skins	28,069	279,540	24,362	172,680

Chapter 6: Production

AGRICULTURE

THE land is used almost entirely for sheep farming. With the exception of some 28,100 acres of Crown land, the Colony is divided into freehold farms varying in size from 3,600 acres to 161,000 acres carrying a total of some 635,000 sheep, averaging about one sheep to every 4½ acres. Production is in the region of 4¾ million lbs of wool annually.

A small Government agricultural unit is responsible for maintaining fences and regulating grazing on Stanley Common, attending to animals in the quarantine station and carrying out tuberculin testing of cattle. Stock returns are produced annually.

Cattle are kept in the Camp to provide milk and beef and there are two dairies in Stanley. Oats for hay and silage, vegetables on a garden scale and a small acreage of kale are the only crops grown. However, on progressive farms, several thousand acres have been sown to Yorkshire fog (*Holcus Lanatus*) which is an improvement on the natural herbage.

Many farms are showing an interest in pasture improvement and to this end various techniques have been tried out. Several farms have brought about a marked increase in carrying capacity.

During 1971 seed potatoes were imported from New Zealand.

FISHERIES

There is no organised sea fishing industry but Falkland Islands mullet and smelt are caught occasionally by part-time fishermen and marketed for local consumption. Trout fishing provides excellent sport for anglers, the record trout weighing 18 lbs. Trout of 7 lbs. to 10 lbs. weight are not rare.

Chapter 7: Social Services

EDUCATION

THE Government is responsible for education throughout the Colony. All education is free and the Government bears the cost of

all books, materials and equipment. The fees for boarding school education are £4 a term for the first child and £3 for successive children from the same family. There is no regular secondary or higher education in the Colony though special tuition is available and several pupils have obtained Ordinary and Advanced level successfully in the General Certificate of Education. Royal Society of Arts examinations in commercial subjects (typewriting, shorthand, book-keeping and Commercial English) are part of the regular pattern and occasionally students sit City and Guilds examinations. A competitive Overseas Scholarship examination is held annually in September, enabling successful candidates to benefit from at least five years at secondary level at boarding grammar schools in Dorset, the British Schools in Montevideo, Uruguay, and, more recently, at Secondary schools in the Argentine.

The accepted age of entry is five years and the school leaving age is fifteen years. Pupils are encouraged to remain at school to the end of the term in which they become fifteen.

The age limits are applicable throughout the Islands: in the Camp (all the country beyond the environs of Stanley) attendance is compulsory for children of between five and fifteen years living within one mile of a settlement school or visiting teacher, and for children between seven and fifteen years living within two miles of settlement school or visiting teacher.

Children in outlying houses are taught by Camp teachers, each of whom is assigned a beat of from four to six houses which he covers by landrover, horse, boat, or aircraft. A camp teacher stays two weeks with each family in turn and leaves homework to tide the children until he visits again. Camp teachers have an arduous, often frustrating, though interesting and challenging task. Only young men of spirit, initiative, a sense of humour and with an ability to mix in all walks of life can succeed in this unique post. Camp teacher strength is augmented by members of the Voluntary Service Overseas who have always rendered invaluable assistance; the team normally consists of three young men.

Evening classes are held during the winter months from May to October. The subjects normally offered are English, Mathematics, Spanish, Art, Craftwork, Book-keeping, Typewriting and Shorthand. These classes are free of charge.

The radio lesson service which started in 1965 with a thirty-minute lesson every two weeks has been extended and now offers a twice-weekly forty five-minute programme. It provides a useful background to children's education.

There are two schools in Stanley; one caters for infants and juniors and has been extended by an additional two-classroom block

measuring 54' by 25'; the other is for seniors. The latter was extensively damaged by fire in 1970 and is presently under reconstruction.

The boarding school at Darwin caters for 42 boarders and also provides education for 17 day pupils. There are two full-time settlement schools on the West Falkland.

The local boarding allowance of £5.50 a month is granted on behalf of those parents to send their children to board in Stanley in order that they may attend Stanley Schools. An allowance of £3 a month is also paid on behalf of parents of Camp children who send their children to distant parts to study under a camp teacher. Day pupils visiting school receive an allowance at 5p per meal taken outside their own homes.

Overseas education allowances are granted to parents of children between the ages of 11 and 18 years who receive full-time tuition in boarding schools in Britain, Uruguay and the Argentine. The rates are:

£282 for the first child

£336 for the second child

£402 for the third child and subsequent children.

The allowance for day pupils is £75. The parents of 13 children benefitted from this scheme in 1971.

Total expenditure for all services in 1970 was £61,124 and in 1971 £61,125.

Teaching Staff as at 31st December 1970 and 1971:

Including two Headmasters

	M	F	Total 1970	M	F	Total 1971
Certificated	14	7	21	11	5	16
Uncertificated	5	1	6	5	1	6
V.S.O.	3	0	3	3	0	3
Temporary	0	1	1	0	3	3
Part-time	0	3	3	0	3	3
TOTALS	22	12	34	19	12	31

Numbers of children receiving Education:

	M	F	Total 1970	M	F	Total 1971
At 31st December						
Stanley Schools	93	111	204	89	110	199
Darwin Boarding School	25	24	49	31	25	56
Settlements	8	11	19	7	9	16
Camp Houses	59	52	111	43	47	90
TOTALS	185	198	383	170	191	361

PUBLIC HEALTH

The standard of health is high, as can be expected in a community where there is an abundance of the basic essential food-stuffs easily available to all and where the climate is bracing and the air pure.

Natural immunity from the commoner droplet-infection diseases of more populous countries is low; therefore a programme of immunisation against tuberculosis; diphtheria, whooping cough, poliomyelitis and small-pox is continuously maintained. Further to protect the community from tuberculosis, no immigrants may enter the Colony unless they have been certified free from pulmonary tuberculosis before their departure from their own country.

Vital Statistics

There were 34 live births, 1 still birth and 17 deaths in the Colony in 1970 while in 1971 the figures were 38, 1 and 21 respectively.

Hospital Facilities

The Colony has one hospital, situated in Stanley. It is modern and well-equipped and has 27 beds for the treatment of medical, surgical, obstetric and geriatric cases. There were 176 admissions in 1970 and 203 in 1971. Ante-natal and child welfare clinics are held weekly at the hospital.

Medical and Dental Services

For Medical purposes, the Falklands are divided into three areas: Stanley with the North Camp of the East Falkland, Lafonia and West Falkland. The Senior Medical and one medical officer are stationed in Stanley and see all patients in Stanley and the North Camp. One Medical Officer lives at Darwin in Lafonia and deals with medical cases in that area; and the third medical officer is stationed at Fox Bay on the West Falkland and attends patients on the West Falkland and the islands to the north and west of it.

All settlements in the main East and West Falkland can communicate with a doctor by telephone. All the inhabited islands are supplied with radio-telephones. Standard medical chests are provided at all settlements. The Government Air Service is available for the transport of doctors and patients. As a rule, the camp doctors travel by Landrover or aircraft to their patients but still occasionally ride on horse-back.

One dentist and a dental technician are stationed in Stanley where there is a modern, fully equipped dental surgery and laboratory in the hospital. Another dentist makes camp tours, endeavouring to visit each settlement in the course of the year.

Medical Department

The staff of the Medical Department includes a Senior Medical Officer, three medical officers, two dental officers, and one dental technician, one matron, three nursing sisters and up to five staff nurses, together with domestic staff and a clerk.

Expenditure on medical services was £54,101 in 1969/70 and £55,580 in 1970/71. Revenue in those years was:

	1969/70 £	1970/71 £
Medical	5,943	6,688
Dental	1,126	762
	<hr/>	<hr/>
	7,069	7,450

Local Authority Services

The Stanley Town Council was responsible for street lighting and cleaning, the collection and disposal of garbage, and the maintenance of drains and sewers.

There were two licensed dairies in Stanley at the end of 1969. The dairy herds were examined periodically and all the animals were turberculin tested.

HOUSING AND TOWN PLANNING

The majority of houses in the Colony are constructed of timber and iron with corrugated iron roofs but the larger public buildings are more frequently built of concrete blocks with tiled roofing. Most houses in Stanley are built on quarter acre plots which allow sufficient ground for the householder to maintain a generous vegetable garden. Plans for new buildings must be submitted to the Stanley Town Council for approval and must conform to the sanitation and constructional requirements of the Council. The Council also has power to condemn houses which are considered unfit for habitation.

SOCIAL WELFARE AND AMENITIES

There are three places of worship: Christ Church Cathedral, consecrated in 1892; the Tabernacle (United Free Church), established in 1890; and St. Mary's Roman Catholic Church, established in 1899. Church services are relayed every Sunday evening through the broadcasting station at Stanley.

An old age contributory pensions scheme introduced in 1952 and expanded in 1967 is compulsory for all male and certain female resi-

dents in the colony. The following weekly benefits are paid to contributors on reaching the age of 65 years: married man £4.65; unmarried man, widow or spinster £2.32½. Employees between the ages of 18 and 60 contribute 26p weekly to the fund, employers contribute 34p and self-employed contribute 60p.

A non-contributory old age pension scheme was introduced in 1961 and provides pensions for old people who were excluded by reason of age from contributing to the Pensions Equalisation Fund and, consequently, from deriving any benefits from the pensions scheme introduced in 1952. Pensions are paid at the following weekly rates: married man £3.20; unmarried person £1.60, man or woman separated or living apart from his or her husband or wife £1.60.

Children's allowances are granted to all parents or guardians at the rate of 50p per month for each of the two elder children of a family and £1 per month in respect of each other child.

Poor relief is administered by the Stanley Town Council. The amount spent on poor relief in 1970 was £1,095 and in 1971 £1,716. Accommodation for old and chronic invalids is provided in the hospital. There are no orphanages.

The Stanley Benefit Club, open to all residents, is the oldest club in the territory. It was formed on 23rd July 1859, to provide a fund for the support of its members in cases of sickness or accident; it also contributes towards funeral expenses. The total membership is 92. Membership has decreased mainly due to improved social conditions in the territory. For an annual contribution of £1.50, sick persons can draw as much as £136 and thereafter at the rate of £2 a month. The club will meet funeral expenses up to £30.

The Falkland Islands Branch of the British Red Cross Society met regularly. Hospital visiting was carried out and Christmas presents provided for hospital patients. The Earl Haig Fund Appeal was again organised by the Branch and the proceeds sent to the Fund's headquarters in London.

The 1st Stanley Company of the Girls' Brigade provided a programme of art, cookery, basketwork and home service classes. Parties were organised at midwinter and Christmas. The cadet section for the 6-9 years olds flourished.

The 1st Falkland Islands Company of the Boys' Brigade continued to function successfully. Activities included physical training, drill, indoor rifle shooting and an annual summer cap. The Life Boys, a junior branch of the Boys' Brigade, provided entertainment for boys between the ages of 8 and 11 years.

Each May the Girls' and Boys' Brigades combined to organise a May Ball and a Prince Charming Dance. These events were well attended.

The Youth Club, formed in 1966, continued to attract support from young people. A variety of social gatherings and outdoor activities was organised, and plans made to erect a hut for the use of the club members, so that meetings could be held on all days in the week.

There are several social clubs in Stanley, among them the Colony Club, the Falkland Club, the Falkland Islands Defence Force Club and the Working Men's Social Club. The clubs provide facilities for a variety of activities, including billiards, snooker, darts, table tennis and cards. The Working Men's Social Club organise annual sports for children and an annual children's fancy dress party. Both events are popular and well-supported.

The Guild of Spinning and Handicrafts is a thriving and steadily growing concern, building up a small and prospering Home Industry to trade with the growing number of tourists and the increasing local demand for their products.

The Town Hall, rebuilt in 1950 with the assistance of a grant from Colonial Development and Welfare funds after being destroyed by fire in 1944, contains a large dance hall with stage, dressing rooms, refreshment room and a well-stocked public library, as well as certain public offices and the Court and Council Chamber. The chamber was panelled in 1966 with handsome sapele wood generously presented by the Government of Nigeria some years previously. The dance hall was re-floored in 1967.

Although Stanley has lacked a museum since the disastrous fire of 1944, a notable collection of material has been assembled in recent years and during the period under review was on display in temporary accommodation in the gymnasium building. The Public Works Department completed permanent accommodation for the Museum in 1971 and it is expected that this will be officially opened early in 1972.

A branch of the Women's Corona Society was established in 1955 and holds regular monthly social meetings. In addition the society organises regular tea meetings in the summer months for the elderly residents of Stanley.

The Stanley Dramatic Society continued to function successfully, their productions providing an additional and welcome source of entertainment. A local 'Pop Group' was formed and is in demand at the many dances held during the year.

The Social Club inaugurated at Goose Green in 1966 has proved a most popular enterprise.

The sea temperature around the islands does not lend itself to bathing and consequently few of the inhabitants have learned to swim. The desirability of constructing a swimming pool has long

been recognised and a fund was established in 1964 for this purpose. By 31st December 1971 a sum of £5,978 had been raised by public subscription and Government contribution.

SPORT

Full-bore shooting is organised by the Falkland Islands Defence Force Rifle Association which has a keen membership. Annual prize meetings are held and when finances permit representative teams are sent to Bisley to compete in the junior colonial competitions. There is a small bore range in the drill hall for winter use.

Association football is a popular sport and the club is strongly supported. Not only do local teams compete for a championship but keenly contested games take place against teams from visiting ships.

The Golf Club maintains a course near the Felton Stream west of Stanley racecourse.

Considerable interest is taken in angling. Brown trout (*salmo fario*) were introduced into a number of rivers between 1947 and 1952. These trout have over the years formed a sea-going habit and return to the rivers to spawn. Specimens weighing 7 lbs to 10 lbs are not uncommon. The heaviest trout so far recorded weighed 18 lbs. The trout-fishing season opens on the 1st September and closes on the 30th April. Salmon and sea-trout ova have been imported but efforts to establish these fish have so far not succeeded.

The sub-aqua club was started in 1971 and this new sport is becoming increasingly popular.

Each year there is normally a five-day sports meeting at Darwin, East Falkland, while four of the principal farms on West Falkland hold five-day sports meeting in rotation four years out of five. The Stanley Sports Association holds a two-day meeting immediately after Christmas with horse racing, gymkhana and athletic events. Sheep dog trials are also held on both Islands, followed by a Championship Contest organised by the Stanley Sports Association.

The Stanley Badminton Club organises games in the gymnasium twice a week. These are well supported, particularly in the winter.

The Stanley Squash Club, revised in 1965, has a growing membership and matches are played against teams from visiting ships.

Darts is a popular winter game and there is a league in Stanley with up to 14 teams competing. The standard of play is high.

Snooker, played at the Colony Club, the Falkland Club, the Falkland Islands Defence Force Club and the Working Men's Social Club, has a strong following.

Chapter 8: Legislation

APART from the Appropriation Ordinances, the more important legislation enacted during the period under review included the following measures:

1970

No. 1. *The Administration of Justice (Amendment) Ordinance*, created a new court of law, known as the Magistrate's Court, which is subordinate to the Supreme Court but superior to the existing Court of Summary Jurisdiction. The new court has extensive criminal and civil jurisdiction.

No. 2. *The Control of Kelp Ordinance*, gives power to the Government to control a potentially valuable economic asset and to ensure good husbandry.

No. 3. *The Prison (Amendment) Ordinance*, enables all members of the panel of justices residing in Stanley to take turn as senior member of the Board of Visiting Justices to Stanley Prison.

No. 7. *The Income Tax (Amendment) Ordinance*, introduced a measure of relief for elderly persons on incomes under £500, increased the rate of tax for companies from 29p to 35p, and gives relief to farming businesses where certain qualifying expenditure has been incurred. It also extends the scale of tax on personal incomes to 35p where chargeable income exceeds £10,000.

Seven Ordinances were enacted during the year.

1971

No. 1. *The Decimal Currency Ordinance*, made provision for the introduction of decimal currency in the Colony.

No. 4. *The Licensing (Amendment) Ordinance*, provides for the licensing of restaurants to sell intoxicating liquor for consumption with meals.

No. 6. *The Government Wharves (Amendment) Ordinance*, provides for the payment of wharfage not only by the owner or master of any vessel placed alongside a Government wharf but also by the owner or master of any vessel made fast to a Government wharf.

Seven Ordinances were enacted during the year.

Chapter 9: Justice, Police and Prisons

JUSTICE

DURING the period under review the judicial system of the Falkland Islands was administered by a Supreme Court and a Court of Summary Jurisdiction both of which usually sit in Stanley. Since the end of 1969 a Magistrate's Court with enhanced powers has been established intermediate between the Court of Summary Jurisdiction and the Supreme Court.

A Court of Appeal, constituted in 1965, hears appeals from the Supreme Court.

Justices of the Peace, residing in Stanley and in the Camp, have the power to deal with minor offences.

The territory retains the part-time services in England of a Legal Adviser.

Local ordinances and regulations are in effect. English law applies down to 1900 and subsequently by special application.

The following tables show the number of civil and criminal cases heard by the courts during 1970 and 1971.

CIVIL COURT

	1970	1971
Debt	15	16
Consent to marry	1	—
Access to children	2	—
Maintenance order	1	1
Adoption Orders	3	1
Custody of children	2	1
Judgement summonses	6	—
Eviction Orders	—	2
Income Tax	25	8
Old Age Pensions Contributions	1	2
Damages	1	—
Contract	1	—
Removal of disqualifications for driving	3	2

MAGISTRATE'S COURT & COURT OF SUMMARY JURISDICTION

	Cases Heard		Discharged		Convicted	
	1970	1971	Adults	Juveniles	Adults	Juveniles
Offences against the person:						
Assaults	5	—	—	—	5	—
Sexual offences:						
Indecent assault	1	1	—	—	2	—
Incest	1	1	—	—	2	—
Offences against property:						
Larceny	4	9	1	—	12	—
Malicious damage	10	—	2	—	8	—
Offences against local Ordinances						
Road Traffic	18	31	1	—	46	2
Licensing	23	26	—	—	48	1
Other offences:	9	13	2	—	20	—

SUPREME COURT

	1970	1971
Appeals	—	1
Divorce	7	7
Contract	2	—
Injunctions	1	—
Custody of Children	—	2

POLICE

The authorised establishment of the Falkland Islands Police Force consists of one inspector, one sergeant and five constables. There is also a Reserve Force.

Crime

In 1970 fourteen charges in respect of indictable offences were made against eleven persons and in 1971 seventeen charges against eleven persons. During the two year period proceedings were taken against three juveniles.

Other Police Duties

The Inspector of Police is the Government Fire Precaution Officer and on occasions undertakes the duties of Immigration and Customs Officer. The Police make quarterly checks on all fire equipment in Government buildings. The Department carries out all driving tests, registering of vehicles imported into the territory, the issue of driving licences, gun, dog, penguin egg and trout fishing licences.

PRISON

There is one small prison in Stanley. All members of the Police Force Act as Prison Officers. A matron is employed to supervise cooking and assist with female prisoners.

In 1970 three male prisoners served sentences of one month to six months. In 1971 three male prisoners served sentences ranging from two weeks to two years.

TYPES OF PUNISHMENT (1970 and 1971 combined)

Magistrate's Court and Court of Summary Jurisdiction	Convicted			Imprisonment			Fined			Bound over			Imprisonment by length of service
	M	F	J	M	F	J	M	F	J	M	F	J	
Assault	4	1	-	-	-	-	4	-	-	3	1	-	2 years, 2 years, 9 months, and 6 months
Larceny	10	2	-	-	-	-	8	-	-	2	2	-	
Sexual offences	4	-	-	4	-	-	-	-	-	-	-	-	
Damage to property	7	1	-	-	-	-	7	1	-	-	-	-	
Road Traffic	45	1	2	-	-	-	45	1	2	20 (a)	-	2 (a)	
Licensing	46	2	1	1	-	-	19	-	1	32 (b)	2 (b)	-	1 male 14 days
Other offences	18	2	-	1	-	-	18	-	-	10	2	-	1 male 1 month

(a) Disqualified from driving in addition to other penalty

(b) Indicates prohibition orders.

Chapter 10: Public Utilities and Public Works

ELECTRICITY

CONTINUOUS electric power is supplied to the Stanley area, including the E.S.R.O. Space Station, from a Government-owned and operated diesel power station. A replacement station now in the course of construction will replace the existing station and have an installed capacity of 1,280 Kw. generating at 3.3 Kv. 50 Hertz. Distribution is overhead at 230/400 volts, a three-phase four-wire system is used.

The tariff, which is reviewed annually, is to be increased in 1972 from 1.875p to 2.3p.

Output of electrical energy from the Stanley Station for the calendar year 1971 was 2.37 million units.

The Electricity Department undertakes the repair and maintenance of all Government electrical installations. There being no registered contractors the Department also accepts private installation work.

Outside Stanley most of the farms have their own generating plants, some supplying power to a single house while others with a larger generating capacity supply a whole settlement. Output from these sets rarely exceeds 12 Kw. Voltages vary from 110 to 230 A.C. and D.C. Many of the outlying shepherds' houses have their own lighting systems, some being fed from 12 volt batteries charged by wind driven generators, although a more recent trend has been to replace these by small air-cooled diesel generators with outputs of 1½ Kw at 230 volts A.C.

WATER SUPPLY

For Stanley, water is supplied from the 6,000 gallons per hour capacity filtration plant at Moody Brook to a reservoir and a high level tank with a combined capacity of 500,000 gallons. Daily consumption averages 80,000 gallons for domestic and industrial use and watering ships. About 21 tons of chemicals are used for sedimentation, filtration and sterilisation each year. A dry spell of weather in November 1970 gave cause for concern and a temporary line had to be taken from the Mount William reserve supply.

In the Camp piped water supplies are in operation at every farm.

PUBLIC WORKS

The Public Works Department was responsible for the maintenance of all Government-owned properties, furnishings, Stanley roads, water supply, drainage, sea walls, quarry stone crushing and Government transport and plant.

New work undertaken by the department included the installation of equipment in the children's playing area; the conversion of part of the gymnasium into a museum; the provision of public toilets; and a number of central heating conversions from peat to oil in Government buildings. Work was begun on the renovation of the senior school, which had been partly destroyed by fire in 1970; a new toilet block for the school was fabricated and erected and similar installations in the Junior school were improved.

Members of the department assisted the team of consulting engineers in an extensive survey of the proposed site for an airfield at Cape Pembroke.

In connection with the Hydatid Eradication Campaign, a two-chamber holding tank was built for the Falkland Islands Company's butchery near Stanley, capable of holding two months' accumulation of offal.

Chapter 11: Communications

SHIPPING

R.M.S. *Darwin*, a vessel of 739 registered tons and capable of carrying 40 passengers, averaged 12 round trips to Montevideo annually, carrying mail, freight and passengers. The vessel is owned by Darwin Shipping Limited, a subsidiary of the Falkland Islands Company. In addition to being the main link with Montevideo the vessel undertook regular coastwise voyages to the principal settlement ports in the colony. She was withdrawn from service in December 1971. A smaller replacement vessel will maintain the coastwise trade. The sea link with Montevideo is to be severed and communications with ports on the Atlantic seaboard of Argentina will be established instead. A Danish vessel, the m.v. *A.E.S.*, chartered by Darwin Shipping Limited to bring supplies from the United Kingdom and to take back the wool clip, made four voyages a year in each direction.

Communications between British Antarctic Territory, South Georgia and Stanley were, during 1970, provided by H.M.S.

Endurance, R.R.S. "*John Biscoe*" and m.v. "*Perla Dan*". The British Antarctic Survey's new survey vessel, "*Bransfield*", arrived in the colony early in 1971 and was subsequently registered in Stanley. The "*Bransfield*" has now taken over Antarctic relief duties from the "*Perla Dan*".

The Norwegian Antarctic Tourist vessel "*Lindblad Explorer*" visited the Falklands twice during 1970 and in February 1971 the Swedish America liner "*Gripsholm*" paid a short visit to Stanley.

During 1970-71 13 Soviet fishery and scientific vessels visited Stanley. Visits were also made by the Italian yacht "*San Guiseppe II*", s.s. "*Tasmania Star*" R.F.A. "*Blue Rover*" and the R.R.S. "*Shackleton*".

The following table shows the number of vessels which entered and cleared the Colony:

	1970	1971
Number of ships entered	39	35
Number of ships cleared	40	34
Net tonnage in	45,399	55,249
Net tonnage out	45,431	55,672

ROADS AND VEHICLES

There are about 12 miles of concrete or macadamised roads in and around Stanley. The main road along the sea front on which most of the principal buildings are situated is of concrete.

Unsurfaced tracks connect most settlements on the main East and West Islands and travel is possible by means of landrover or motor-cycle, depending on the weather conditions.

At 31st December 1971 there were some 1,023 vehicles of all types in the territory, approximately half being used in Stanley.

During the period under review 68 vehicles of all descriptions were imported, practically all of which originated in the United Kingdom.

AIR SERVICE

The Falkland Islands Government Air Service (F.I.G.A.S.), inaugurated in 1948 with one J.5 Auster landplane, operated throughout 1970 and 1971 with two DH(C)2 Beaver floatplanes. The original medical and mail service has been expanded over the years to include passengers, freight and private charter.

During 1970, 3,683 passengers, 11,796 lbs of excess luggage and 8,486 lbs of freight were carried; and in 1971 the totals were 3,911 passengers, 13,261 lbs of excess luggage and 8,490 lbs of freight. Medical officers, dental officers, patients and travelling school teachers made up approximately 10 per cent of the passenger total. The total of passengers in 1971 was another record figure.

Camp teachers are flown regularly around their beats on the main and outer islands and camp children attending in Stanley or Darwen travel mainly by aircraft.

Letter mail is delivered and collected on all routine flights. In addition, overseas mail is dropped at settlements where no scheduled landings are to be made within three days of a mail arrival. Heavy mails, i.e. parcels and papers, are also delivered when weight/space is available.

Livestock, mainly cats, dogs and pedigree rams are carried fairly frequently.

An indication of the popularity of the service can be seen by the passenger increase in 24 years, from 29 in the first year of operation to over 3,900 in 1971.

An international air service is scheduled to commence operating between Stanley and Comodoro Rivadavia (Argentina) in January 1972.

POSTS AND TELECOMMUNICATIONS

The General Post Office is situated in Stanley and has six sub-post offices under its control—one at Fox Bay, one at South Georgia in the Dependencies and four in the British Antarctic Territory. Stanley is the main reception and distribution centre for mails received from overseas. Some 17 inward and outward mails were handled annually, all being received or despatched by sea via Montevideo or Punta Arenas. In addition there were occasional direct mailing opportunities to and from the United Kingdom by sea. There were no international air line connections with the mainland of South America during the period under review; external airmail was taken to Montevideo or Punta Arenas by sea and onwards by air. Advantage was taken of several special flights by Argentine Air Force amphibian aircraft in the latter part of 1971 to despatch airmail. The distribution of letter mails between Stanley and the outlying farm settlements is carried out by the Government-owned air service, the heavier mail being delivered by sea or cross country by landrover and to a lesser extent by horse.

External telecommunications are operated by the Government from its wireless station in Stanley, first operated in 1912 and handling all Government and commercial traffic. There are daily schedules with London, Montevideo, Buenos Aires, Fox Bay and with ships in neighbouring waters.

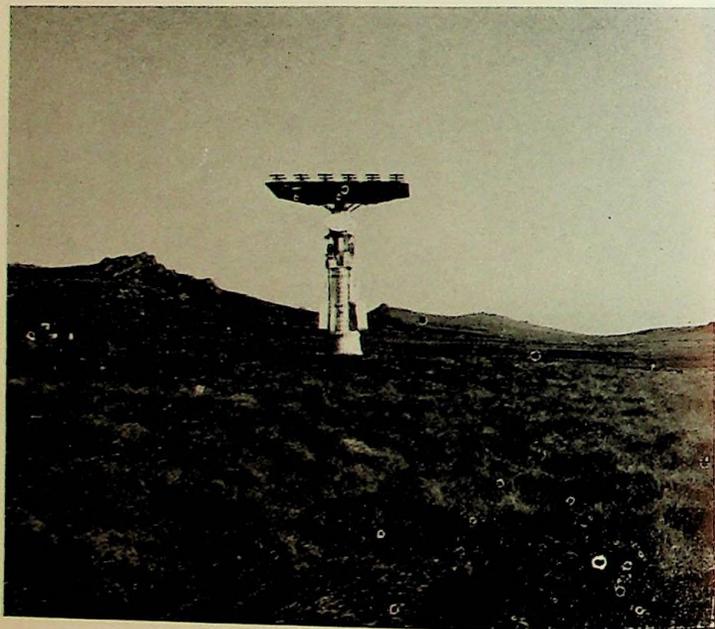
There are three leased private telegraph circuits between Stanley and London, one being full-speed and two quarter-speed.



S.S. "Great Britain" photographed on the pontoon in Stanley Harbour shortly before being towed back to Britain for restoration and preservation. H.M.S. "Endurance" also shown.



The Secretariat, Stanley.



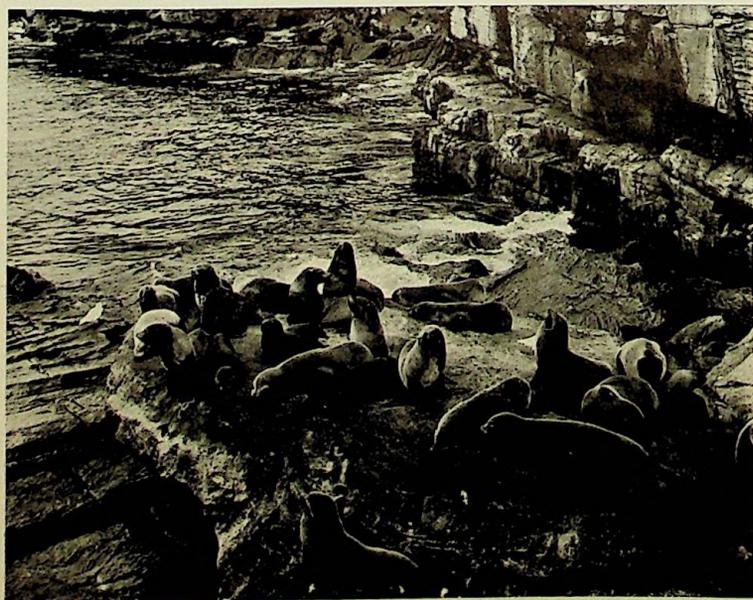
One of the tracking antenna at the E.S.R.O. Station near Stanley.



Rock-hopper penguins (*eudyptes crestatus*), Bird Island.



Black-browed albatross and chick (*diomedea melanophrys*), West Falkland Island.



Fur seal (*arctocephalus australis*), New Island.



King Edward Point, South Georgia. Formerly the administrative headquarters and now a British Antarctic Survey base.

Reindeer, South Georgia. First imported about 1911, now well established and numbering about six thousand.

View of Mount Sugartop, South Georgia.

On 4th December 1967 the first public telephone service was opened between Stanley and the United Kingdom. A number of other countries were subsequently included in the service.

Internal communications on the East Falkland are operated by means of a radio telephone network and by land line telephone. The central exchange is situated in Stanley and the majority of the sheep stations on the East have their own lines connected to the central exchange. Six operators are employed and a 24-hour service is maintained. On the West Falkland the telephone network converges on Fox Bay, where there is a Government-owned wireless telegraph and radio-telephone station for inter-island traffic.

Communications with the British scientific bases in the Antarctic are maintained by the British Antarctic Survey's wireless station which is situated in Stanley.

Chapter 12: Press, Broadcasting and Films

PRESS

PERIODICALS published in the territory, other than the official *Gazette*, are the *Falkland Islands Monthly Review*, which appears on the first Monday of each month, and the *Falkland Islands Journal*, devoted to items of historical, geographic and social interest which is published annually. A weekly newsletter is broadcast from the local broadcasting station every Friday evening.

BROADCASTING

The Falkland Islands Government established the first colonial broadcasting service when in the early part of 1929 a wired broadcasting system was started in Stanley; the service covered not only the town but also many parts of the East Falkland, the programmes being carried to outlying farms by the normal telephone lines. Wireless broadcasting from a radio transmitter became a regular feature in 1942. The outlying districts are now covered by radio, while the rediffusion system continues to operate in Stanley. Using both methods a complete island coverage is maintained.

The broadcasting service is controlled by a voluntary committee under a director. A salaried secretary is employed.

Programmes of from five to seven hours' duration are broadcast daily and there are four part-time announcers. B.B.C. news bulletins, commentaries, and sports results are broadcast regularly and extensive use is made of the B.B.C. and other transcription services. Local features and some overseas programmes are recorded and rebroadcast.

Six hundred and three wireless receiving licences were issued during 1970 and in the same year 387 wired broadcasting subscriptions were paid. The figures for 1971 were 671 and 349 respectively.

FILMS

The Central Film Library, established in 1953 has a membership of 22, made up of 20 farm settlements, the Naval barracks at Moody Brook, and a commercial hirer who exhibits films in Stanley once a week. The library operates on a non-profit basis and obtains films from a number of distributors in the United Kingdom and from the Central Office of Information in London.

Films of educational value are shown at the Senior School in Stanley and at Darwin Boarding School.

The Council of Christ Church Cathedral acquired a 16 m.m. projector in 1964 and provide a popular supplementary programme.

INFORMATION SERVICES

Literature and items of information received from the Central Office of Information in London and from the British Council are handled and circulated by the Education Department.

Chapter 13: Local Forces

THE Falkland Islands Volunteer Corps, first formed in 1892, was reconstituted in 1920 as the Falkland Islands Defence Force. Service in the force is voluntary. Training was carried out with the aid of Royal Marine instructors stationed in the Colony. The Force took part in ceremonial parades including those held to mark the Birthday of Her Majesty the Queen, Remembrance Sunday and the Anniversary of the Battle of the Falkland Islands (8th December).

Chapter 14: Radio and Space Research Station

THE Radio and Space Research Station (R.S.R.S.) at Slough, England, one of the establishments of the Science Research Council, maintains and operates an ionospheric observatory and a satellite data acquisition station in Stanley. These have been in operation since 1947 and 1962 respectively. It is also responsible for a separate satellite data acquisition on behalf of the European Space Research Organisation (E.S.R.O.), which has been in use since the launch of the first E.S.R.O. satellite in 1968. For these various purposes about twenty technical staff are employed in Stanley, one of whom is locally engaged, together with six locally employed ancillary staff.

The ionospheric observatory makes routine measurements of the properties of the ionosphere at hourly (and occasionally quarter-hourly) intervals, and is currently engaged in a collaborative programme with similar stations operated at the British Antarctic Survey bases.

The E.S.R.O. data acquisition station has made observations on all four satellites launched for that organisation. At the R.S.R.S. station observations continue on satellites which sound the ionosphere from above, the latest of which, ISIS-2, was launched in April 1971. Data were also regularly acquired from the British satellite Aries III until shortly before it was switched off in September 1969. It is of interest that Ariel III and two of the E.S.R.O. satellites carry experiments designed at R.S.R.S. Slough.

Chapter 15: Meteorological Services

DURING the period under review meteorological services within the Colony and Dependencies were provided by the Falkland Islands Government Meteorological Service. Facilities for this service, other than staff, were supplied and financed by the British Antarctic Meteorological Service, who also disseminated all the meteorological data from the colony for international use.

The Falkland Islands Government Meteorological Service was for the period of this review run by staff of one forecaster and one trainee employed full-time by the Falkland Islands Government.

The main functions of this service were:

- (i) the organisation of meteorological observations in the colony;
- (ii) the provision of forecasts for the general public and aviation and the provision of forecasts on request for international shipping in the Falkland Islands coastal waters, the dependencies and the British Antarctic Territory;
- (iii) the preparation of climatological data for stations in the Falkland Islands;
- (iv) limited investigations into the meteorology of the Falkland Islands.

PART III

Chapter 1: Geography

THE Falkland Islands lie in the South Atlantic Ocean, between latitudes 51° and 53° South and longitudes 57° and 62° West. The archipelago is separated from the South American mainland by about 300 miles of sea. It comprises two large islands and some 200 smaller islands with a total land area of approximately 4,700 square miles, comparable in area with Northern Ireland but spread over a much greater extent.

The distance from Stanley to New Island, the most westerly settlement, is somewhat greater than that from London to Cardiff while the distance between the most northerly and southerly settled areas approximates to that between Oxford and the Isle of Wight. Montevideo, in Uruguay, the normal port of entry for the Falkland Islands, lies 1,010 miles north of Stanley.

Complete aerial photographic cover of the territory exists and excellent topographical maps are available on scales of 1 : 50,000, 1 : 250,000 and 1 : 643,000.

GEOLOGY AND LANDFORMS

The Falkland Islands are composed almost entirely of Palæozoic and Mesozoic sedimentary rocks. Some of these have strong lithological and palæontological affinities with those of South Africa, Uruguay and Southern Brazil. Although the islands lie on the edge of the Patagonian Continental Shelf, there is no stratigraphical connection between the Falklands and the nearer parts of the South American mainland. The extensive Tertiary deposits of eastern Patagonia are not represented in the Falkland Islands nor is the great oil-bearing Cretaceous geosyncline of eastern Tierra del Fuego. The axis of Andean folding is supposed to lie to the south of the islands, through Burdwood Bank, whence it is continued as the Scotia Arc to South Georgia, the South Sandwich Islands and ultimately to the Antarctic Peninsula.

The distribution of rocks within the Falkland Islands is now fairly well known. West Falkland and the adjacent islands are predominantly composed of Palæozoic sedimentary rocks, quartzites, sandstones and shales, with a few minor occurrences of tillite and a

small exposure of the Archaean basement complex at Cape Meredith in the extreme south.

The northern part of East Falkland is composed, too, of the Palaeozoic sedimentary rocks, with the main development of younger strata in Lafonia and the surrounding islands. These Mesozoic rocks are represented by sandstones and mudstones which may be equated with the Gondwana succession of other parts of the Southern Hemisphere.

The main structural elements in the islands are folds which occurred after the deposition of the youngest Mesozoic rocks. Two main fold directions may be recognised. The first trends east-west across the northern part of the islands; the second is roughly parallel to the direction of the Falkland Sound and is exposed along the western side of it. It is now believed that folding along both axes was contemporaneous and may, indeed, form a single system.

The close relationship between the rock succession and fossil fauna of the Falkland Islands and parts of southern Africa has been frequently quoted as evidence to substantiate the hypothesis of continental drift. Recent research into the structures of the Falkland Islands suggests that this group may have moved from the vicinity of south-east Africa and that the rocks of the Falklands represent the missing portion of the truncated Karroo basin of Natal and eastern Cape Province.

Although it has been stated that the Falkland Islands were ice-free during the quaternary era when adjacent parts of the South American mainland were glaciated, there is convincing evidence that at least the mountains over 2,000 feet experienced local glaciation. The broad summits of Mount Osborne and the mountains of West Falkland are sharply scalloped by pronounced corries. Such steep-sided amphitheatres owe their form chiefly to the erosive action of small glaciers that were probably nourished by snow and ice domes located on the broad mountain tops. Investigations are at present being made to establish the terminal limits of these glaciers as defined by the morainic ridges deposited at their snouts. Since the ice domes and glaciers appear to have been confined chiefly to mountain areas whose summits exceed 2,000 feet, large areas of the Falkland Islands remained ice-free and experienced a periglacial climate. During such conditions of severe cold large accumulations of boulders—stone runs, as they are called—formed on the hillsides and valley floors of upland areas. They are particularly well developed in areas of quartzite bedrock. The origin of the stone runs has been attributed to solifluction—the mass movement of shattered debris down the valley sides under the influence of frost-and-thaw action.

Two main morphological elements may be recognised, the mountains which occur in the areas of folded Devonian-Carboniferous sandstone and quartzite, and the great plain of Lafonia, where the Mesozoic rocks are exposed. The principal mountain ranges follow the trend of the folded quartzites, from east to west across both main islands and parallel with Falkland Sound on West Falkland. The hills occasionally rise to about 2,300 feet (Mount Osborne on East Falkland is 2,312 feet high; Mount Adam on West Falkland is about 15 feet lower), but the general summit levels are between 1,500 and 2,000 feet. On East Falkland, the main upland ridge of Wickham Heights rises steeply along the southern edge of the folded quartzites. The tillites and Mesozoic sedimentary rocks which lie to the south have been considerably less resistant to erosion so that, where these have been folded, the terrain consists of low parallel ridges rising to little more than 200 feet. South of the great inlets of Choiseul Sound and Brenton Loch, where the rocks are virtually undisturbed, the whole country is a flat plain which seldom rises more than 100 feet above sea-level.

Generally speaking, the rivers are small. The valleys show close adjustment to structure. The numerous intricate inlets round the coast, many of which form magnificent harbours, were originally formed by river action when the sea-level was at least 150 feet lower than at present. The subsequent submergence, which formed the characteristic ria inlets, appear to have been the dominant movement which has controlled the later development of the coast.

As far as investigations have gone, it appears that the islands have no mineral wealth because none of the sedimentary rocks contains minerals which are of economic value. The only local fuel is low grade peat. The impermeable nature of the quartzites and sandstones has greatly hampered drainage and most of the rocks lack important minerals for plant growth. Limestone is absent and soils are acid in reaction. Successive surveys of the islands for economic minerals have shown that only the beach and dune sand could conceivably have any value but in islands as remote as the Falklands their exploitation for glass-making cannot be regarded as an economic venture.

CLIMATE AND VEGETATION

The Falkland Islands lie on the northern edge of the depression belt through Drake Passage; they are thus dominated by westerly winds and by the continuous variation of weather caused by the procession of air masses and fronts across them. The islands lie in the lee of the South American continent, but are separated from the mainland by about 300 miles of relatively cold sea. Although the warming and

drying influence of the Andes is still felt in the islands, the effect upon the climate is considerably modified by this sea passage. The climate of the Falkland Islands is characterised by the narrow temperature range, strong winds, seasonal uniformity and day-to-day variability of weather which are commonly associated with an oceanic situation in temperate latitudes.

The majority of long-term climatic records which are available for the Falkland Islands depend upon observations which have been made in the vicinity of Stanley. Consequently there is little precise knowledge as to how temperature and rainfall vary through the archipelago as a whole. Several farms keep rainfall records but these data do not cover a long enough period to permit a statistical assessment of rainfall distribution. At Stanley the mean monthly temperature varies between 49°F. in January/February and 36°F. in July. The air temperature has never been known to exceed 79°F. or to fall below 12°F. No month is entirely frost-free, although the air temperature rarely falls below 32°F. in January or February. Average values for relative humidity are high and in consequence, the average cloud amount is large. However there is very little atmospheric pollution, and about 35 per cent of the total possible sunshine is recorded annually; this is about the same as at many places in the United Kingdom. Fog is rare except on the hills, and dense fog, with visibility of only a few yards, does not occur. The rainfall at Stanley is about 25 inches, spread fairly evenly throughout the year, with a maximum in summer (December and January) and a minimum in early spring (September and October). The number of days with rain is high throughout the year (16–21 days per month). Snow falls on about 50 days during the year and has been recorded in every month. Snowfalls are, however, light and soon melt. The wettest year on record was 1911, when 37 inches of rain were measured. The driest year was 1960, with only 19.4 inches.

The prevailing winds are westerly. More than two-thirds of the winds blow from the quadrant between south-west and north-west. There is little seasonal variation in wind direction or speed, and the mean speed is quite high at around 17 m.p.h. Gales are recorded on an average of about four occasions per month, but storm force winds and gusts in excess of 70 m.p.h. are almost unknown; calm conditions occur more frequently than do gales. It is noticeable that most newcomers to the Falklands, who have read in advance the statistics of the climate, are favourably impressed by the weather as experienced in these islands.

The cool, windy climate has prevented natural tree-growth. The natural vegetation of the Falkland Islands is a grassland with certain species of heath and dwarf shrubs, which form plant com-

munities similar to the moorland vegetation of upland Britain. The monotonous succession of arenaceous and argillaceous sedimentary rocks, with the absence of limestone, is reflected in the uniformity of the sub-soil type. The top-soil is generally peaty, though the thickness of the peat horizon may vary from less than one inch to more than fifteen feet. Much of the uplands are comparatively bare of vegetation, comprising eroded peat, scree and stone runs.

The grasslands of the Falkland Islands represent the sole natural resource which has proved capable of economic exploitation throughout the entire history of colonisation. Following the first settlement by the French in 1764, cattle ran wild on East Falkland. By 1840, the number of wild cattle had reached some figure between 50,000 and 100,000 and appeared to be increasing rapidly despite the large numbers killed annually. During the early years of the colony, the export of hides represented the principal economic activity. Within ten years, however, sheep began to replace the wild cattle which were systematically slaughtered until, by 1880, they had been virtually exterminated. During the last 30 years of the nineteenth century, sheep-farming developed rapidly. Between 1893 and 1899, there were more than 750,000 sheep in the islands. This appears to have been a greater number than the pastures could support by the methods of large-scale ranching which have always been employed. After 1898 there was a decline in the number of sheep but this has levelled off. In recent years there has been an increase in wool production.

Little precise information was available until 1938–39 when the islands were first examined by a competent ecologist; the results of this work showed that the major subdivisions of the grasslands are composed of comparatively few species which have any significant nutritional value. Pasture improvement experiments are at present being carried out by several farms on East and West Falkland.

The Director of the Hill Farming Research Organisation in Scotland visited the islands during 1960–61 in connection with improvement to the pastures and to the sheep industry generally.

WILD LIFE

The Falkland Islands have a fascinating and perhaps unique collection of wild life still to be found in completely unspoiled areas of natural landscape.

The deep waters of the South Atlantic which surround these islands are rich in marine life, supplying vast quantities of food for a variety of species breeding within the archipelago.

One of the most abundant of marine creatures, krill, a shrimp-like

creature, is the key link in the main food chain. Feeding directly on the one-celled plants of the sea, diatoms, the krill in turn supports not only fish and seals but countless thousands of penguins and other sea-birds, including the black-browed albatross.

Over half the islands' breeding birds are largely dependent on the sea for food. Species include the grey-backed storm petrel, sooty shearwater, thin-billed prion, diving petrel and the king shag.

Penguins are perhaps the most striking feature of bird life in the Falkland Islands. Three main species are found breeding, namely the rockhopper penguin, Magellan or jackass penguin, and the Gentoo penguin. Two other species, the macaroni penguin and king penguin are comparatively rare; the latter is slowly re-establishing small breeding colonies.

Around the coasts the territories of the Falkland flightless steamer duck or logger duck (*Tachyeres brachypterus*) are contiguous, with the kelp goose (*Chloephaga hybrida*) present at frequent intervals. Oystercatchers, night heron, plover and several species of gull feed along the shore. Terns, white-rumped sandpipers, sheathbills and skuas are summer visitors.

In places where there are fresh water ponds, especially near the coast, the upland goose (*Chloephaga picta leucoptera*) and ruddy-headed goose have contributed to the formation of fine green grass by continued cropping. In such areas a variety of bird life can be found. The two previously mentioned species are common and may be seen in fairly large groups in selected areas. Yellow-billed teal, Chiloe widgeon, Rolland's grebe and crested duck frequent such areas.

Inland, the ground is covered by low shrubs, coarse grasses and ferns, with lichen-covered outcrops breaking the landscape. In such areas the more common species of bird are the military starling, a handsome bird, the male having a brilliant scarlet breast, the black-throated finch, the Falkland pipit and the ground tyrant. Predators are Cassin's falcon, the carancho and the red-backed buzzard.

In sharp contrast to the main islands many of the small offshore islands which make up the archipelago are covered in tussac grass. This giant grass forms a base which often measures two to three feet in diameter and three to four feet in height. On top of this base, the tussac throws up its stems and narrow leaves, the complete plant often reaching a height of seven or eight feet. Of the 60 different species of bird known to breed in the Falkland Islands, 30 can be found nesting on tussac islands. Species of petrels nest in burrows below and in the tussac bases, while two species of wren, a Falkland thrush, and tussac bird (*Cinclodes antarctica*) are common on many of these islands.

The value of tussac islands for the future preservation of our wild

life is considerable and in view of this a number of such islands are now protected by a Nature Reserves Ordinance and a Wild Animals and Birds Protection Ordinance.

There are now no known indigenous land mammals in the islands. Formerly there was a wild fox, known as the "warrah", a species peculiar to the Falklands, but it has become extinct, the last known specimen being killed on West Falkland in 1876. Mice, rats, rabbits, hares and on certain islands foxes of a Patagonian species and guanaco occur, all having probably been introduced by man in the last century.

Amphibious marine mammals are represented by seal, which are to be found in many of the more isolated coastal areas.

The southern sea lion is still perhaps the most abundant of the three major species breeding in the Falklands. Forming breeding colonies of between twenty and perhaps as many as three hundred animals, the sea lion occupies sites on rocky foreshores of the main islands and many of the smaller offshore tussac islands.

Except in a few comparatively inaccessible areas, the fur seal is rarely seen. This small seal, which came close to being killed out in these waters by the early sealers, is now probably fairly well established again at the four or five colonies known to exist in the archipelago; it might however still be classed as an uncommon species.

The elephant seal represents the one other species of seal found breeding in the islands. This huge seal (males can attain the length of twenty feet and weigh over three tons) is to be found in small groups in many areas of the Falklands. Not being agile on land, the species prefers sand or shingle beaches on which to breed. While elephant seal are a fairly usual sight on the coasts, it is doubtful if their total population figure would approach that of either of the two previously mentioned species.

Occasionally the less common leopard seal is to be seen on Falkland beaches, although it is not known to breed here. A carnivore, this seal preys on a variety of species including penguins and other seal.

Of the true marine mammals to be seen in Falkland waters, Peale's porpoise and Commerson's dolphin are perhaps the most common species.

Whales are now unfortunately a rare sight, although stranded specimens of bottle-nosed whale, Cuvier's beaked whale, strap toothed whale and sperm whale have all been discovered on the shores.

POPULATION, LAND TENURE AND ECONOMY

The population is almost entirely of British origin, with a very small admixture of Scandinavian and Latin American blood. The first

settlers, some of whose descendants still live in the Colony, began to arrive during the uneasy years which followed the establishment of the Colony in 1833. During the remainder of the nineteenth century the population increased until it had reached about 2,000 in 1900. During the whole of the twentieth century, the population has fluctuated between 2,000 and 2,300. This unique condition of an almost static population may be accounted for by the fact that, owing to the limited economic opportunities, emigration from the islands has practically balanced the natural increases throughout the period.

During the early development of the Colony, great emphasis was laid upon its strategic position, both as a naval base and as a port of call for ships rounding Cape Horn. In consequence, the development of the land was largely neglected and no proper system of land tenure was ever devised. The Falkland Islands are unique among the colonies in that the freehold title to all the land, save a few thousand acres, was sold without any proper survey. The land on East Falkland was taken up first and most of it was sold by 1860. Colonisation of West Falkland began in 1867 and, within two years, virtually the whole of the land had been sold. The land thus acquired was converted into large sheep farms. Today, the Falkland Islands Company owns about half the entire area of the Colony. Extensive ranching of sheep for wool represents in fact the sole economy of the islands.

From time to time, attempts have been made to exploit other natural resources or to diversify the ranching economy but all these have ultimately failed. During the late nineteenth century, Stanley was an important revictualling port with a primitive ship-repairing industry. These activities began to dwindle after steamships started to replace sailing ships and finally died when the opening of the Panama Canal diverted shipping from the Cape Horn route. Sealing had been carried out sporadically since the earliest days of settlement in the islands, but since the wholesale destruction of the valuable Southern fur seal in the early years of the nineteenth century, the other, oil-producing species of seal have had less economic importance. The last attempt at commercial sealing was made by the Colonial Development Corporation, but survived for only three seasons. An effort was made to establish a meat freezing plant at Ajax Bay, East Falkland, but this project, also assisted by funds from the Colonial Development Corporation, was discontinued in 1955 and the plant was put up for sale. Whaling was carried out for a few years before the first World War, when a shore factory was built on New Island, West Falkland. This was always subsidiary to the greater activity at South Georgia, whither the company moved in 1916.

SETTLEMENT AND COMMUNICATIONS

The capital of the Colony is Stanley and about half the total population live there. The only other settlement of any size is Goose Green in Lafonia, with a population of about 100. The other settlements are sheep stations. The site of Stanley was originally selected because it had special advantages of accessibility and protection for sailing vessels. Today, its peripheral situation, near the north-east corner of the islands, is a disadvantage because many farms are remote from this site. The outlying settlements lie close to navigable water to facilitate the shipment of wool.

While there are motor roads in Stanley rough tracks negotiable by Land Rover-type vehicles and motor cycles connect most of the sheep stations. A growing number of Land Rovers, jeeps and motor cycles has recently become a feature of camp life. The bulk of heavy supplies is transported by sea; light goods, passengers and mail are carried by air. The introduction of an internal air service in 1949 has done much to reduce the isolation of many of the outlying farms.

Communications with the rest of the world were largely confined to the voyages made about twelve times each year to Montevideo in Uruguay by R.M.S. Darwin, owned by Darwin Shipping Company Limited, a subsidiary of the Falkland Islands Company. This ship was, however, withdrawn from service in December 1971 and the sea-link with Uruguay severed. Sea communications will, in the future, be through ports in the Argentine Republic. Unscheduled flights by Albatross amphibian aircraft of the Argentine Air Force took place several times during 1971, linking Stanley with Comodoro Rivadavia (Argentina). Regular international flights, using the same route as these unscheduled flights, are expected to commence in January 1972.

Chapter 2: History

THE sixteenth century saw the adventurers and discoverers from the leading countries of Western Europe sailing further and further south. By the time Drake circumnavigated the globe in 1577-80 the existence of the eastern coast of South America might be said to have been common knowledge to the cartographers of the time. Even so it was not until shortly before the turn of the century that the group of islands now known as the Falkland Islands was sighted for the first time.

The history of the Falkland Islands begins with the second voyage of Sir Thomas Cavendish whose expedition sailed from England in 1591. Nine months after starting, the ship *Desire*, captained by John Davis, was driven off course in "a sore storme".¹ Fortunately for Davis his ship was "driven in among certaine isles never before discovered . . . lying fiftie leagues or better from the ashore east and northerly from the streights."¹ The Falkland Islands were thus first sighted on the 14th August 1592.

Following the initial discovery by Davis, history records other early navigators sighting the islands, including Sir Richard Hawkins in February 1594, who wrote: "The lande, for that it was discovered in the raigne of Queene Elizabeth my soveraigne lady and mistress, and a maiden Queene, and at my cost and adventure, in a perpetual memoy of her chastitie, and remembrance of my endeavours, I gave it the name of Hawkin's Maidenland".²

Sebald de Weert, a Dutchman travelling northwards up the Patagonian coast on his way home, sighted the north-western part of the Falklands in January 1600 and called the three islands he saw the Sebald Islands but the name did not persist and these islands are now known as the Jason Islands.

Ninety-eight years after Davis first sighted the islands, Captain John Strong of the *Welfare* made the first recorded landing on 27th January 1690. Strong gave the name Falkland to the Sound between the two principal islands—"Falkland Sound as I named it"³—though it was not long before that name was applied to the group of islands as a whole. Strong named the Sound after Viscount Falkland, Treasurer of the Navy.

Visitors to the Falklands became more frequent as the years went by and it was the French who were in the fore-front. Indeed the French called the islands "isles Malouines" after the seaport St. Malo from which port many of the French seafarers sailed. The Frenchman Jacques Gouin de Beauchene discovered the small island, now a wild animal and bird sanctuary, known as Beauchene Island, which lies south of the East Falkland.

French interest in the Falklands or "Les Malouines" developed to the extent that in 1764 Louis Antoine de Bougainville founded a French colony on East Falkland. Bougainville's inspiration to colonize the Falkland Islands followed the defeat of Montcalm and the French in Canada and the subsequent loss of that colony.

1. A. H. Markham, "The Voyages and Works of John Davis". 1880, pp. 107-9.
2. "The Observations of Richard Hawkins, Knight, in his voyage into the South Seas, 1593". 1622.
3. Captain Strong's log book.

Bougainville's expedition left St. Malo on the 8th September 1763, and on the 31st January 1764, sighted the islands. The site for the first settlement was duly chosen at the west end of Berkeley Sound and work started on the construction of Fort St. Louis.

While the French were thus occupied, a British expedition under Commodore John Byron was being prepared "to locate and claim Pepys' and Falkland's Islands",¹ and the vessels duly arrived in the Falklands on the 12th January 1765 and with due ceremony claimed them for King George III. Although Commodore Byron did not find Pepys' Island he did land on Saunders Island and there discovered "one of the finest harbours in the World. I named it after your lordship."² The name he gave to the harbour was Port Egmont, after the First Lord of the Admiralty, John Percival, second Earl of Egmont. Commodore Byron reported to the Admiralty that "I coasted the islands for 70 leagues and saw no evidence of any one being there".³

The Admiralty was now keen to occupy the islands "undoubtedly the key to the whole Pacific Ocean",⁴ and soon despatched Captain John Macbride "to complete the settlement begun last year and erect a blockhouse for the defence of the said settlement."⁵ Macbride arrived at Port Egmont in January 1766 and in December of that year, whilst circumnavigating the islands, discovered the French settlement in Berkeley Sound. He presented the French with formal notices to quit the islands, inspected the settlement (and was indeed impressed with what he saw), and returned to Port Egmont. By March 1767 Macbride was in England presenting his report to the Admiralty.

However, before Captain Macbride had even come upon the French settlement, it had in fact been signed over to Spain. On the 3rd October 1766 France relinquished her claim in return for a £24,000 indemnity from Spain and Port Louis became Puerto de la Soledad.

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 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

1. Letter from Capt. Byron to the Earl of Egmont, 24th Feb. 1765.
2. Ibid.
3. Ibid.
4. Letter from the Earl of Egmont to the Duke of Grafton, 20th July 1765.
5. Secret instructions to Captain Macbride, 29th September 1765.

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 on the verge of war but fortunately the negotiations with Spain brought a peaceful settlement to the issue and in February 1771 Port Egmont was restored to Britain. Possession was resumed on the 16th September of that year and until April 1774 the settlement underwent considerable development. In May 1774, however, the British closed their establishment at Port Egmont as it was considered to be "neither more nor less than a small part of an uneconomical naval regulation."¹ Before he set sail in the *Endeavour* on the 21st May 1774, Lieutenant Clayton, commander at Port Egmont, fixed the following inscription engraved in lead to the door of the block-house:

"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"

For the rest of the century and the early part of the nineteenth Spain maintained her settlement at Soledad. During this time Port Egmont remained deserted except for occasional visits by sealing and whaling vessels from England and North America.

In June 1806 the Spanish Governor Martinez abandoned Soledad on hearing that Buenos Aires was in the hands of the English General, Beresford. At this point Spanish jurisdiction over the Falkland Islands ended. On the 9th July 1816, by the Declaration of Independence, the United Provinces of the Rio de la Plata came into being. The United Provinces claimed to succeed Spain in sovereignty

1. Letter from Rochford to the Duke of Grafton, 11th February 1774.

over the Falklands but for the next ten years the new state was too preoccupied to pay attention to distant lands.

The United Provinces finally took possession at Soledad on the 9th November 1820 when Colonel Jewitt of the United Provinces Marine arrived there. The newly created Argentine Republic showed interest in the Falkland Islands in 1826 when Louis Vernet revived the settlement at Soledad. Vernet, of French birth, a merchant of Hamburg, developed business interest in the Falklands over the next few years dealing mainly in salted fish, cattle and skins. In June 1828 Vernet was made governor by the Buenos Aires authorities.

Following Vernet's seizure, in August 1831, of three United States schooners, he was recalled to Buenos Aires and never returned to the Falklands. The American warship *Lexington*, commanded by Captain Duncan, sought reprisals for the seizure of the United States vessels and destroyed the small fort at Soledad before retaking the seized ships.

In 1832 the British Government reasserted its sovereignty by sending out His Majesty's Ship *Clio* under the command of Captain Onslow. On reaching Soledad (Port Louis), Onslow found a detachment of 50 Argentine soldiers and their schooner *Sarandi* commanded by Don Jose Maria Pinedo. Pinedo was duly informed of Captain Onslow's mission—"I have received directions to exercise the rights of sovereignty over these islands"¹ and given orders to quit. The British flag was raised immediately and on the 5th January 1833, the Argentine force sailed for Buenos Aires. Captain Onslow himself sailed within the next two days and left the settlement in the charge of Mathew Brisbane, Vernet's agent, and William Dickson, Vernet's storekeeper. Thus the Colony was established in January 1833.

Apart from a handful of settlers, the remainder of the inhabitants of Port Louis consisted of sealers and whalers of various nationalities, Indian convicts left by Vernet and gauchos. It was against this background that on the 26th August 1833, without warning and for no tangible reason, Mathew Brisbane and William Dickson were murdered in the most brutal fashion. Brisbane lies buried in the cemetery at Port Louis where his grave is cared for and honoured.

The murderers, three gauchos and six Indians, made off into the camp and remained at large until Lieutenant Henry Smith, R.N., captured them in early March 1834. Lieutenant Smith was in charge of the establishment at Port Louis and was succeeded as such by other naval officers until a civil administration was formed under Lieutenant R. C. Moody, R.E., in 1841.

1. Letter from Captain Onslow to Pinedo, 3rd January 1833.

Governor Moody laid out a township at Port Louis which he named Anson but in 1843 he removed to Stanley, the present capital with an excellent harbour leading off Port William.

In a despatch of the 14th April 1842, he wrote "The geographical position of the islands is so convenient, the numerous harbours in them so excellent, especially the most leeward one, Port William, that the advantages they could be made to afford to shipping in these seas has never failed to strike all persons who have given their attention to the subject, commencing with Lord Anson, the first person that appears to have drawn the public attention to the great value of this portion of the British Dominions.

"The fear of the difficulty of making these islands, arising from long-established prejudices and want of good charts, is now fast dying away. The admirable nautical chart commenced by Captain Fitzroy, and continued by Lieutenants Sullivan and Roberts, R.N., now affords the means of acquaintance with these islands not surpassed by that of any ports or harbours in the world.

"One objection that masters of vessels make to call in, is the delay in beating up Berkeley Sound to the present seat of Government, the prevailing winds being westerly, and generally strong. The same objection does not apply to Port William, which is easier of access and egress at all times, and a few tacks would bring any vessel to a secure and convenient anchorage".

At the beginning life was difficult but 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 in that same year. Since that time the Falkland Islands Company has acquired extensive tracts of land throughout the Colony and carries on business as shipping agents and general merchants in Stanley.

The first Legislative Council for the Colony was set up during Governor Moody's term of office. It consisted of four members, one of whom was an unofficial, who was the Colonial Chaplain and Governor Moody's brother. Although the Legislature retained an official majority for many years, unofficials, most of whom were farmers, played an important part in its deliberations.

In 1849 the small garrison, composed of Sappers, which had been maintained in the Colony was replaced by a garrison of Royal Marines, 25 in number and all married. In 1855 the South American Missionary Society founded a training settlement for Indians from Tierra del Fuego on Keppel Island. The missionary settlement

existed until 1898 when the last of the converts were repatriated to Tierra del Fuego. 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 George (later King George V) 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 descended from the cattle introduced by de Bougainville; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor.

Sheep-farming was first attempted by the brothers Whittington on the East Falkland where by the year 1860 a considerable number of sheep was being run. During the succeeding decade a start was also made on the West Falkland. Between the years 1870 and 1880 a definite change-over from cattle to sheep took place and subsequently most of the wild cattle were killed off. They are not however extinct and a few still exist.

A period of steady prosperity followed and in 1885 the Colony became self-supporting. Wireless communication with the outside world was opened in 1912. On 8th December 1914 the Falkland Islands were the scene of Sturdee's brilliant naval victory over Graf von Spee. The 8th December has been adopted as a national day and is celebrated yearly by religious services and a public holiday. The battle is commemorated by a handsome memorial overlooking Port Stanley.

When war was declared in 1939 the Falkland Islands Defence Force was mobilised for the defence of the Colony which once again proved its value as a naval base. After the battle of the River Plate the British cruisers returned to Stanley to land the wounded who were cared for in the local hospital for several weeks. As German raiders disappeared from the seas the 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 British troops arrived in Stanley amounting in all to some 2,000 officers and men. The presence of such a large contingent severely strained the facilities of the town but despite all inconveniences, including the evacuation of school children, characteristic Falkland Islands hospitality was displayed. By 1945 the garrison had been withdrawn. 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 spitfire aircraft were purchased with money 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.

In 1944 the Stanley Town Hall was accidentally burned to the ground. 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 also contained the public library, the museum and certain Government offices.

After the war considerable development took place. The King Edward VII Memorial Hospital was extended by the opening of the Churchill wing, the Secretariat was enlarged and a new Town Hall was built. A large freezing plant for Falkland Islands mutton was constructed at Ajax Bay but unfortunately the high cost of administration and export made Falkland Islands mutton too expensive for overseas markets and the freezer was eventually closed down. An internal air service was opened with a single land aircraft. Experience soon showed that sea-planes were of more value and since 1953 Beaver floatplanes have given remarkable service in and around the islands.

The Falkland Islands Company Limited built a new steamship, the R.M.S. *Darwin*, which together with chartered ships has kept the Colony supplied with all its needs.

In January 1957, after an interval of some 70 years, the Falkland Islands were again visited by a member of the Royal Family, when His Royal Highness The Duke of Edinburgh spent three days in the Colony.

Life in the islands, though hampered by the lack of an external air service and the absence of a major port on the South American coast nearer than one thousand miles away, remains attractive to many people. The sheep farming industry, which throughout the years has provided the basis for the economy, has seen many changes: a greater use of machinery, an extended programme of fencing and seeding and better management of sheep and pastures.

Chapter 3: Administration

At the head of the government is the Governor and Commander-in-Chief who is advised by the Executive Council.

By Order in Council dated 2nd September 1964, the constitutions of both the Executive and Legislative Councils were altered to allow for a clear unofficial majority.

The Executive Council consists of the Governor; the Colonial Secretary and the Colonial Treasurer, both *ex officio*; two Unofficial Members (known as Appointed Members) and two Elected Members, elected by the Elected and Nominated Independent Members of Legislative Council from among the Elected Members of that Council.

The Legislative Council consists of the Governor as president, the Colonial Secretary and Colonial Treasurer as *ex officio* members, two Elected Members representing the Stanley constituency, two Elected Members representing the East and West Falkland constituencies respectively, and two Nominated Independent Members.

Local Government in the territory is confined to Stanley where there is a Town Council consisting of six elected members and three members nominated by the Governor. Members of the Town Council elect one of their number annually as chairman. Town Council elections are held biennially.

Chapter 4: Weights and Measures

IMPERIAL weights and measures are in general use.

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APPENDIX

Governor and Commander-in-Chief
E. G. Lewis, O.B.E.

Executive Council (as at 1st January 1971)

The Governor
The Hon. the Colonial Secretary (The Hon. J. A. Jones, O.B.E.)
The Hon. the Colonial Treasurer (The Hon. L. C. Gleadell, O.B.E., J.P.)
The Hon. A. G. Barton, C.B.E., J.P. (Appointed Member)
Major the Hon. R. V. Goss, E.D. (Elected Member)
The Hon. S. Miller, J.P. (Appointed Member)
The Hon. R. M. Pitaluga (Elected Member)

Legislative Council (as at 1st January 1971)

The Governor
The Hon. the Colonial Secretary (The Hon. J. A. Jones, O.B.E.)
The Hon. the Colonial Treasurer (The Hon. L. C. Gleadell, O.B.E., J.P.)
Major the Hon. R. V. Goss, E.D. (First Elected Member for Stanley)
The Hon. S. Miller, J.P. (Elected Member for West Falkland)
The Hon. Mrs. N. King (Second Elected Member for Stanley)
The Hon. R. M. Pitaluga (Elected Member for East Falkland)
The Hon. W. H. Clement, J.P. (Nominated Independent Member)
The Hon. R. W. Hills (Nominated Independent Member)

Clerk of Councils: Mr. H. L. Bound, M.B.E., J.P.

Biennial Report

The Dependencies

PART I

General Review of 1970 and 1971

THE Falkland Islands Dependencies comprise South Georgia, the South Sandwich Islands and the Shag and Clerke Rocks. Of these only South Georgia is permanently inhabited.

With the decline in whaling and the closure of all the shore-based processing plants the local administration of South Georgia was transferred to the British Antarctic Survey at the end of 1969.

During the early part of 1970 the Survey's main activity was the conversion of Shackleton House for use as living accommodation and scientific laboratories. A geophysical observatory was established towards the end of the year; this operation began with the installation of an ionosonde. The botanical programme initiated in 1968 as part of the International Biological Programme was continued and strengthened, and detailed geological mapping of the Barff Peninsula was begun.

In 1971 the geophysical programme was extended to include geomagnetic observations and surface meteorology. A marine zoological programme was initiated with a general Benthic survey of Cumberland Bay and in particular a comparative study of assimilation rates in selected Benthic crustacea. Population studies on the fur seal colony of Bird Island were started at the end of the year and a study of the introduced reindeer herds was begun. Geological parties were landed at Royal Bay late in 1971 to begin detailed mapping.

PART II

Chapter 1: Population

WITH the exception of one man who acted as caretaker at Grytviken in 1970, the only inhabitants of South Georgia were the employees of the British Antarctic Survey who wintered at King Edward Point during 1970 and 1971. These numbered respectively 10 and 13. There were no births, marriages or deaths.

Chapter 2: Occupations and Wages

THE Colonial Government and, subsequently, the British Antarctic Survey employed staff at current salary rates.

Chapter 3: Public Finance and Taxation

REVENUE for 1969-70 amounted to £22,383 of which £1,404 was received from Her Majesty's Government in the United Kingdom as a grant in aid.

Expenditure during 1969-70 was £20,006.

Revenue for 1970-71 amounted to £15,388.

Expenditure during 1970-71 was £9,988.

The general revenue balance at 30th June 1971 was a surplus of £10,949.

Taxation was the same as in the Falkland Islands.

Chapter 4: Currency and Banking

LEGAL tender consists of Falkland Islands Government currency notes of £5, £1, and 50p denominations and United Kingdom coinage.

There are no banks, but facilities were provided by the Administration for deposits in the Government Savings Bank at Stanley and for remitting funds abroad.

The dependency went over to the decimalised monetary system at the same time as the Falkland Islands.

Chapter 5: Commerce

THERE is no trade with South Georgia. The only items imported into the dependencies during the period under review were domestic provisions and equipment.

Chapter 6: Production

WITH the cessation of whaling and sealing there has been no production since 1965.

The following table shows production figures for the last three years in which shore factories operated. Seal oil has been included under the heading "Oil (Barrels)".

	No. of companies operating	No. of whales	Oil (barrels)	Meat and bone meal (tons)	Frozen whale meat (tons)	Meat extract (tons)
1963-64	2	1,024	40,334	2,135	3,994	32
1964-65	2	1,150	46,175	3,627	3,786	159
1965	1	222	9,964	920	2,658	51

Chapter 7: Social Services

HEALTH

South Georgia was free of all diseases during 1970 and 1971 and there was no outbreak of infection. The climate is healthy with pure air and water.

A Government doctor was stationed in the island until November 1969.

HOUSING

The excellent quarters at King Edward Point previously occupied by Government officials are now used to house personnel of the British Antarctic Survey base.

SOCIAL AMENITIES

During the summer there is ample opportunity for walking and climbing. Walks are somewhat restricted by the mountainous and broken nature of the country but can prove most rewarding for those interested in ornithology or photography. In winter time there is every inducement to become proficient at ski-ing as this is the only means of getting from place to place in the deep winter snow.

Recreational facilities, including a cinema projector, table tennis and billiard table, are provided in Shackleton House. There is also a hard tennis court.

Chapter 8: Legislation

LEGISLATION enacted for the Dependencies during the period under review included the following measures:

1970

Application of Colony Laws Ordinance, 1970, applying the following law to the dependencies:

The Administration of Justice (Amendment) Ordinance, 1969.

Application of Colony Laws (No. 2) Ordinance, 1970, applying the following laws to the dependencies:

The Administration of Justice (Amendment) Ordinance, 1970.

The Pensions (Amendment) Ordinance, 1970.

Appropriation (Dependencies) (1970-71) Ordinance, 1970, providing for the service between 1st July 1970 and 30th June 1971.

1971

Application of Colony Laws Ordinance, 1971, applying the following laws to the dependencies:

The Decimal Currency Ordinance, 1971.

The Income Tax (Amendment) Ordinance, 1971.

Appropriation (Dependencies) (1971-72) Ordinance, 1971, providing for the service between 1st July 1971 and 30th June 1972.

Chapter 9: Justice

UNTIL November 1969, when the Base Commander assumed this function, the Administrative Officer at South Georgia was also a magistrate, sitting at King Edward Point in the first instance. The Supreme Court and the Magistrate's Court in Stanley are common to the dependencies.

Chapter 10: Public Utilities

THERE are no public utilities. The whaling stations when operational were heated by steam from the main boilers. At other times heating was by electricity generated on the stations.

Most of the buildings at King Edward Point are centrally heated by individual oil fired boilers, the oil supply being piped to a gravity tank in each building from the main storage tank.

The capacity of the King Edward Point electric power station is 277 kW generating at 230/400 volts 50 cycles.

Chapter 11: Communications and Transport

THERE is no regular sea communication with South Georgia.

During the summer season mails and transport are provided by the British Antarctic Survey ships which call at South Georgia during their annual supply and relief tours of the British Antarctic Territory. Normally they make about four calls between November and April.

There is one port of entry, Grytviken.

A post office is maintained at King Edward Point. Stamp sales are augmented by philatelists' requests for franked covers. These form a substantial part of outgoing mails.

Regular schedules are worked by the Wireless Station at King Edward Point, the traffic passing through Stanley.

Chapter 12: Meteorological Services

METEOROLOGICAL services for the dependency of South Georgia were administered and financed by the Falkland Islands Dependencies Government until mid-November 1969 after which the administration and continuation of the surface meteorological station at Grytviken, South Georgia, was taken over and financed by the British Antarctic Survey. Reports were passed to the international network together with those of the Antarctic Station.

There were no other meteorological stations within the dependencies during the period of this review.

For details of the British Antarctic Meteorological Service see the British Antarctic Territory biennial reports published by Her Majesty's Stationery Office, London.

PART III

Chapter 1: Geography

THE Falkland Islands Dependencies were defined by Letters Patent of the 21st July 1908 and the 28th March 1917. They constituted that sector of the Antarctic Continent lying between the meridians 20° and 80° West Longitude, together with certain islands adjacent to the Antarctic mainland within this sector, and also the island of South Georgia and the South Sandwich, South Orkney and South Shetlands group. By an Order-in-Council which came into force on the 3rd March 1962, that part of the dependencies which lay south of 60° South latitude was constituted a separate territory under a High Commissioner, with the name of British Antarctic Territory. The Falkland Islands Dependencies now comprise South Georgia, the South Sandwich Islands, Shag Rocks and Clerke Rocks.

CLIMATE

The mean temperature of South Georgia varies between 42°F in February and 28°F in August, and about 60 inches of precipitation are recorded annually, much of which falls as snow.

PLANT AND ANIMAL LIFE

In South Georgia the climate is sufficiently temperate to support the growth of twenty species of hardy grass and other flowering plants. Reindeer have been introduced and thrive, having increased from 11 in 1909 to about 2,000 today. There are no other terrestrial mammals.

Most other forms of life are restricted to the open ocean and to the coastal waters. The sea itself is teeming with life from the smallest unicellular organisms at one end of the food chain to the largest mammals at the other. All forms either spend their whole existence in the sea or only come ashore to breed and moult, as do the birds and seals. The fauna of these seas is, on the whole, few in species but very rich in numbers.

Only the seals and whales have any economic value. The seals were first exploited in South Georgia a few years after the visit of Captain

Cook in 1775. The principal species were the southern fur seal which is only now beginning to return to some of the islands where it was most plentiful. The large oil-bearing elephant seal was exploited during the first half of the nineteenth century but recovered more quickly than the fur seal and has been taken under licence in South Georgia for more than 50 years. The other species of Antarctic seal are too solitary in their behaviour to warrant economic exploitation.

Five species of whale were common in these waters, but only two, the fin whale and the sei whale, could latterly be regarded as having any economic importance.

In recent years there has been no whaling industry. The rate of killing exceeded the reproduction and growth rates of these mammals for many years so that the stock is now depleted and individual specimens tend to be smaller than formerly, and exploitation has become unprofitable.

Chapter 2: History

SOUTH Georgia was sighted at least twice between 1675 and 1756, but the first landing was that of Captain James Cook in 1775. The South Sandwich Islands were also discovered by him during the same voyage. Thereafter, South Georgia was much visited by sealers of many nationalities, who reaped a rich harvest from the immense number of fur seals and elephant seals which frequented these shores. By 1815, the slaughter of seals had reached such proportions that sealers were beginning to look elsewhere for them.

Whaling began in the twentieth century and grew into a highly specialised industry. The principal development took place in 1903, when C.A. Larsen founded the first modern whaling company based upon a shore factory in South Georgia. The industry immediately prospered and continued to expand quickly up to and during the first World War. From the beginning, South Georgia was the most important centre of the industry and shore factories were operated at Grytviken, Leith Harbour, Stromness, Husvik, Godthul and Prince Olaf Harbour. During the last 30 years increasing use has been made of pelagic factory ships which can operate in open ocean throughout the whaling season.

During the early years of the second World War Norwegian whaling fleets operated in the Antarctic, although in January, 1941

a substantial part of the pelagic fleet was captured by the German armed surface raider *Pinguin*. At South Georgia one shore station managed to operate throughout the entire war.

After the second World War three shore stations were worked at South Georgia but between 1960 and 1963 all ceased operations. After the 1962/63 season Japanese companies re-established whaling operations in South Georgia. A consortium of three Japanese companies operating under the name International Fishery Company operated from Grytviken for the years 1963 and 1964; they did not return after the 1964 season. At Leith Harbour the Nippon Suisan Kaisha Ltd. operated during 1963-64 and up to December 1965 when they also closed down.

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 and an official staff were maintained at King Edward Point in South Georgia until November 1969 when the Base Commander of the British Antarctic Survey base there became magistrate for the area.

Chapter 4: Weights and Measures

IMPERIAL and metric weights and measures are in general use.

Chapter 5: Reading List

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FALKLAND ISLANDS

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Printed and Published by the Government of the Falkland Islands, Stanley, 1971.

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 First Edition
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Compiled and drawn by Directorate of Overseas Surveys.

Printed by Mapping and Charting Establishment (RE)
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The Colony

PART I

General Review of 1972 and 1973

Two factors dominated the period under review. Firstly, the improvement of the external air link with the Argentine, and, secondly, the marked improvement in the economy due to the steady rise in the price of wool.

In January 1972 the Argentine Air Force started a fortnightly service between Comodoro Rivadavia and Port Stanley, using the amphibious Albatross. During most of the year this was the only external carrier and as the pay-load was limited to 6-8 passengers, the demand for seats far exceeded the carrying capacity, and seats had to be allocated on a priority basis. First class mail was the first priority, followed by urgent medical cases. Although the Argentine pilots did a superb job, keeping the link open sometimes in atrocious weather, it became clear that in order to give the service flexibility, land planes would have to be introduced. It was, therefore, agreed between Her Majesty's Government and the Argentine Government that a temporary airfield should be built just outside Stanley at Hooker's Point. The Argentine construction team, with an impressive array of heavy mechanical equipment, arrived in May and the temporary airfield with its slotted aluminium strip was formally opened in November 1972—just in time for the third round of political talks scheduled to take place in Stanley between the British and Argentine representatives. From that time a regular weekly service has been in operation by the Argentine State Airline (LADE), using Fokker F 27 planes. The temporary airstrip is only 800 metres long, and this limits the pay-load and is no substitute for the main airfield which is to be built by the British Government at Cape Pembroke.

The third round of talks between H.M.G. and the Argentine Government with representatives from the Islands forming part of the British Delegation was a success and helped to smooth out a long list of administrative and political problems. It also enabled our visitors to see something of the Islands at first hand. A further round of talks was held in London in April 1973, but these were

adjourned as the British Delegation did not feel they could proceed further without reference back to Ministers.

Whatever the chances are for diversification in the future, wool still remains the back-bone of the economy and when the price for wool is high the Falklands prosper, and when it is low they have to live on their reserves. In the 1970-71 season the average price received per kilo of wool was 31.74p, but in 1971-72 it went up to over 54p and then in 1972-73 to 73p. A development new to the Colony has been the selling-forward of the season's crop so that most farmers know well in advance what they can expect to receive from the season's sales.

During 1973 in particular a large number of experts came to the Colony under technical assistance arrangements, and these were a great help in improving the efficiency of the Government machine. In addition, visits by diplomats from the British Embassy in Buenos Aires were very welcome. Both the Chargé d'Affaires, Mr Theo Peters, and Mr J. Shakespeare, Counsellor, spent a week in the Islands. Sir Vivien Fuchs, the Director of the British Antarctic Survey and an old friend of the Colony, paid his farewell visit to Stanley in March 1973. In December 1973, on the day celebrating the Battle of the Falklands in 1914, Captain C. J. Isacke, R.N., on behalf of Lady Ashmore, wife of the Commander-in-Chief Fleet, presented to His Excellency the Governor the patent of baronetcy awarded to her grandfather after his great victory. This was an impressive ceremony, carried out, however, in the usual Falkland Islands blustery weather.

New Year Honours for 1973 were as follows:

- Dr J. H. Ashmore, O.B.E.
- Monsignor J. Ireland, O.B.E.
- Miss E. McMullen, B.E.M.

PART II

Chapter 1: Population

THE census of the Colony taken in 1972 revealed a total population of 1,957 made up as follows:

	<i>Males</i>	<i>Females</i>	<i>Total</i>
Stanley	573	506	1,079
Other districts, East Falkland	288	210	498
West Falkland	220	160	380
	<u>1,081</u>	<u>876</u>	<u>1,957</u>

The estimated population at 31st December 1973 was 1,874 giving a density of approximately one person to every 2.5 square miles. About half the inhabitants live in the capital, Stanley, and the remainder are more or less equally divided between the sheep farming settlements on the East and West Falklands. The population is almost wholly of British origin.

Births, marriages and deaths were:

	<i>1972</i>	<i>1973</i>
Births	39	39
Marriages	25	12
Deaths	10	12

Chapter 2: Occupations, Wages and Labour Organisation

EMPLOYMENT

THE whole area of the Islands outside the limits of Stanley, commonly known as "the Camp" is given over to sheep farming and almost half the male population is employed in this industry. In Stanley the Government and the Falkland Islands Company are the major employers of labour. Both in Stanley and the Camp there is a tendency to shortage of labour, and it is necessary to recruit labour from overseas to supplement the local force. There is no unemployment.

WAGES AND CONDITIONS OF EMPLOYMENT

Stanley

At the end of 1973 wages were being paid at the following rates:

Unskilled labourers	£14.80 per week
Skilled labourers	£15.20-£16.80 per week
Artisans	£17.40 per week

Since November 1972 a five-day week of 40 hours has been worked; previously the working week was five-and-a-half days of 45 hours total. Time and a half was paid for overtime, with double time for work on Sundays and public holidays. Hourly paid workers were granted a fully paid holiday of 96 hours annually. There was no night work except in essential services.

The Camp

Outside Stanley general labourers at the end of the period under review were receiving £54.02 per month and foremen were paid a minimum monthly wage of £66.97. Shepherds living in the settlements earned £56.45 per month, while those living outside the settlements received an additional £3.25. 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 add to their earnings by contract work such as fencing and peat cutting. An average of 45 hours weekly was worked, with Saturday afternoons and Sundays as rest days. Employees in the Camp received an annual holiday entitlement on pay amounting to 15 working days.

COST OF LIVING

Mutton is the staple diet: it is delivered to houses in Stanley twice weekly and is supplied regularly to farm employees, although on farms beef is usually available during the winter months. Beef deliveries to Stanley are infrequent. The wild upland goose offers a welcome change of diet and can be eaten at all seasons. Falkland Islands smelt and mullet are popular and can be caught without undue difficulty, particularly at specially constructed fish weirs. Supplies of other fish, poultry and pork are irregular but can be obtained from time to time. Poultry thrive but imported chicken food is expensive. Potatoes, turnips, carrots, parsnips, radish, lettuce, cabbage, cauliflower and peas are easily grown and a variety of other vegetables often raised. The majority of householders have their own gardens as there is little opportunity to buy fresh locally grown vegetables. Falkland Islands root crops are particularly palatable.

Tomatoes and cucumbers are cultivated under glass. Gooseberries, raspberries, currants, strawberries and rhubarb grow well out of doors. Citrus fruit, bananas and occasionally other fruit are obtainable from South America.

There is one hotel in Stanley where rooms with full board can be obtained at £4.00 per day and bed and breakfast at £2.50 per day. Several householders take in paying guests from £1 to £2 per day. Rents for furnished houses vary from £10 to £35 per month. Unfurnished houses are obtainable from £9 to £26 per month. The Government normally provides houses with basic furniture for its overseas officials at rents ranging from £10 to £35 per month according to the condition of the property and the number of rooms available. A general housing shortage makes it difficult to find suitable property to rent and freehold property is relatively expensive to buy.

The following table shows the approximate prices of the more important commodities prevailing at 31st December 1973 as compared with two years previously:

	Unit	1971	1973
Bread	2 lb loaf	11p	12p
Butter (imported)	lb	32p	54p
Margarine	lb	16p	19p
Coffee	lb	53p	56p
Tea	lb	49p	50p
Eggs	dozen	32p	35p
Flour	lb	5p	6p
Meat:			
Mutton	lb	4p	5p
Beef	lb	4p	5p
Bacon	lb	35p	60p
Ham	lb	60p	65p
Milk	pint	4½	5p
Jam	2 lb tin	26p	48p
Sugar	lb	5p	11½p
Vegetables:			
Onions (imported)	lb	6½p	11p
Potatoes (imported)	lb	5p	6p
Dried Fruit:			
Sultanas	lb	15p	43p
Currants	lb	15p	43p
Raisins	lb	16p	43p
Porridge Oats	lb	8½p to	16p
		11p	
		9½p to	26p to
Cereals	packet	16p	35p
		26p	16p
		12p	16p
Cigarettes	20	£2.56	£3.19
Tobacco	lb		
Alcohol:			
Whisky	bottle	£2	£2.35
Gin	bottle	£1.94	£2.27
Brandy	bottle	£2.15 to	£2.78
		£2.25	

	Unit	1971	1973
Beer	doz. small bottles	84p to £1.14	£1.50
Paraffin	gall.	13p	66p
Petrol	gall.	25p	82p
Electricity	unit	2.3p	2.7p

Good quality English clothing can be purchased at prices generally comparable to those ruling in the United Kingdom.

Furniture, household appliances and hardware are all imported, generally from the United Kingdom, and as a result of freight and transshipping expenses are proportionately higher in cost than similar articles in the United Kingdom. Because there is no purchase tax and customs duties only apply to alcohol, tobacco and matches, imported luxury items are often obtainable at prices below those ruling in Britain. There is one consumer co-operative society, formed in 1952, which imports groceries, clothing, footwear and household goods.

British motor vehicles are imported and offered at prices similar to those in the United Kingdom, the comparatively high freight charges being largely offset by the absence of import duties and purchase tax. At the end of 1973 there were 807 motor vehicles of all types registered in the Colony.

The only fuel produced locally is peat and this is the main source of heating on all the farms and in most buildings in Stanley. Many townspeople cut and rickle their own peat but the expense of transporting it from the peat banks has risen steadily. According to the size of a house and the number of rooms heated, a year's supply averages from 12 to 20 lorry loads of peat, each load being approximately 12 cubic yards.

In the Camp peat is cut by paid labour as a routine task but in Stanley it has become increasingly difficult to attract men to undertake this employment and the heating systems of a number of larger buildings have been converted to oil firing.

LABOUR RELATIONS

There is no Labour Department in the Colony. The Falkland Islands General Employees' Union with some 500 members is the only trade union in the Islands. The union extends its interest throughout the Colony and meets annually with the Sheepowners' Association and employers in Stanley to review the wages and conditions of service for most workers. Labour relations were good.

SAFETY, HEALTH AND WELFARE

There are no factories in the Colony and no industries other than sheep farming. The Workmen's Compensation Ordinance provides

for the payment of compensation to persons employed in all forms of manual occupation. Legislation enacted in 1966 and 1967 lays down conditions for the employment of women, children and young persons.

There is no statutory provision for the payment of unemployment benefits.

INDUSTRIAL TRAINING

Apprentices are indentured in the building trade, wireless telegraphy, mechanical and electrical services.

An Apprenticeship Board was constituted in 1955 for the purpose of standardising the forms of indenture and to advise on pay, working conditions and training. If the need arises the Board can act as arbiter in disputes and concern itself with the welfare of apprentices.

Chapter 3: Public Finance and Taxation

REVENUE and expenditure during the two financial years from 1971-72 to 1972-73 were as follows:

	Revenue		Expenditure	
	Ordinary	Total	Ordinary	Total
	£	£	£	£
1971-72	532,565	676,543	521,851	665,829
1972-73	465,525	609,843	525,120	669,438

The main heads of revenue and expenditure were as follows:

	Revenue	
	1971-72	1972-73
	£	£
Customs	48,513	56,801
Electricity	50,223	52,589
Investment	177,574	94,421
Internal Revenue	125,045	83,741
Posts and Telecommunications	53,540	72,601
Expenditure		
	£	£
The Governor	8,695	17,886
Aviation	28,634	37,661
Customs and Harbour	18,531	17,542
Education	60,430	67,397
Medical	57,702	73,928
Miscellaneous	9,420	6,680
Pensions and Gratuities	14,907	32,585
Police and Prisons	8,048	10,368
Posts and Telecommunications	53,335	54,375

Falkland Islands

Expenditure—continued

	1971-72	1972-73
	£	£
Power and Electrical	31,643	46,558
Public Works	22,306	25,057
Public Works Recurrent	41,078	32,512
Secretariat, Treasury and Central Store	47,024	55,069
Shipping Subsidy and Overseas Passages	85,722	20,538
Social Welfare	17,592	9,082
Development Expenditure	143,978	144,318

Statements of assets and liabilities at 30th June 1972 and 30th June 1973 are shown on the following pages. There is no public debt.

Development Aid Grants from United Kingdom Funds

Project No.	Description	1971-72	1972-73
		£	£
1	Extension to Stanley Power Station	—	3,215
3	Scrambler Unit, Overseas Telephone Service	4,661	—

Loan from United Kingdom Funds

Stanley Power Station	80,906	19,094
---------------------------------	--------	--------

Statement of Assets and

LIABILITIES		£	£
DRAFTS AND TELEGRAPHIC TRANSFERS			16417.21
DEPOSITS:			
Overseas Service Aid Scheme (Inducement Allowances)	0.86		
Other	17453.15		17454.01
SPECIAL FUNDS:			
Savings Bank	1350422.49		
Old Age Pensions Equalisation	368548.19		
Note Security	102762.48		
Government Employees Provident	7385.06		1829118.22
COLONY FUNDS:			
Development Reserve	62478.13		
	102245.42		164,723.55
Oil Stocks Replacement			32515.97
GENERAL REVENUE BALANCE:			
Balance at 1st July 1971 <i>Surplus</i>	42311.72		
<i>Deduct</i> Depreciation of Investments	2958.32		
	39353.40		
	10713.74		
<i>Add</i> Surplus year ended 30th June 1972.			
Balance 30th June 1972			50067.14
			<u>£2110296.10</u>

The above statement does not include:

- (1) (a) A sum of £4844.58 due from Her Majesty's Government in respect of under issues of the following development aid:
- | | |
|---|----------|
| Colonial Development and Welfare Scheme D6820 and A Improvements to Stanley Schools D7053 Stanley Roads | £152.82 |
| Development Aid Scheme Scrambler Unit, Overseas Telephone Service. | £335.76 |
| | £4356.00 |
- (b) A sum of £7355.99 due from Her Majesty's Government in respect of the following Overseas Service Aid Scheme under issues:
- | | |
|----------------------|----------|
| Passages | £7355.66 |
| Education Allowances | £0.33 |

Liabilities at 30th June, 1972

ASSETS		£	£
CASH:			
Treasury and Posts and Telecommunications	20260.59		
Crown Agents	625.09		
Joint Consolidated Fund	23000.00		
Remittances in Transit	1996.63		45882.31
INVESTMENTS, SPECIAL FUNDS:			
Savings Bank	1297578.42		
Old Age Pensions Equalisation	362252.43		
Note Security	103942.02		
Government Employees Provident	8504.32		1772277.19
INVESTMENTS, COLONY FUNDS:			
Development Reserve	157454.86		
	93805.07		251259.93
ADVANCES:			
Other Administrations.	38790.25		
Departmental	37.96		
South Georgia	1260.48		
Other	787.98		40876.67
			<u>£2110296.10</u>

(c) A sum of £83996.19 due from Her Majesty's Government in respect of expenditure incurred under the United Kingdom/Falkland Islands Loan 1971.

- (2) At the 30th June 1972 the amount outstanding in respect of loans for housing etc. was £38,857.55.
- (3) A sum of £22,946 is owed by the European Space Research Organisation to the Colony in respect of a loan: and an identical amount is owed by the Colony to the Government Savings Bank. (Ordinance No. 4 of 1969.)

H. T. ROWLANDS,
Financial Secretary,
29th November, 1972.

Statement of Assets and

LIABILITIES		£	£
DRAFTS AND TELEGRAPHIC TRANSFERS			23973.04
DEPOSITS:			
Overseas Service Aid Scheme (Inducement Allowances)	0.86		
South Georgia	1870.83		
Development Aid	10150.00		
Other	71908.61		
			83930.30
SPECIAL FUNDS:			
Savings Bank	1368463.76		
Old Age Pensions Equalisation	369249.14		
Note Security Fund	111852.76		
Government Employees Provident	8410.06		
			1857975.72
COLONY FUNDS:			
Development	127155.34		
Reserve	102245.42		
U.K./F.I. Loan	3300.00		
Power Station	7000.00		
			239700.76
Oil Stocks Replacement			7951.72
GENERAL REVENUE BALANCE:			
Balance at 1st July 1972 <i>Surplus</i>	50067.14		
Add Appreciation of Investments	1906.26		
			51973.40
Deduct Deficit year ended 30th June 1973	59595.10		
			7621.70
			<u>£2205909.84</u>

Liabilities at 30th June 1973

ASSETS		£	£
CASH:			
Treasury and Posts and Telecommunications	45144.98		
Crown Agents	772.46		
Joint Consolidated Fund	53475.37		
Remittances in Transit	266.50		
			99659.31
INVESTMENTS, SPECIAL FUNDS:			
Savings Bank	1291309.58		
Old Age Pensions Equalisation	360056.72		
Note Security Fund	100789.80		
Government Employees' Provident	6471.08		
			1758627.18
INVESTMENTS, COLONY FUNDS:			
Development	158538.60		
Reserve	129137.25		
U.K./F.I. Loan	3300.00		
Power Station	7000.00		
			297975.85
ADVANCES:			
Other Administrations	47727.21		
Departmental	70.01		
Other	1850.28		
			49647.50
			<u>£2205909.84</u>

The above statement does not include:

- (1) A sum of £6306.10 due from Her Majesty's Government in respect of under issues of the following development aid: Project No. 1 Stanley Power Station.

A sum of £4586.88 due from Her Majesty's Government in respect of under issues of the Overseas Service Aid Scheme (Passages).

- (2) At the 30th June 1973 the amount outstanding in respect of loans for housing etc. was £37973.48.

- (3) A sum of £19063.00 is owed by the European Space Research Organisation to the Colony in respect of a loan: and an identical amount is owed by the Colony to the Government Savings Bank (Ordinance No. 4 of 1969).
- (4) A liability of £100,000 to Her Majesty's Government consequent upon a loan granted in respect of Development Aid Project No. 1 Stanley Power Station.

H. T. ROWLANDS,
Financial Secretary,
15th October 1973.

TAXATION

The main heads of taxation were customs and income tax.

Customs Tariff

Import duties at 31st December 1973 were payable at the following rates:

Wines:

- General, 39p per gallon in bulk
- Commonwealth, 27p per gallon in bulk
- General, 85½p per dozen quart bottles
- Commonwealth, 59p per dozen quart bottles

Spirits: £8.25 per gallon

Beer: 11p per gallon

Tobacco:

- General, £1.00 per lb
- Commonwealth, 95p per lb

Cigarettes:

- General, £1.25 per lb
- Commonwealth, £1.20 per lb

Matches:

- General, 50p per gross boxes
- Commonwealth, 25p per gross boxes

Revenue from customs duties was:

	1971-72 £	1972-73 £
Imports:		
Wines	1,196	930
Spirits	36,942	44,169
Beer	3,622	3,381
Tobacco and cigarettes	6,681	8,218
Matches	74	103

Income Tax

The following were the rates on chargeable income as at 31st December 1973:

Companies: 40p (flat rate)

Individuals	%
First £500	15
Next £500	20
Next £500	25
Next £1,000	30
Next £1,000	35
Next £1,000	40
Exceeding £4,500	45

The following allowances were in force:

- Personal allowance: £230
- Married person: £180
- Children under 16 years: £130 each

- Children over 16 years receiving full-time education locally: £130
- Children receiving full-time education abroad: £150
- Earned income: one-fifth (maximum £500)
- Dependent relative: £100
- Insurance or pension fund contributions: Premiums or contributions (maximum one-sixth of total income after deducting earned income relief)

Revenue received during 1971-72:

Companies £43,728; Individuals £60,797

In addition £12,323 was collected from incorporated and unincorporated bodies in respect of the profits tax introduced in 1963.

Revenue received during 1972-73:

Companies £24,084; Individuals £47,451

In addition £7,541 was collected from incorporated and unincorporated bodies in respect of profits tax.

Estate duty

Estate duty in accordance with the schedule below was payable, whether or not the deceased died in the Colony, on all property in the Colony, and in the case of persons domiciled in the Colony on all movable property and effects wherever situated.

Relief is allowed where it is proved that property in Britain, the Commonwealth or a foreign country has been taxed under the laws of those countries.

There is also provision of relief in respect of quick succession, and the rate of duty is reduced by 50 per cent in respect of any agricultural property that forms part of an estate.

RATE OF ESTATE DUTY

£	£	Rate of Duty %
Not exceeding: 5,000		nil
Exceeding: 5,000 but not exceeding 7,500		3
7,500	10,000	4
10,000	15,000	5
15,000	20,000	6
20,000	25,000	7
25,000	30,000	8
30,000	40,000	9
40,000		10

Chapter 4: Currency and Banking

THE legal tender of the Colony consists of Falkland Islands Government currency notes of £5, £1 and 50p denominations and British

coinage. On the 31st December 1973, the note issue in circulation was £127,700.

There are no commercial banks in the Colony but the Treasury remits funds abroad on payment of commission of 1 per cent. A similar service is also provided by the Falkland Islands Trading Company Limited, and the Estate Louis Williams, who operate agencies of Lloyds Bank Limited and Hambros Bank respectively.

Deposits in the Government Savings Bank amounted to £1,198,699 at the 30th June 1973, and the number of depositors' accounts open was 1,751.

Interest on deposits was paid at the rate of $2\frac{1}{2}$ per cent per annum up to 30th June 1973, but was increased to $3\frac{1}{2}$ per cent per annum on 1st July 1973.

Government lends money for purposes such as the purchase of dwelling houses, improvement of essential business facilities (e.g. bakery, dairy) and for farm purchases.

During 1971-72 the amount lent totalled £7,350, and during 1972-73 the total was £6,420. At 30th June 1973, the amount owing to Government in respect of undischarged loans was £37,973.

Chapter 5: Commerce

IMPORTS

WITH the exception of meat, milk and to a considerable extent potatoes, vegetables, berry fruits and fish, practically the whole of the Colony's requirements in foodstuffs were imported.

VALUE OF IMPORTS

	1972 £	1973 £
Food	137,206	129,757
Beverages and Tobacco	60,548	62,711
Crude materials, inedible (except fuels)	6,073	36,407
Mineral Fuels, Lubricants etc.	26,778	39,186
Animal and Vegetable Oils and Fats	258	223
Chemicals	41,198	44,473
Manufactured Goods	111,170	94,327
Machinery and Transport Equipment	165,599	81,793
Miscellaneous manufactured articles	102,749	82,119
	<u>£651,579</u>	<u>£570,996</u>

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY

	1972		Principal Supplying Country
	Value £	Quantity	
Provisions	134,408	901 tons	United Kingdom £102,996 Argentina £28,392 Denmark £3,020 United Kingdom £101,650
Electrical Machinery	108,219		
Beverages, Alcoholic and Non-alcoholic	47,491	46,309 galls.	United Kingdom £41,136
Transport Equipment	41,130		United Kingdom £39,158
Clothing	39,605		United Kingdom £36,480
Textiles, Fabrics and Made-up Articles	35,545		United Kingdom £29,666
Wood, Lumber, etc.	22,559		United Kingdom £10,776
Manufacture of Metals	21,795		United Kingdom £21,563
Photographic Equipment and Scientific Equip- ment	19,335		United Kingdom £9,081 Japan £4,665 Switzerland £3,694 Argentina £8,797
Petroleum Products	17,087		
Misc. Manufactured Articles	18,595		United Kingdom £16,603
Machinery not Electric	16,250		United Kingdom £16,104
Footwear	15,200		United Kingdom £14,402
Chemical Products	14,398		United Kingdom £14,398
Tobacco	13,057		United Kingdom £13,057
Perfume, Cleansing and Polishing Preparations	12,861		United Kingdom £12,754
		1973	
Provisions	129,757		United Kingdom £93,076 Argentina £36,681 United Kingdom £13,456 Argentina £691
Electrical Machinery	16,366		
Beverages, Alcoholic and Non-alcoholic	39,710		United Kingdom £36,165 Argentina £3,425 Denmark £120 United Kingdom £40,280
Transport Equipment	43,855		Argentina £3,419 United Kingdom £23,601 Argentina £1,989
Clothing	27,555		
Textile Fabrics and Made-up Articles	23,818		United Kingdom £15,682 Argentina £372 United Kingdom £12,161 Chile £19,580 United Kingdom £31,051
Wood, Lumber etc.	33,531		
Manuf. of Metals	31,205		
Photographic Equipment and Scientific Equip- ment	21,425		United Kingdom £5,478 Germany £3,236 Japan £6,472 Switzerland £4,310

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY—*continued*

	1973	
	Value £	Principal Supplying Country
Petroleum	32,685	United Kingdom £20,666 Argentina £12,019
Misc. Manuf. Articles	21,149	United Kingdom £18,644
Machinery not Electric	21,672	United Kingdom £20,777
Footwear	5,304	United Kingdom £5,292
Chemical Products	13,572	United Kingdom £13,572
Tobacco	23,001	United Kingdom £23,001
Perfume, Cleaning and Polishing Preparations	10,660	United Kingdom £10,370

PRINCIPAL SUPPLYING COUNTRIES

	1972	1973
	£	£
United Kingdom	554,906	451,322
Argentina	54,473	65,737
Japan	8,948	10,789
Holland	2,507	2,431
Switzerland	4,308	4,310
Chile	6,445	19,580
Germany	4,132	3,236
Denmark	5,320	—
India	4,344	7,764
Sweden	3,608	1,492

EXPORTS

	1972	1973
	£	£
Domestic Exports	1,118,379	1,540,425
Re-exports	35,081	7,531

PRINCIPAL EXPORTS

Item	1972		1973	
	Value £	Quantity Kgs	Value £	Quantity Kgs
Wool	1,095,448	2,008,012	1,462,757	2,007,902
Hides and Skins	18,206	115,494	59,999	85,110

Chapter: 6: Production

AGRICULTURE

THE land is used almost entirely for sheep farming. With the exception of some 20,500 acres of Crown land, the Colony is divided into

freehold farms varying in size from 3,600 acres to 161,000 acres carrying a total of some 612,000 sheep, averaging about one sheep to every 4½ acres. Production is in the region of 4¼ million lb of wool annually.

A small Government agricultural unit is responsible for maintaining fences and regulating grazing on Stanley Common, attending to animals in the quarantine station and carrying out tuberculin testing of cattle. Farming Statistics are produced annually,

Cattle are kept in the Camp to provide milk and beef and there are two dairies in Stanley. Oats for hay and silage, vegetables on a garden scale and a small acreage of kale are the only crops grown. However, on progressive farms several thousand acres have been sown to Yorkshire fog (*Holcus Lanatus*) which is an improvement on the natural herbage.

Many farms are showing an interest in pasture improvement and to this end various techniques have been tried out. Several farms have brought about a marked increase in carrying capacity.

FISHERIES

There is no organised sea fishing industry but Falkland Islands mullet and smelt are caught occasionally by part-time fishermen and marketed for local consumption. Trout fishing provides excellent sport for anglers, the record trout weighing 18 lb. Trout of 7 lb to 10 lb weight are not rare.

Chapter 7: Social Services

EDUCATION

THE Government is responsible for education throughout the Colony. All education is free and the Government bears the cost of all books, materials and equipment. The fees for boarding school education are fixed at a maximum of £50 per academic year per family: for the first child £25, for two children £25 and £15 respectively and for three children £25, £15 and £10 respectively. A fourth child is free. There is no regular secondary or higher education in the Colony though special tuition is available and several pupils have obtained Ordinary and Advanced level successfully in the General Certificate of Education. Royal Society of Arts examinations in commercial subjects (Typewriting, Shorthand, Book-keeping and Commercial

English) are part of the regular pattern and occasionally students sit City and Guilds examinations. A competitive Overseas Scholarship examination is held annually in September, enabling successful candidates to benefit from at least five years at secondary level at boarding grammar schools in Dorset, the British Schools in Montevideo, Uruguay, and at secondary schools in the Argentine. In 1973 three children were being educated in Britain, 14 in Uruguay and 24 in Argentina.

The accepted age of entry is 5 years and the school leaving age is 15 years. Pupils are encouraged to remain at school to the end of the term in which they become 15.

The age limits are applicable throughout the Islands: in the Camp (all the country beyond the environs of Stanley) attendance is compulsory for children of between 5 and 15 years living within one mile of a settlement school or visiting teacher, and for children between 7 and 15 years living within two miles of a settlement school or visiting teacher.

Children in outlying houses are taught by Camp teachers, each of whom is assigned a beat of from four to six houses which he covers by Land-Rover, horse, boat or aircraft. A camp teacher stays two weeks with each family in turn and leaves homework to tide the children until he visits again. Camp teachers have an arduous, often frustrating, though interesting and challenging task. Only young men of spirit, initiative, a sense of humour and with an ability to mix in all walks of life can succeed in this unique post. Camp teacher strength is augmented by members of the Voluntary Service Overseas who have always rendered invaluable assistance; the team usually consists of three young men.

Evening classes are held during the winter months from May to October. The subjects normally offered are: English, Mathematics, Spanish, Art, Craftwork, Book-keeping, Typewriting and Shorthand. These classes are free of charge.

There are two schools in Stanley: one caters for infants and juniors and has been extended by an additional two-classroom block measuring 54 feet by 25 feet; the other is for seniors. The latter was extensively damaged by fire in 1970 and has been rebuilt to modern specifications. It is light, warm and pleasingly decorated in pastel shades.

The boarding school at Darwin caters for 42 boarders and also provides education for 15 day pupils.

The local boarding allowance of £5.50 a month is granted on behalf of those parents who send their children to board in Stanley in order that they may attend Stanley Schools. An allowance of £3 a month is also paid on behalf of parents of Camp children who send

their children to distant parts of study under a camp teacher. Day pupils visiting school receive an allowance of 5p per meal taken outside their own homes.

Overseas education allowances are granted to parents of children between the ages of 11 and 18 years who receive full-time tuition in boarding schools in Britain, Uruguay and the Argentine. The rates are:

£282 for the first child

£336 for the second child

£402 for the third child and subsequent children.

The allowance for day pupils is £75. The parents of 12 children benefited from this scheme in 1973.

Total ordinary expenditure for all services in 1972 was £58,599 (11.5 per cent of the Colony's ordinary expenditure) and in 1973 £64,268 (10.93 per cent of the Colony's ordinary expenditure).

Teaching staff as at 31st December 1972 and 1973:

Including two Headmasters

	M	F	Total 1972	M	F	Total 1973
Certificated	9	9	18	11	5	16
Uncertificated	5	3	8	5	1	6
V.S.O.	1	0	1	2	0	2
Temporary	—	—	—	1	1	2
Part-time	0	2	2	0	2	2
TOTALS	15	14	29	19	9	28

Numbers of children receiving education:

	M	F	Total 1972	M	F	Total 1973
At 31st December						
Stanley Schools	84	94	178	85	82	167
Darwin Boarding School	32	27	59	29	27	56
Camp Houses	46	52	98	45	43	88
TOTALS	162	173	335	159	152	311

PUBLIC HEALTH

The standard of health is high, as can be expected in a community where there is an abundance of the basic essential foodstuffs easily available to all and where the climate is bracing and the air pure.

Natural immunity from the commoner droplet-infection diseases of more populous countries is low; therefore a programme of immunisation against tuberculosis, diphtheria, whooping cough,

poliomyelitis and small-pox is continuously maintained. Further to protect the community from tuberculosis, no immigrants may enter the Colony unless they have been certified free from pulmonary tuberculosis before their departure from their own country.

Vital Statistics

There were 39 live births, and 10 deaths in the Colony in 1972, while in 1973 the figures were 39 live births, 1 still birth and 12 deaths.

Hospital Facilities

The Colony has one hospital, situated in Stanley. It is modern and well equipped and has 27 beds for the treatment of medical, surgical, obstetric and geriatric cases. There were 211 admissions in 1972 and 301 in 1973. Ante-natal and child welfare clinics are held weekly at the hospital.

Medical and Dental Services

For medical purposes, the Falklands are divided into three areas: Stanley with the North Camp of the East Falkland, Lafonia and West Falkland. The Senior Medical Officer and one medical officer are stationed in Stanley and see all patients in Stanley and the North Camp. One medical officer lives at Darwin in Lafonia and deals with medical cases in that area; and the third medical officer is stationed at Fox Bay on the West Falkland and attends patients on the West Falkland and the islands to the north and west of it.

All settlements in the main East and West Falkland can communicate with a doctor by telephone. All the inhabited islands are supplied with radio-telephones. Standard medical chests are provided at all settlements. The Government Air Service is available for the transport of doctors and patients. As a rule, the camp doctors travel by Land-Rover or aircraft to their patients but still occasionally ride on horseback.

One dentist is stationed in Stanley where there is a modern, fully equipped dental surgery and laboratory in the hospital. The dentist makes camp tours, endeavouring to visit each settlement in the course of the year.

Centralisation of the Medical Services in Stanley is under consideration.

Medical Department

The staff of the Medical Department includes a Senior Medical Officer, three medical officers, one dental officer, one matron, three nursing sisters and up to six nurses, together with domestic staff and a clerk.

Expenditure on medical services was £57,702 in 1971-72. Revenue in this year was:

	1971-72
Medical	6,653
Dental	326
	<hr/>
	6,979

Local Authority Services

The Stanley Town Council was responsible for street lighting and cleaning, the collection and disposal of garbage, and the maintenance of drains and sewers until July 1973.

There were three licensed dairies in Stanley at the end of 1972. The dairy herds were examined periodically and all the animals were tuberculin tested.

The Town Council was disbanded on 1st July 1973 and its duties were taken over by the central administration.

HOUSING AND TOWN PLANNING

The majority of houses in the Colony are constructed of timber and iron with corrugated iron roofs but the larger public buildings are more frequently built of concrete blocks with tiled roofing. Most houses in Stanley are built on quarter acre plots which allow sufficient ground for the householder to maintain a generous vegetable garden. Plans for new buildings must be submitted to the Stanley Town Council for approval and must conform to the sanitation and constructional requirements of the Council. The Council also has power to condemn houses which are considered unfit for habitation.

The Council's powers in these matters were taken over by the Public Works Department in July 1973.

SOCIAL WELFARE AND AMENITIES

There are three places of worship: Christ Church Cathedral, consecrated in 1892; the Tabernacle (United Free Church), established in 1890; and St. Mary's Catholic Church, established in 1899. Church services are relayed every Sunday evening through the broadcasting station at Stanley.

An old age contributory pensions scheme introduced in 1952 and expanded in 1967 is compulsory for all male and certain female residents in the Colony. The following weekly benefits are paid to contributors on reaching the age of 65 years: married man £4.65;

unmarried man, widow or spinster £2.32½. Employees between the ages of 18 and 60 contribute 26p weekly to the fund, employers contribute 34p and self-employed contribute 60p.

A non-contributory old age pension scheme was introduced in 1961 and provides pensions for old people who were excluded by reason of age from contributing to the Pensions Equalisation Fund and, consequently, from deriving any benefits from the pensions scheme introduced in 1952. Pensions are paid at the following weekly rates: married man £3.20; unmarried person £1.60; man or woman separated or living apart from his or her husband or wife £1.60.

Children's allowances are granted to all parents or guardians at the rate of 50p per month for each of the two elder children of a family and £1 per month in respect of each other child.

Poor relief is administered by the Medical Department. Accommodation for old and chronic invalids is provided in the hospital. There are no orphanages.

The Stanley Benefit Club, open to all residents, is the oldest club in the territory. It was formed on 23rd July 1859, to provide a fund for the support of its members in cases of sickness or accident; it also contributes towards funeral expenses. The total membership is about 95. Membership has decreased mainly due to improved social conditions in the territory. For an annual contribution of £1.50, sick persons can draw as much as £136 and thereafter at the rate of £2 a month. The club will meet funeral expenses up to £30.

The Falkland Islands Branch of the British Red Cross Society met regularly. Hospital visiting was carried out and Christmas presents provided for hospital patients. The Earl Haig Fund Appeal was again organised by the Branch and the proceeds sent to the Fund's headquarters in London.

The 1st Stanley Company of the Girls' Brigade provided a programme of art, cookery, basketwork and home service classes. Parties were organised at mid-winter and Christmas. The cadet section for the 6-9-year-olds flourished.

The 1st Falkland Islands Company of the Boys' Brigade continued to function successfully. Activities included physical training, drill, indoor rifle shooting and an annual summer camp. The Life Boys, a junior branch of the Boys' Brigade, provided entertainment for boys between the ages of 8 and 11 years.

Each May the Girls' and Boys' Brigades combined to organise a May Ball and a Prince Charming Dance. These events were well attended.

The Youth Club, formed in 1966, continued to attract support from young people. A variety of social gatherings and outdoor

activities was organised, and plans made to erect a hut for the use of the club members, so that meetings could be held on all days in the week.

There are several social clubs in Stanley, among them the Colony Club, the Falkland Club, The Falkland Islands Defence Force Club and the Working Men's Social Club. The clubs provide facilities for a variety of activities, including billiards, snooker, darts, table tennis and cards. The Working Men's Club organise annual sports for children and an annual children's fancy dress party. Both events are popular and well supported.

The Guild of Spinning and Handicrafts is a thriving and steadily growing concern, building up a small and prospering home industry to trade with the growing number of tourists and the increasing local demand for their products.

The Town Hall, rebuilt in 1950 with the assistance of a grant from Colonial Development and Welfare funds after being destroyed by fire in 1944, contains a large dance hall with stage, dressing rooms, refreshment room and a well-stocked public library, as well as certain public offices and the Court and Council Chamber. The chamber was panelled in 1966 with handsome sapele wood generously presented by the Government of Nigeria some years previously. The dance hall was re-floored in 1967.

Although Stanley has lacked a museum since the disastrous fire of 1944, a notable collection of material has been assembled in recent years and during the period under review was on display in temporary accommodation in the gymnasium building.

A branch of the Women's Corona Society was established in 1955 and holds regular monthly social meetings. In addition the society organises regular tea meetings in the summer months for the elderly residents of Stanley.

The Stanley Dramatic Society continued to function successfully, their productions providing an additional and welcome source of entertainment. A local "Pop Group" was formed and is in demand at the many dances held during the year.

The Social Club inaugurated at Goose Green in 1966 has proved a most popular enterprise.

The sea temperature around the islands does not lend itself to bathing and consequently few of the inhabitants have learned to swim. The desirability of constructing a swimming pool has long been recognised and a fund was established in 1964 for this purpose. By 31st December 1973 a sum of £6,281 had been raised by public subscription and Government contribution.

SPORT

Full-bore shooting is organised by the Falkland Islands Defence Force Rifle Association which has a keen membership. Annual prize meetings are held and when finances permit representative teams are sent to Bisley to compete in the junior colonial competitions. There is a small bore range in the drill hall for winter use.

Association football is a popular sport and the club is strongly supported. Not only do local teams compete for a championship but keenly contested games take place against teams from visiting ships.

The Golf Club maintains a course near the Felton Stream west of Stanley racecourse.

Considerable interest is taken in angling. Brown trout (*salmo fario*) were introduced into a number of rivers between 1947 and 1952. These trout have over the years formed a sea-going habit and return to the rivers to spawn. Specimens weighing 7 lb to 10 lb are not uncommon. The heaviest trout so far recorded weighed 18 lb. The trout-fishing season opens on the 1st September and closes on the 30th April. Salmon and sea-trout ova have been imported but efforts to establish these fish have so far not succeeded.

The sub-aqua club was started in 1971 and this new sport is becoming increasingly popular.

Each year there is normally a five-day sports meeting at Darwin, East Falkland, while four of the principal farms on West Falkland hold five-day sports meetings in rotation four years out of five. The Stanley Sports Association holds a two-day meeting immediately after Christmas with horse racing, gymkhana and athletic events. Sheep dog trials are also held on both Islands, followed by a championship contest organised by the Stanley Sports Association.

The Stanley Badminton Club organises games in the gymnasium twice a week. These are well supported, particularly in the winter.

The Stanley Squash Club, revised in 1965, has a growing membership and matches are played against teams from visiting ships.

Darts is a popular winter game and there is a league in Stanley with up to 14 teams competing. The standard of play is high.

Snooker, played at the Colony Club, the Falkland Club, the Falkland Islands Defence Force Club and the Working Men's Social Club, has a strong following.

Chapter 8: Legislation

APART from the Appropriation Ordinances, the more important legislation enacted during the period under review included the following measures:

1972

No. 1. *Matrimonial Proceedings (Court of Summary Jurisdiction) (Amendment) Ordinance*, removes the limits imposed upon the weekly rate of maintenance of a child or a party to a marriage, and leaves the court free to make whatever order it considers reasonable.

No. 5. *Estate Duty (Amendment) Ordinance*, making it clear that a surrendered life interest, effected within three years before the death of the deceased, is deemed to pass on death.

No. 6. *Income Tax (Amendment) (No. 2) Ordinance*, reduced the standard rate of Income Tax, and Company Tax, from 35p to 30p, with effect from 1st January 1972, and also abolished the form of penalty profits tax levied against firms engaged in sheep farming which failed to list a range of qualifying expenditure for Investment Allowance.

No. 7. *Banking Ordinance*, makes provision for the licensing and control in the Colony of banks, banking business, and matters connected therewith.

No. 10. *Road Traffic (Amendment) Ordinance*, extending the exemption from road tax to motor vehicles and trailers which are the property of the British Antarctic Survey and Crown motor vehicles and trailers appropriated for the use of Her Majesty's armed forces.

Ten Ordinances were enacted during the year.

1973

No. 2. *Savings Bank (Amendment) Ordinance*, increases the interest paid on deposits with the Government Savings Bank to 3½ per cent per annum.

No. 4. *Stanley Town Council (Repeal) Ordinance*, giving effect to the decision to abolish the Stanley Town Council.

No. 5. *Stanley Rates Ordinance*, investing in the central Government the authority to levy a general rate and a water rate in Stanley.

No. 6. *Stanley Town Public Services Ordinance*, enabling certain powers formerly exercised by the Stanley Town Council in respect of the Stanley Fire Brigade, the cemetery, the Town Hall, public library and museum, to be transferred to the central Government.

No. 7. *Stanley Water Supply Ordinance*, providing for the regulation investing in the central Government the authority to levy a general rate and a water rate in Stanley of the water supply to Stanley, following the abolition of the Stanley Town Council.

No. 14. *Workmen's Compensation (Amendment) Ordinance*, lists hydatid disease as an occupational disease for the purposes of the Workmen's Compensation Ordinance 1965.

No. 16. *Income Tax (Amendment) Ordinance*, reviewed the deductions allowable, substituted a new scale of tax rates, and also provided for the abolition of profits tax and an increase in companies tax.

No. 18. *Livestock (Amendment) Ordinance*, implements recommendations made for the control and eradication of keds on sheep by the Sheep Owners' Association Limited in conjunction with the Agricultural Advisory Team which recently visited the Colony.

No. 19. *Defence Force (Amendment) Ordinance*, providing for a more efficient organisation of the Force, and for the payment of gratuities to members of the Force disabled during training or while under instruction and to the families of those members.

No. 20. *Petroleum Products Ordinance*, giving the Governor powers to regulate the importation of petroleum products, thus to facilitate the negotiation of advantageous terms for the marketing and supply of such products in the Colony.

Twenty Ordinances were enacted during the year.

Chapter 9: Justice, Police and Prisons

JUSTICE

THE law in force in the Colony is based on the common law, rules of equity and the general statutes in force in England on 22nd May 1900, on United Kingdom legislation subsequently applied to the Colony and on local laws known as Ordinances made by the Governor and the Legislative Council.

There are four courts: the Summary Court, the Magistrate's Court, the Supreme Court and the Court of Appeal. There is a final right of appeal in certain circumstances to the Privy Council. The Summary Court, which has very limited jurisdiction, has not sat since 1971 and all cases are dealt with in the Magistrate's Court except those specifically reserved to the Supreme Court, e.g. murder, rape, manslaughter and divorce. Appeals from the Magistrate's Court lie to the Supreme Court and thence to the Court of Appeal.

There are 17 Justices of the Peace in the Colony appointed by the Governor to perform very much the same duties as J.Ps. in Britain.

There are no qualified lawyers in Government service or in private practice in the Colony. The Government employs a part-time Legal Adviser resident in Britain. Parties wishing to be legally represented would have to fly in their own lawyers from Britain, South America etc.

CIVIL COURT			
	1972	1973	
Debt	9	2	
Maintenance Order	1	1	
Adoption Orders	8	5	
Custody of Children	3	—	
Eviction Orders	1	—	
Income Tax	7	—	
Damages	2	—	
Removal of disqualification for driving	5	1	

MAGISTRATE'S COURT							
	Cases Heard		Discharged		Convicted		
	1972	1973	Adults	Juveniles	Adults	Juveniles	
Offences against the person:							
Assaults	—	1	—	—	1	—	
Sexual Offences:							
Indecent Assault	—	2	—	—	2	—	
Rape	1	—	—	—	1	—	
Offences against property:							
Larceny	6	3	—	—	8	1	
Malicious damage	1	—	—	—	1	—	
Offences against local Ordinances:							
Road Traffic	18	15	5	—	28	—	
Licensing	20	14	2	—	32	—	
Livestock	1	—	—	—	1	—	
Wild Animals and Birds Protection	4	—	—	—	4	—	
Harbour	4	—	2	—	2	—	
Other offences	6	11	2	—	15	—	

SUPREME COURT			
	1972		1973
Appeals	2		—
Divorce	3		5
Injunctions	2		—
Custody of Children	3		3

POLICE

The authorised establishment of the Falkland Islands Police Force consists of one Chief Police Officer, one sergeant, one corporal and four constables. There is also a Reserve Force of six constables.

Crime

In 1972 59 charges were dealt with and in 1973 36 charges.

Other Police Duties

The Chief Police Officer is the Government Fire Precaution Officer and undertakes the duties of Immigration Officer. The police make quarterly checks on all fire equipment in Government buildings. The Department carries out all driving tests, registering of vehicles imported into the territory, the issue of driving licences, gun, dog and trout fishing licences.

PRISON

There is one small prison in Stanley. All members of the Police Force act as Prison Officers. A matron is employed to supervise cooking and assist with female prisoners.

In 1972 three male prisoners served sentences of one month to 18 months. In 1973 two male prisoners served sentences of six months each.

Chapter 10: Public Utilities and Public Works**ELECTRICITY**

CONTINUOUS electric power is supplied to the Stanley area, including the E.S.R.O. Space Station, from a Government-owned and operated diesel power station. A replacement station replaced the existing station in May 1973 and has an installed capacity of 1,280 kW, generating at 3.3 kV, 50 Hertz. Distribution is overhead at 230/400 volts, a three-phase, four-wire system is used.

The tariff, which is reviewed annually, was increased in 1972 from 1.875p to 2.3p.

Output of electrical energy from the Stanley Station for the calendar year 1973 was 2.28 million units.

The Electricity Department, which became the Electrical Section of the Public Works Department on 1st July 1973 undertakes the repair and maintenance of all Government electrical installations. There being no registered contractors the Department also accepts private installation work.

Outside Stanley most of the farms have their own generating plants, some supplying power to a single house while others with a larger generating capacity supply a whole settlement. Output from these sets rarely exceeds 12 kW. Voltages vary from 110 to 230 a.c.

TYPES OF PUNISHMENT (1972 and 1973 combined)

Magistrate's Court and Court of Summary Jurisdiction	Convicted		Imprisonment		Fined		Bound over		Imprisonment by length of service
	M	F	M	F	M	F	M	F	
Larceny	6	3	-	-	6	3	1	-	1
Sexual offences	3	-	3	-	-	-	-	-	-
Licensing	32	-	2	-	30	-	22 (a)	-	18 months, 6 months and 6 months 1 month and 1 month
Road Traffic	28	-	-	-	28	-	-	-	-
Other offences	23	-	-	-	19	-	6	-	-

(a) Indicates prohibition orders.

and d.c. Many of the outlying shepherds' houses have their own lighting systems, some being fed from 12 volt batteries charged by wind-driven generators, although a more recent trend has been to replace these by small air-cooled diesel generators with outputs of $1\frac{1}{2}$ kW. at 230 volts a.c.

WATER SUPPLY

For Stanley, water is supplied from the 6,000 gallons per hour capacity filtration plant at Moody Brook to a reservoir and a high level tank with a combined capacity of 500,000 gallons. Daily consumption averages 80,000 gallons for domestic and industrial use and watering ships. About 21 tons of chemicals are used for sedimentation, filtration and sterilisation each year.

In the Camp piped water supplies are in operation at every farm.

PUBLIC WORKS

The Public Works Department was responsible for the maintenance of all Government-owned properties, furnishings, Stanley roads, water supply, drainage, sea walls, quarry stone-crushing and Government transport and plant.

The renovation of the senior school building, which had been partly destroyed by fire in 1970, was completed during the period under review.

Members of the department assisted where necessary those various experts who visited the Colony in connection with matters which fall within the province of the Public Works Department, such as Mr Powell on pollution and Mr Casserly on the water supply for Stanley.

The new power station in Stanley was completed in May 1973. It was built by a local contractor using local labour, but the Superintendent of Works was responsible for ensuring that the terms of the contract were fully adhered to and that a high level of workmanship was maintained throughout.

Work was begun on tidying up Stanley, an increasing number of the grass verges and open greens being regularly mown.

The town refuse tip, which was formerly on the foreshore of Stanley Harbour, was moved inland in an effort to give a better aspect to the town and to reduce as much as possible the pollution of the harbour.

The municipal services formerly undertaken by the Stanley Town Council were transferred to the Department on 1st July 1973.

Chapter 11: Communications

SHIPPING

R.M.S. *Darwin*, which was withdrawn from service in December 1971, eventually left the Colony on 19th September 1973. The m.v. *Monsunen*, a vessel of 125 registered tons, arrived in Stanley on 28th September 1972, and is used for coastwise trade and occasional voyages to South American ports. She made two voyages to Punta Arenas, Chile, in 1973 to collect timber.

A Danish vessel, m.v. *A.E.S.*, chartered by Darwin Shipping Limited, to bring supplies from the United Kingdom and to take back the wool clip, made four voyages each way in 1972 and two voyages each way in 1973. The *A.E.S.* was withdrawn from this service in April 1973 and replaced by the Danish vessels *Henriette Helleskov*, which was chartered for one voyage only, and the *Annette Danielson* which made one round voyage to the Colony from the United Kingdom towards the end of 1973.

Communications between British Antarctic Territory, South Georgia and Stanley were provided by H.M.S. *Endurance*, R.R.S. *John Biscoe* and R.R.S. *Bransfield*.

During 1972-73 six Soviet fishing and scientific vessels visited Stanley. Visits were also made by the Italian yacht *San Guiseppi II*, the Polish yacht *Polonez* and the "around the world" catamaran *Anneliese*. Short visits were also made by the following tourist vessels: s.s. *France*, m.v. *Enrico C*, m.v. *Cabo San Roque*, m.v. *Libertad* and the m.v. *Lindblad Explorer*.

The following table shows the number of vessels which entered and cleared the Colony:

	1972	1973
Number of ships entered	34	39
Number of ships cleared	31	37
Net tonnage in	79,689	69,476
Net tonnage out	81,141	70,214

ROADS AND VEHICLES

There are about 12 miles of concrete or macadamised roads in and around Stanley. The main road along the sea front on which most of the principal buildings are situated is of concrete.

Unsurfaced tracks connect most settlements on the main East and West Islands and travel is possible by means of Land-Rover or motor cycle, depending on the weather conditions.

At 31st December 1973 there were some 807 vehicles of all types in the territory, approximately half being used in Stanley.

During the period under review 17 vehicles of all descriptions were imported, practically all of which originated in the United Kingdom.

AIR SERVICE

The Falkland Islands Government Air Service (F.I.G.A.S.), inaugurated in 1948 with one J.5. Auster landplane operated throughout 1972 and 1973 with two DH(C)2 Beaver floatplanes. The original medical and mail service has been expanded over the years to include passengers, freight and private charter.

During 1972 4,225 passengers, 8,399 lb of excess luggage and 13,970 lb of freight were carried; and in 1973 the totals were 4,327 passengers, six, 490 lb of excess luggage and 16,729 lb of freight. Medical officers, dental officers, patients and travelling school teachers made up approximately 15 per cent of the passenger total. The total of passengers in 1973 was another record figure.

Camp teachers are flown regularly around their beats on the main and outer islands and camp children attending in Stanley or Darwin travel mainly by aircraft.

Letter mail is delivered and collected on all routine flights. In addition, overseas mail is dropped at settlements where no scheduled landings are to be made within three days of a mail arrival. Heavy mails, i.e. parcels and papers, are also delivered when weight/space is available.

Livestock, mainly cats, dogs and pedigree rams are carried fairly frequently.

An international air service operated by Lineas Aereas del Estado (the development airlines of Argentina) was inaugurated in November 1972 and provides a weekly scheduled (Monday) service between Stanley and Comodoro Rivadavia (Argentina) using twin-engine turbo-prop Fokker F.27 Friendship aircraft.

POSTS AND TELECOMMUNICATIONS

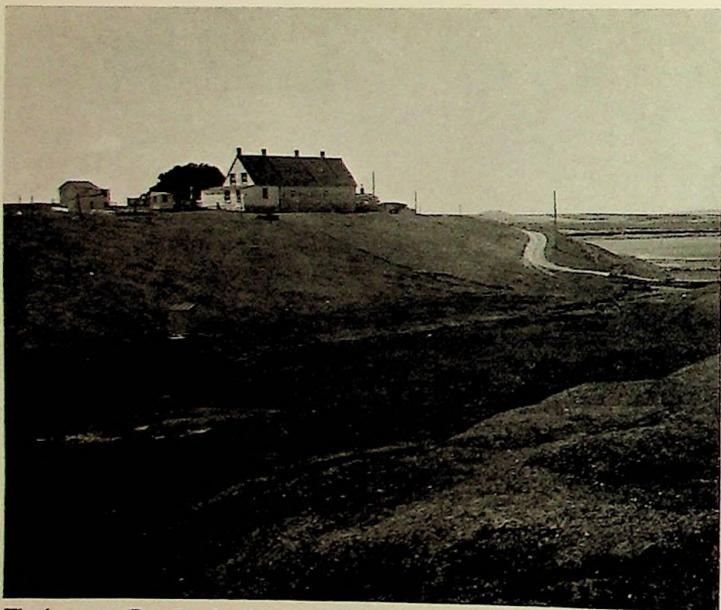
The General Post Office is situated in Stanley and has six sub-post offices under its control—one at Fox Bay, one at South Georgia in the Dependencies and four in the British Antarctic Territory. Stanley is the main reception and distribution centre for mails received from overseas. Overseas airmail is received in the Colony every Monday by the L.A.D.E. F.27 aircraft. In addition there were occasional direct mailing opportunities to and from the United



Passengers at Stanley preparing to leave on an internal flight by Beaver aircraft.



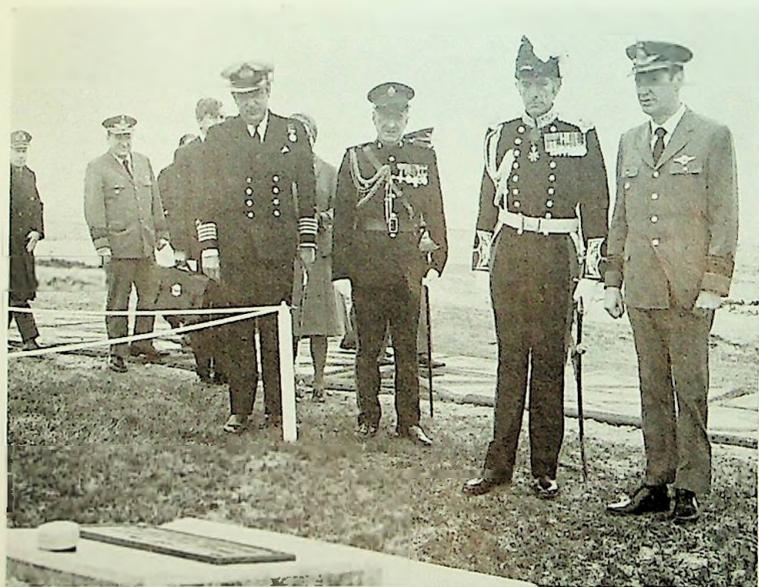
Scene on Kidney Island—nearest Nature Reserve to Stanley.



The house at Port Louis which incorporates the old English fort (which was the original Government House until the removal of the capital to Stanley in 1844).



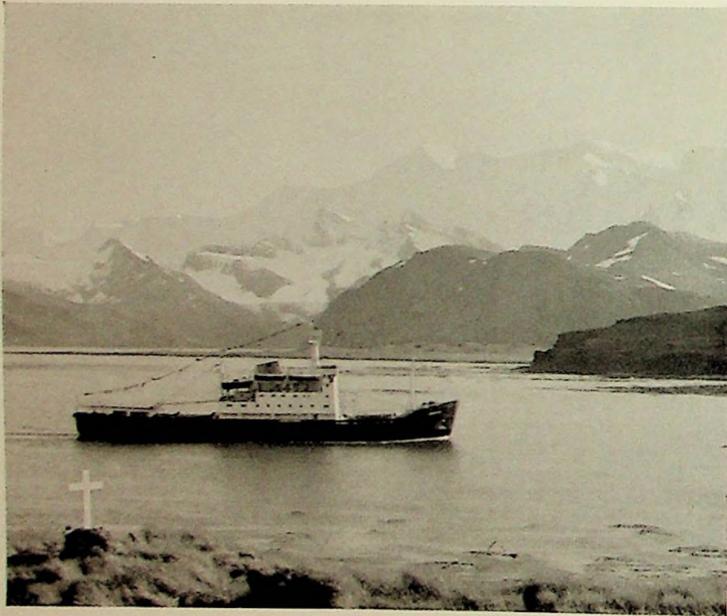
Gentoo penguin feeding young.



First anniversary of the opening of the temporary airstrip. His Excellency the Governor and Brigadier Barillot of the Argentine Air Force inspect the plaque to the men who built the field. Captain C. J. Isacke, R.N., of H.M.S. *Endurance* and Major R. V. Goss, Staff Officer of the Falkland Islands Defence Force and A.D.C. to the Governor are on the left.



View of New Island—showing an aspect of the West Falklands.



R.R.S. *Bransfield* with Shackletons Cross, South Georgia.



Nature finally wins—the reindeer return to the abandoned tanks at Husvik Harbour, South Georgia.

Kingdom by sea. Advantage was taken of the three monthly flights by Argentine Air Force amphibian aircraft in 1972 to despatch airmail. The distribution of letter mails between Stanley and the outlying farm settlements is carried out by the Government-owned air service, the heavier mail being delivered by sea or cross-country by Land-Rover and to a lesser extent by horse.

External telecommunications are operated by the Government from its wireless station in Stanley, first operated in 1912 and handling all Government and commercial traffic. There are daily schedules with London, Montevideo, Buenos Aires, Fox Bay and with ships in neighbouring waters.

There are three leased private telegraph circuits between Stanley and London, one being full-speed and two quarter-speed.

On 4th December 1967 the first public telephone service was opened between Stanley and the United Kingdom. A number of other countries were subsequently included in the service.

Internal communications on the East Falkland are operated by means of a radio telephone network and by land line telephone. The central exchange is situated in Stanley and the majority of the sheep stations on the East have their own lines connected to the central exchange. Six operators are employed and a 24-hour service is maintained. On the West Falkland the telephone network converges on Fox Bay, where there is a Government-owned wireless telegraph and radio-telephone station for inter-island traffic.

Communications with the British scientific bases in the Antarctic are maintained by the British Antarctic Survey's wireless station which is situated in Stanley.

Chapter 12: Press, Broadcasting and Films

PRESS

PERIODICALS published in the territory, other than the official Gazette, are the *Falkland Islands Times*, which appears on the second Tuesday of each month, and the *Falkland Islands Journal*, devoted to items of historical, geographic and social interest which is published annually. A weekly newsletter is broadcast from the local broadcasting station every Friday evening.

BROADCASTING

The Falkland Islands Government established the first colonial

broadcasting service when in the early part of 1929 a wired broadcasting system was started in Stanley; the service covered not only the town but also many parts of East Falkland, the programmes being carried to outlying farms by the normal telephone lines. Wireless broadcasting from a radio transmitter became a regular feature in 1942. The outlying districts are now covered by radio, while the rediffusion system continues to operate in Stanley. Using both methods a complete islands coverage is maintained.

The broadcasting service is controlled by a voluntary committee under a Broadcasting Officer. A salaried secretary is employed.

Programmes of from five to seven hours' duration are broadcast daily and there are four part-time announcers. B.B.C. news bulletins, commentaries and sports results are broadcast regularly and extensive use is made of the B.B.C. and other transcription services. Local features and some overseas programmes are recorded and rebroadcast.

Six hundred and fifty-five wireless receiving licences were issued during 1972 and in the same year 365 wired broadcasting subscriptions were paid. The figures for 1973 were 638 and 341 respectively.

FILMS

The Central Film Library, established in 1953 has a membership of 22, made up of 20 farm settlements, the Naval barracks at Moody Brook, and a commercial hirer who exhibits films in Stanley once a week. The library operates on a non-profit basis and obtains films from a number of distributors in the United Kingdom and from the Central Office of Information in London.

Films of educational value are shown at the Senior School in Stanley and at Darwin Boarding School.

The Council of Christ Church Cathedral acquired a 16 mm. projector in 1964 and provide a popular supplementary programme.

INFORMATION SERVICES

Literature and items of information received from the Central Office of Information in London and from the British Council are handled and circulated by the Education Department.

Chapter 13: Local Forces

THE Falkland Islands Volunteer Corps, first formed in 1892, was reconstituted in 1920 as the Falkland Islands Defence Force.

Service in the Force is voluntary. Training was carried out with the aid of Royal Marine instructors stationed in the Colony. The Force took part in ceremonial parades including those held to mark the Birthday of Her Majesty the Queen, Remembrance Sunday and the Anniversary of the Battle of the Falkland Islands (8th December).

Chapter 14: Science Research Council

THE Appleton Laboratory (formerly known as the Radio and Space Research Station) is one of the establishments of the Science Research Council and is based at Slough, England. It has maintained and operated in Stanley an Ionospheric observatory since 1947, and a satellite data acquisition station from 1962 until the closure of the project at the end of 1972. It was also responsible for the operation of a separate satellite data acquisition station of the European Space Research Organisation (E.S.R.O.) from 1968 until December 1973 when the station was closed down and dismantled.

On these various projects some 20 technical staff have been employed in Stanley, including two locally engaged, together with six locally employed ancillary staff; the number of United Kingdom-based staff was reduced to 10 following the reduction in operations in 1972 mentioned above.

The ionospheric observatory makes routine measurements of the properties of the ionosphere at regular intervals throughout the day, and is currently engaged in a collaborative programme with the British Antarctic Survey, which operates similar equipment in South Georgia and the Antarctic bases. This activity will continue.

The E.S.R.O. data acquisition station has recorded data and performed control operations on all the seven satellites launched by that organisation. The work at the British station, until its closure, was mainly in connection with the British series of satellites Ariel I to Ariel IV and also with the so-called Topside Sounding Satellites which have contributed greatly to knowledge of the ionosphere and its effect on communications.

Chapter 15: Meteorological Services

DURING the period under review meteorological services within the Colony and Dependencies were provided by the Falkland Islands Government Meteorological Service. Facilities for this service, other

than staff, were supplied and financed by the British Antarctic Meteorological Service, who also disseminated all the meteorological data from the Colony for international use.

The Falkland Islands Government Meteorological Service was, for the period of this review, run by staff of one forecaster and one meteorological assistant, both employed full-time by the Falkland Islands Government.

The main functions of this service were:

- (i) the organisation of meteorological observations in the Colony;
- (ii) the provision of forecasts for the general public and aviation and the provision of forecasts on request for international shipping in the Falkland Islands coastal waters, the dependencies and the British Antarctic Territory;
- (iii) the preparation of climatological data for stations in the Falkland Islands;
- (iv) limited investigations into the meteorology of the Falkland Islands.

PART III

Chapter 1: Geography

THE Falkland Islands lie in the South Atlantic Ocean, between latitudes 51° and 53° South and longitudes 57° and 62° West. The archipelago is separated from the South American mainland by about 300 miles of sea. It comprises two large islands and some 200 smaller islands with a total land area of approximately 4,700 square miles, comparable in area with Northern Ireland but spread over a much greater extent.

The distance from Stanley to New Island, the most westerly settlement, is somewhat greater than that from London to Cardiff while the distance between the most northerly and southerly settled areas approximates to that between Oxford and the Isle of Wight.

Complete aerial photographic cover of the territory exists and excellent topographical maps are available on scales of 1 : 50,000, 1 : 250,000 and 1 : 643,000.

GEOLGY AND LANDFORMS

The Falkland Islands are composed almost entirely of Palaeozoic and Mesozoic sedimentary rocks. Some of these have strong lithological and palaeontological affinities with those of South Africa, Uruguay and Southern Brazil. Although the islands lie on the edge of the Patagonian Continental Shelf, there is no stratigraphical connection between the Falklands and the nearer parts of the South American mainland. The extensive Tertiary deposits of eastern Patagonia are not represented in the Falkland Islands nor is the great oil-bearing Cretaceous geosyncline of eastern Tierra del Fuego. The axis of Andean folding is supposed to lie to the south of the islands, through Burdwood Bank, whence it is continued as the Scotia Arc to South Georgia, the South Sandwich Islands and ultimately to the Antarctic Peninsular.

The distribution of rocks within the Falkland Islands is now fairly well known. West Falkland and the adjacent islands are predominantly composed of Palaeozoic sedimentary rocks, quartzites, sandstones and shales, with a few minor occurrences of tillite and a small exposure of the Archaean basement complex at Cape Meredith in the extreme south.

The northern part of East Falkland is composed, too, of the Palaeozoic sedimentary rocks, with the main development of younger strata in Lafonia and the surrounding islands. These Mesozoic rocks are represented by sandstones and mudstones which may be equated with the Gondwana succession of other parts of the Southern Hemisphere.

The main structural elements in the islands are folds which occurred after the deposition of the youngest Mesozoic rocks. Two main fold directions may be recognised. The first trends east-west across the northern part of the islands; the second is roughly parallel to the direction of the Falkland Sound and is exposed along the western side of it. It is now believed that folding along both axes was contemporaneous and may, indeed, form a single system.

The close relationship between the rock succession and fossil fauna of the Falkland Islands and parts of southern Africa has been frequently quoted as evidence to substantiate the hypothesis of continental drift. Recent research into the structures of the Falkland Islands suggests that this group may have moved from the vicinity of south-east Africa and that the rocks of the Falklands represent the missing portion of the truncated Karroo basin of Natal and eastern Cape Province.

Although it has been stated that the Falkland Islands were ice-free during the quaternary era when adjacent parts of the South American mainland were glaciated, there is convincing evidence that at least the mountains over 2,000 feet experienced local glaciation. The broad summits of Mount Usborne and the mountains of West Falkland are sharply scalloped by pronounced corries. Such steep-sided amphitheatres owe their form chiefly to the erosive action of small glaciers that were probably nourished by snow and ice domes located on the broad mountain tops. Investigations are at present being made to establish the terminal limits of these glaciers as defined by the moranic ridges deposited at their snouts. Since the ice domes and glaciers appear to have been confined chiefly to mountain areas whose summits exceed 2,000 feet, large areas of the Falkland Islands remained ice-free and experienced a periglacial climate. During such conditions of severe cold large accumulations of boulders—stone runs, as they are called—formed on the hillsides and valley floors of upland areas. They are particularly well developed in areas of quartzite bedrock. The origin of the stone runs has been attributed to solifluction—the mass movement of shattered debris down the valley sides under the influence of frost-and-thaw action.

Two main morphological elements may be recognised, the mountains which occur in the areas of folded Devonian-Carboniferous sandstone and quartzite, and the great plain of Lafonia, where the

Mesozoic rocks are exposed. The principal mountain ranges follow the trend of the folded quartzites, from east to west across both main islands and parallel with Falkland Sound on West Falkland. The hills occasionally rise to about 2,300 feet (Mount Usborne on East Falkland is 2,312 feet high; Mount Adam on West Falkland is about 15 feet lower), but the general summit levels are between 1,500 and 2,000 feet. On East Falkland, the main upland ridge of Wickham Heights rises steeply along the southern edge of the folded quartzites. The tillites and Mesozoic sedimentary rocks which lie to the south have been considerably less resistant to erosion so that, where these have been folded, the terrain consists of low parallel ridges rising to little more than 200 feet. South of the great inlets of Choiseul Sound and Brenton Loch, where the rocks are virtually undisturbed, the whole country is a flat plain which seldom rises more than 100 feet above sea-level.

Generally speaking, the rivers are small. The valleys show close adjustment to structure. The numerous intricate inlets round the coast, many of which form magnificent harbours, were originally formed by river action when the sea-level was at least 150 feet lower than at present. The subsequent submergence, which formed the characteristic ria inlets, appear to have been the dominant movement which has controlled the later development of the coast.

As far as investigations have gone, it appears that the islands have no mineral wealth because none of the sedimentary rocks contains minerals which are of economic value. The only local fuel is low grade peat. The impermeable nature of the quartzites and sandstones has greatly hampered drainage and most of the rocks lack important minerals for plant growth. Limestone is absent and soils are acid in reaction. Successive surveys of the islands for economic minerals have shown that only the beach and dune sand could conceivably have any value but in islands as remote as the Falklands their exploitation for glass-making cannot be regarded as an economic venture.

CLIMATE AND VEGETATION

The Falkland Islands lie on the northern edge of the depression belt through Drake Passage; they are thus dominated by westerly winds and by the continuous variation of weather caused by the procession of air masses and fronts across them. The islands lie in the lee of the South American continent, but are separated from the mainland by about 300 miles of relatively cold sea. Although the warming and drying influence of the Andes is still felt in the islands, the effect upon the climate is considerably modified by this sea passage. The climate of the Falkland Islands is characterised by the

narrow temperature range, strong winds, seasonal uniformity and day-to-day variability of weather which are commonly associated with an oceanic situation in temperate latitudes.

The majority of long-term climatic records which are available for the Falkland Islands depend upon observations which have been made in the vicinity of Stanley. Consequently there is little precise knowledge as to how temperature and rainfall vary through the archipelago as a whole. Several farms keep rainfall records but these data do not cover a long enough period to permit a statistical assessment of rainfall distribution. At Stanley the mean monthly temperature varies between 49°F. in January/February and 36°F. in July. The air temperature has never been known to exceed 79°F. or to fall below 12°F. No month is entirely frost-free, although the air temperature rarely falls below 32°F. in January or February. Average values for relative humidity are high and in consequence the average cloud amount is large. However there is very little atmospheric pollution, and about 35 per cent of the total possible sunshine is recorded annually; this is about the same as at many places in the United Kingdom. Fog is rare except on the hills, and dense fog, with visibility of only a few yards, does not occur. The rainfall at Stanley is about 25 inches, spread fairly evenly throughout the year, with a maximum in summer (December and January) and a minimum in early spring (September and October). The number of days with rain is high throughout the year (16–21 days per month). Snow falls on about 50 days during the year and has been recorded in every month. Snowfalls are, however, light and soon melt. The wettest year on record was 1911, when 37 inches of rain were measured. The driest year was 1960, with only 19.4 inches.

The prevailing winds are westerly. More than two-thirds of the winds blow from the quadrant between south-west and north-west. There is little seasonal variation in wind direction or speed, and the mean speed is quite high at around 17 m.p.h. Gales are recorded on an average of about four occasions per month, but storm force winds and gusts in excess of 70 m.p.h. are almost unknown; calm conditions occur more frequently than do gales. It is noticeable that most newcomers to the Falklands, who have read in advance the statistics of the climate, are favourably impressed by the weather as experienced in these islands.

The cool, windy climate has prevented natural tree-growth. The natural vegetation of the Falkland Islands is a grassland with certain species of heath and dwarf shrubs, which form plant communities similar to the moorland vegetation of upland Britain. The monotonous succession of arenaceous and argillaceous sedimentary rocks, with the absence of limestone, is reflected in the uniformity of

the sub-soil type. The top-soil is generally peaty, though the thickness of the peat horizon may vary from less than 1 inch to more than 15 feet. Much of the uplands are comparatively bare of vegetation, comprising eroded peat, scree and stone runs.

The grasslands of the Falkland Islands represent the sole natural resource which has proved capable of economic exploitation throughout the entire history of colonisation. Following the first settlement by the French in 1764, cattle ran wild on East Falkland. By 1840, the number of wild cattle had reached some figure between 50,000 and 100,000 and appeared to be increasing rapidly despite the large numbers killed annually. During the early years of the colony, the export of hides represented the principal economic activity. Within 10 years, however, sheep began to replace the wild cattle which were systematically slaughtered until, by 1880, they had been virtually exterminated. During the last 30 years of the nineteenth century, sheep-farming developed rapidly. Between 1893 and 1899, there were more than 750,000 sheep in the islands. This appears to have been a greater number than the pastures could support by the methods of large-scale ranching which have always been employed. After 1898 there was a decline in the number of sheep but this has levelled off. In recent years there has been an increase in wool production.

Little precise information was available until 1938–39 when the islands were first examined by a competent ecologist; the results of this work showed that the major subdivisions of the grasslands are composed of comparatively few species which have any significant nutritional value. Pasture improvement experiments are at present being carried out by several farms on East and West Falkland.

The Director of the Hill Farming Research Organisation in Scotland visited the islands during 1960–61 in connection with improvement to the pastures and to the sheep industry generally.

WILD LIFE

The Falkland Islands have a fascinating and perhaps unique collection of wild life still to be found in completely unspoiled areas of natural landscape.

The deep waters of the South Atlantic which surround these islands are rich in marine life, supplying vast quantities of food for a variety of species breeding within the archipelago.

One of the most abundant of marine creatures, krill, a shrimp-like creature, is the key link in the main food chain. Feeding directly on the one-celled plants of the sea, diatoms, the krill in turn supports not only fish and seals but countless thousands of penguins and other sea-birds, including the black-browed albatross.

Over half the island's breeding birds are largely dependent on the sea for food. Species include the grey-backed storm petrel, sooty shearwater, thin-billed prion, diving petrel and the king shag.

Penguins are perhaps the most striking feature of bird life in the Falkland Islands. Three main species are found breeding, namely the rockhopper penguin, Magellan or jackass penguin, and the Gentoo penguin. Two other species, the macaroni penguin and king penguin are comparatively rare; the latter is slowly re-establishing small breeding colonies.

Around the coasts the territories of the Falkland flightless steamer duck or logger duck (*Tachyeres brachypterus*) are contiguous, with the kelp goose (*Chloephaga hybrida*) present at frequent intervals. Oystercatchers, night heron, plover and several species of gull feed along the shore. Terns, white-rumped sandpipers, sheathbills and skuas are summer visitors.

In places where there are freshwater ponds, especially near the coast, the upland goose (*Chloephaga picta leucoptera*) and ruddy-headed goose have contributed to the formation of fine green grass by continued cropping. In such areas a variety of bird life can be found. The two previously mentioned species are common and may be seen in fairly large groups in selected areas. Yellow-billed teal, Chiloe widgeon, Rolland's grebe and crested duck frequent such areas.

Inland, the ground is covered by low shrubs, coarse grasses and ferns, with lichen-covered outcrops breaking the landscape. In such areas the more common species of bird are the military starling, a handsome bird, the male having a brilliant scarlet breast, the black-throated finch, the Falkland pipit and the ground tyrant. Predators are Cassin's falcon, the carancho and the red-backed buzzard.

In sharp contrast to the main islands many of the small offshore islands which make up the archipelago are covered in tussac grass. This giant grass forms a base which often measures two to three feet in diameter and three to four feet in height. On top of this base, the tussac throws up its stems and narrow leaves, the complete plant often reaching a height of seven or eight feet. Of the 60 different species of bird known to breed in the Falkland Islands, 30 can be found nesting on tussac islands. Species of petrels nest in burrows below and in the tussac bases, while two species of wren, a Falkland thrush, and tussac bird (*Cinclodes antarctica*) are common on many of these islands.

The value of tussac islands for the future preservation of our wild life is considerable and in view of this a number of such islands are now protected by a Nature Reserves Ordinance and a Wild Animals and Birds Protection Ordinance.

There are now no known indigenous land mammals in the islands.

Formerly there was a wild fox, known as the "warrah", a species peculiar to the Falklands, but it has become extinct, the last known specimen being killed on West Falkland in 1876. Mice, rats, rabbits, hares and on certain islands foxes of a Patagonian species and guanaco occur, all having probably been introduced by man in the last century.

Amphibious marine mammals are represented by seal, which are to be found in many of the more isolated coastal areas.

The southern sea lion is still perhaps the most abundant of the three major species breeding in the Falklands. Forming breeding colonies of between 20 and perhaps as many as 300 animals, the sea lion occupies sites on rocky foreshores of the main island many of the smaller offshore tussac islands.

Except in a few comparatively inaccessible areas, the fur seal is rarely seen. This small seal, which came close to being killed out in these waters by the early sealers, is now probably fairly well established again at the four or five colonies known to exist in the archipelago; it might however still be classed as an uncommon species.

The elephant seal represents the one other species of seal found breeding in the islands. This huge seal (males can attain the length of 20 feet and weigh over three tons) is to be found in small groups in many areas of the Falklands. Not being agile on land, the species prefers sand or shingle beaches on which to breed. While elephant seals are a fairly usual sight on the coasts, it is doubtful if their total population figure would approach that of either of the two previously mentioned species.

Occasionally the less common leopard seal is to be seen on Falkland beaches, although it is not known to breed here. A carnivore, this seal preys on a variety of species including penguins and other seal.

Of the true marine mammals to be seen in Falkland waters, Peale's porpoise and Commerson's dolphin are perhaps the most common species.

Whales are now unfortunately a rare sight, although stranded specimens of bottle-nosed whale, Cuvier's beaked whale, strap toothed whale and sperm whale have all been discovered on the shores.

POPULATION, LAND TENURE AND ECONOMY

The population is almost entirely of British origin, with a very small admixture of Scandinavian and Latin American blood. The first settlers, some of whose descendants still live in the Colony, began to arrive during the uneasy years which followed the establishment of the Colony in 1833. During the remainder of the nineteenth century

the population increased until it had reached about 2,000 in 1900. During the whole of the twentieth century, the population has fluctuated between 1,875 and 2,300. This unique condition of an almost static population may be accounted for by the fact that, owing to the limited economic opportunities, emigration from the islands has practically balanced the natural increases throughout the period.

During the early development of the Colony, great emphasis was laid upon its strategic position, both as a naval base and as a port of call for ships rounding Cape Horn. In consequence, the development of the land was largely neglected and no proper system of land tenure was ever devised. The Falkland Islands are unique among the colonies in that the freehold title to all the land, save a few thousand acres, was sold without any proper survey. The land on East Falkland was taken up first and most of it was sold by 1860. Colonisation of West Falkland began in 1867 and, within two years, virtually the whole of the land had been sold. The land thus acquired was converted into large sheep farms. Today, the Falkland Islands Company owns about half the entire area of the Colony. Extensive ranching of sheep for wool represents in fact the sole economy of the islands.

From time to time, attempts have been made to exploit other natural resources or to diversify the ranching economy but all these have ultimately failed. During the late nineteenth century, Stanley was an important revictualling port with a primitive ship-repairing industry. These activities began to dwindle after steamships started to replace sailing ships and finally died when the opening of the Panama Canal diverted shipping from the Cape Horn route. Sealing had been carried out sporadically since the earliest days of settlement in the islands, but since the wholesale destruction of the valuable Southern fur seal in the early years of the nineteenth century, the other, oil-producing species of seal have had less economic importance. The last attempt at commercial sealing was made by the Colonial Development Corporation, but survived for only three seasons. An effort was made to establish a meat freezing plant at Ajax Bay, East Falkland, but this project, also assisted by funds from the Colonial Development Corporation, was discontinued in 1955 and the plant was put up for sale. Whaling was carried out for a few years before the First World War, when a shore factory was built on New Island, West Falkland. This was always subsidiary to the greater activity at South Georgia, whither the company moved in 1916.

SETTLEMENT AND COMMUNICATIONS

The capital of the Colony is Stanley and about half the total population live there. The only other settlement of any size is Goose Green

in Lafonia, with a population of about 100. The other settlements are sheep stations. The site of Stanley was originally selected because it had special advantages of accessibility and protection for sailing vessels. Today, its peripheral situation, near the north-east corner of the islands, is a disadvantage because many farms are remote from this site. The outlying settlements lie close to navigable water to facilitate the shipment of wool.

While there are motor roads in Stanley rough tracks negotiable by Land-Rover type vehicles and motor cycles connect most of the sheep stations. A growing number of Land-Rovers, jeeps and motor cycles has recently become a feature of camp life. The bulk of heavy supplies is transported by sea; light goods, passengers and mail are carried by air. The introduction of an internal air service in 1949 has done much to reduce the isolation of many of the outlying farms.

Previously communications with the rest of the world were largely confined to the voyages made about 12 times each year to Montevideo in Uruguay by R.M.S. *Darwin*, owned by Darwin Shipping Company Limited, a subsidiary of the Falkland Islands Company. This ship was, however, withdrawn from service in December 1971 and the sea-link with Uruguay severed. Sea communications will, in the future, be through ports in the Argentine Republic. Unscheduled flights by Albatross amphibian aircraft of the Argentine Air Force took place several times during 1971, linking Stanley with Comodoro Rivadavia (Argentina). Regular international flights, using the same type of aircraft and the same route as these unscheduled flights commenced in January 1972 and continued until November 1972, when a weekly air service with Comodoro Rivadavia, using Fokker F.27 Friendship aircraft, operating from a temporary airfield near Stanley was inaugurated by Lineas Aereas del Estado (Argentina).

Chapter 2: History

THE sixteenth century saw the adventurers and discoverers from the leading countries of Western Europe sailing further and further south. By the time Drake circumnavigated the globe in 1577-80 the existence of the eastern coast of South America might be said to have been common knowledge to the cartographers of the time. Even so it was not until shortly before the turn of the century that the group of islands now known as the Falkland Islands was sighted for the first time.

The history of the Falkland Islands begins with the second voyage of Sir Thomas Cavendish whose expedition sailed from England in

1591. Nine months after starting, the ship *Desire*, captained by John Davis, was driven off course in "a sore storme".¹ Fortunately for Davis his ship was "driven in among certaine isles never before discovered . . . lying fiftie leagues or better from the ashore east and northerly from the streights."¹ The Falkland Islands were thus first sighted on 14th August 1592.

Following the initial discovery by Davis, history records other early navigators sighting the islands, including Sir Richard Hawkins in February 1594, who wrote: "The lande, for that it was discovered in the raigne of Queene Elizabeth my soveraigne lady and mistress, and a maiden Queene, and at my cost and adventure, in a perpetual memory of her chastitie, and remembrance of my endeavours, I gave it the name of Hawkin's Maidenland".²

Sebald de Weert, a Dutchman travelling northwards up the Patagonian coast on his way home, sighted the north-western part of the Falklands in January 1600 and called the three islands he saw the Sebald Islands but the name did not persist and these islands are now known as the Jason Islands.

Ninety-eight years after Davis first sighted the islands, Captain John Strong of the *Welfare* made the first recorded landing on 27th January 1690. Strong gave the name Falkland to the Sound between the two principal islands—"Falkland Sound as I named it"³—though it was not long before that name was applied to the group of islands as a whole. Strong named the Sound after Viscount Falkland, Treasurer of the Navy.

Visitors to the Falklands became more frequent as the years went by and it was the French, who were in the fore-front. Indeed the French called the islands "isles Malouines" after the seaport St. Malo from which port many of the French seafarers sailed. The Frenchman Jacques Gouin de Beauchene discovered the small island, now a wild animal and bird sanctuary, known as Beauchene Island, which lies south of the East Falkland.

French interest in the Falklands or "Les Malouines" developed to the extent that in 1764 Louis Antoine de Bougainville founded a French colony on East Falkland. Bougainville's inspiration to colonize the Falkland Islands followed the defeat of Montcalm and the French in Canada and the subsequent loss of that colony.

Bougainville's expedition left St. Malo on 8th September 1763, and on 31st January 1764, sighted the islands. The site for the first

1. A. H. Markham, *The Voyages and Works of John Davis*. 1880, pp. 107-9.
2. *The Observations of Richard Hawkins, Knight, in his voyage into the South Seas, 1593, 1622.*
3. Captain Strong's log book.

settlement was duly chosen at the west end of Berkeley Sound and work started on the construction of Fort St. Louis.

While the French were thus occupied, a British expedition under Commodore John Byron was being prepared "to locate and claim Pepys' and Falkland's Islands",¹ and the vessels duly arrived in the Falklands on 12th January 1765 and with due ceremony claimed them for King George III. Although Commodore Byron did not find Pepys' Island he did land on Saunders Island and there discovered "one of the finest harbours in the World. I named it after your lordship".² The name he gave to the harbour was Port Egmont, after the First Lord of the Admiralty, John Percival, second Earl of Egmont. Commodore Byron reported to the Admiralty that "I coasted the islands for 70 leagues and saw no evidence of any one being there".³

The Admiralty was now keen to occupy the islands "undoubtedly the key to the whole Pacific Ocean",⁴ and soon despatched Captain John Macbride "to complete the settlement begun last year and erect a blockhouse for the defence of the said settlement".⁵ Macbride arrived at Port Egmont in January 1766 and in December of that year, whilst circumnavigating the islands, discovered the French settlement in Berkeley Sound. He presented the French with formal notices to quit the islands, inspected the settlement (and was indeed impressed with what he saw), and returned to Port Egmont. By March 1767 Macbride was in England presenting his report to the Admiralty.

However, before Captain Macbride had even come upon the French settlement, it had in fact been signed over to Spain. On the 3rd October 1766 France relinquished her claim in return for a £24,000 indemnity from Spain and Port Louis became Puerto de la Soledad.

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 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

1. Letter from Captain Byron to the Earl of Egmont, 24th February 1765.
2. Ibid.
3. Ibid.
4. Letter from the Earl of Egmont to the Duke of Grafton, 20th July 1765.
5. Secret instructions to Captain Macbride, 29th September 1765.

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 June, reaching England on 24th September.

The Spanish action brought the two countries on the verge of war but fortunately the negotiations with Spain brought a peaceful settlement to the issue and in February 1771 Port Egmont was restored to Britain. Possession was resumed on 16th September of that year and until April 1774 the settlement underwent considerable development. In May 1774, however, the British closed their establishment at Port Egmont as it was considered to be "neither more nor less than a small part of an uneconomical naval regulation".¹ Before he set sail in the *Endeavour* on 21st May 1774, Lieutenant Clayton, commander at Port Egmont, fixed the following inscription engraved in lead to the door of the block-house:

"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"

For the rest of the century and the early part of the nineteenth Spain maintained her settlement at Soledad. During this time Port Egmont remained deserted except for occasional visits by sealing and whaling vessels from England and North America.

In June 1806 the Spanish Governor Martinez abandoned Soledad on hearing that Buenos Aires was in the hands of the English General, Beresford. At this point Spanish jurisdiction over the Falkland Islands ended. On 9th July 1816, by the Declaration of Independence, the United Provinces of the Rio de la Plata came into being. The United Provinces claimed to succeed Spain in sovereignty over the Falklands but for the next 10 years the new state was too preoccupied to pay attention to distant lands.

1. Letter from Rochford to the Duke of Grafton, 11th February 1774.

The United Provinces finally took possession at Soledad on 9th November 1820 when Colonel Jewitt of the United Provinces Marine arrived there. The newly created Argentine Republic showed interest in the Falkland Islands in 1826 when Louis Vernet revived the settlement at Soledad. Vernet, of French birth, a merchant of Hamburg, developed business interest in the Falklands over the next few years dealing mainly in salted fish, cattle and skins. In June 1828 Vernet was made governor by the Buenos Aires authorities.

Following Vernet's seizure, in August 1831, of three United States schooners, he was recalled to Buenos Aires and never returned to the Falklands. The American warship *Lexington*, commanded by Captain Duncan, sought reprisals for the seizure of the United States vessels and destroyed the small fort at Soledad before retaking the seized ships.

In 1832 the British Government reasserted its sovereignty by sending out His Majesty's Ship *Clio* under the command of Captain Onslow. On reaching Soledad (Port Louis), Onslow found a detachment of 50 Argentine soldiers and their schooner *Sarandi* commanded by Don Jose Maria Pinedo. Pinedo was duly informed of Captain Onslow's mission—"I have received directions to exercise the rights of sovereignty over these islands"¹ and given orders to quit. The British flag was raised immediately and on 5th January 1833, the Argentine force sailed for Buenos Aires. Captain Onslow himself sailed within the next two days and left the settlement in the charge of Mathew Brisbane, Vernet's agent, and William Dickson, Vernet's storekeeper. Thus the Colony was established in January 1833.

Apart from a handful of settlers, the remainder of the inhabitants of Port Louis consisted of sealers and whalers of various nationalities, Indian convicts left by Vernet and gauchos. It was against this background that on 26th August 1833, without warning and for no tangible reason, Mathew Brisbane and William Dickson were murdered in the most brutal fashion. Brisbane lies buried in the cemetery at Port Louis where his grave is cared for and honoured.

The murderers, three gauchos and six Indians, made off into the camp and remained at large until Lieutenant Henry Smith, R.N., captured them in early March 1834. Lieutenant Smith was in charge of the establishment at Port Louis 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 at Port Louis which he named Anson but in 1843 he removed to Stanley, the present capital with an excellent harbour leading off Port William.

1. Letter from Captain Onslow to Pinedo, 3rd January 1833.

In a despatch of 14th April 1842, he wrote, "The geographical position of the islands is so convenient, the numerous harbours in them so excellent, especially the most leeward one, Port William, that the advantages they could be made to afford to shipping in these seas has never failed to strike all persons who have given their attention to the subject, commencing with Lord Anson, the first person that appears to have drawn the public attention to the great value of this portion of the British Dominions.

"The fear of the difficulty of making these islands, arising from long-established prejudices and want of good charts, is now fast dying away. The admirable nautical chart commenced by Captain Fitzroy, and continued by Lieutenants Sullivan and Roberts, R.N., now affords the means of acquaintance with these islands not surpassed by that of any ports or harbours in the world.

"One objection that masters of vessels make to call in, is the delay in beating up Berkeley Sound to the present seat of Government, the prevailing winds being westerly, and generally strong. The same objection does not apply to Port William, which is easier of access and egress at all times, and a few tacks would bring any vessel to a secure and convenient anchorage."

At the beginning life was difficult but 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 in that same year. Since that time the Falkland Islands Company has acquired extensive tracts of land throughout the Colony and carries on business as shipping agents and general merchants in Stanley.

The first Legislative Council for the Colony was set up during Governor Moody's term of office. It consisted of four members, one of whom was an unofficial, who was the Colonial Chaplain and Governor Moody's brother. Although the Legislature retained an official majority for many years, unofficials, most of whom were farmers, played an important part in its deliberations.

In 1849 the small garrison, composed of Sappers, which had been maintained in the Colony was replaced by a garrison of Royal Marines, 25 in number and all married. In 1855 the South American Missionary Society founded a training settlement for Indians from Tierra del Fuego on Keppel Island. The missionary settlement existed until 1898 when the last of the converts were repatriated to Tierra del Fuego. 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 George (later King George V) 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 descended from the cattle introduced by de Bougainville; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor.

Sheep-farming was first attempted by the brothers Whittington on the East Falkland where by the year 1860 a considerable number of sheep was being run. During the succeeding decade a start was also made on the West Falkland. Between the years 1870 and 1880 a definite change-over from cattle to sheep took place and subsequently most of the wild cattle were killed off. They are not however extinct and a few still exist.

A period of steady prosperity followed and in 1885 the Colony became self-supporting. Wireless communication with the outside world was opened in 1912. On 8th December 1914 the Falkland Islands were the scene of Sturdee's brilliant naval victory over Graf von Spee. The 8th December has been adopted as a national day and is celebrated yearly by religious services and a public holiday. The battle is commemorated by a handsome memorial overlooking Port Stanley.

When war was declared in 1939 the Falkland Islands Defence Force was mobilised for the defence of the Colony which once again proved its value as a naval base. After the battle of the River Plate the British cruisers returned to Stanley to land the wounded who were cared for in the local hospital for several weeks. As German raiders disappeared from the seas the 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 British troops arrived in Stanley amounting in all to some 2,000 officers and men. The presence of such a large contingent severely strained the facilities of the town but despite all inconveniences, including the evacuation of school children, characteristic Falkland Islands hospitality was displayed. By 1945 the garrison had been withdrawn. 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 Spitfire aircraft were purchased with money 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.

In 1944 the Stanley Town Hall was accidentally burned to the ground. 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 also contained the public library, the museum and certain Government offices.

After the war considerable development took place. The King Edward VII Memorial Hospital was extended by the opening of the Churchill wing, the Secretariat was enlarged and a new Town Hall was built. A large freezing plant for Falkland Islands mutton was constructed at Ajax Bay but unfortunately the high cost of administration and export made Falkland Islands mutton too expensive for overseas markets and the freezer was eventually closed down. An internal air service was opened with a single land aircraft. Experience soon showed that sea-planes were of more value and since 1953 Beaver floatplanes have given remarkable service in and around the islands.

The Falkland Islands Company Limited built a new steamship, the R.M.S. *Darwin*, which together with chartered ships has kept the Colony supplied with all its needs.

In January 1957, after an interval of some 70 years, the Falkland Islands were again visited by a member of the Royal Family, when His Royal Highness The Duke of Edinburgh spent three days in the Colony.

The inauguration of a weekly external air service with Comodoro Rivadavia (Argentina) in November 1972 brought closer communication with the outside world and removed the relative isolation of the people. The sheep farming industry, which throughout the years has provided the basis for the economy, has seen many changes: a greater use of machinery, an extended programme of fencing and seeding and better management of sheep and pastures.

Chapter 3: Administration

AT the head of the Government is the Governor and Commander-in-Chief who is advised by the Executive Council.

By Order in Council dated 2nd September 1964, the constitutions of both the Executive and Legislative Councils were altered to allow for a clear unofficial majority.

The Executive Council consists of the Governor, the Chief Secretary and the Financial Secretary, both *ex officio*, two Unofficial Members (known as Appointed Members) and two Elected Members, elected by the Elected and Nominated Members of that Council.

The Legislative Council consists of the Governor as President, the Chief Secretary and Financial Secretary as *ex officio* members, two Elected Members representing the Stanley constituency, two Elected Members representing the East and West Falkland constituencies respectively, and two Nominated Independent Members.

Since July 1973 there has been no local government in the Colony. During the period 1948-July 1973 there was a Town Council in Stanley consisting of six Elected Members and three Members nominated by the Governor. Members of the Town Council elected one of their number annually as chairman. Town Council elections were held biennially.

Chapter 4: Weights and Measures

IMPERIAL weights and measures are in general use.

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APPENDIX

Governor and Commander-in-Chief
E. G. Lewis, O.B.E.

Executive Council (as at 1st January 1973)

The Governor
The Hon. the Chief Secretary (The Hon T. H. Layng)
The Hon. the Financial Secretary (The Hon. H. T. Rowlands)
The Hon. A. G. Barton, C.B.E., J.P. (Appointed Member)
The Hon. A. Sloggie (Appointed Member)
The Hon. S. Miller, J.P. (Elected Member)
The Hon. L. G. Blake, J.P. (Elected Member)

Legislative Council (as at 1st January 1973)

The Governor
The Hon. the Chief Secretary (The Hon. T. H. Layng)
The Hon. the Financial Secretary (The Hon. H. T. Rowlands)
The Hon. S. Miller, J.P. (First Elected Member for Stanley)
The Hon. R. M. Pitaluga (Nominated Independent Member)
The Hon L. G. Blake, J.P. (Elected Member for West Falkland)
The Hon. R. B. Monk, J.P. (Elected Member for East Falkland)
The Hon. W. E. Bowles (Second Elected Member for Stanley)
The Hon. W. R. Luxton (Nominated Independent Member)

Clerk of Councils: Mr. R. Browning

The Dependencies

PART I

GENERAL REVIEW 1972 AND 1973

THE conversion of Shackleton House at King Edward Point into living accommodation and scientific laboratories was completed. New generators were installed to provide the extra electric power needed by the enlarged scientific programme. The construction of a special laboratory for marine investigations, which included the provision of a continuous sea water flow to the aquaria, was started.

During the period there was an expansion of biological research on and around South Georgia, particularly in the marine sphere. Long-term hydrological monitoring was initiated and several projects were undertaken concerning the ecology of important inshore organisms, notably crustaceans. Ship-borne Benthic sampling was carried out in both years from the R.R.S. *John Biscoe*.

Vertebrate research was concentrated at Bird Island where the long-term studies of fur seal population dynamics and the biology of albatross and other bird species were continued. The investigation of the reindeer herds was continued and expanded throughout the period and included a detailed appraisal of their effect on the vegetation.

Botanical studies were carried out on the taxonomy, ecology and production of a variety of vascular and non-vascular plants.

Geological parties landed at Royal Bay and successfully mapped in detail most of the east coastal area of South Georgia. Detailed geological mapping continued in the western coastal areas of South Georgia. Annenkov Island was also investigated.

During 1973 the geological mapping of the western coastal areas continued, parts of the eastern coasts were re-mapped and a reconnaissance of the higher south-east parts of the island was undertaken. Both Shag Rocks and Clerke Rocks were examined by helicopter.

Work continued on the heat, ice and water balances of Hodges Glacier as a contribution to the I.H.D. One manned and four automatic weather stations were established on the glacier and a flume

was constructed in the valley below. An avalanche in June damaged all of the automatic stations but fortunately spared the glacier hut which had men in it.

The station was resupplied by helicopters from H.M.S. *Endurance* and an excellent set of air photographs was obtained of glaciers in the vicinity. Some of the pictures were of special interest since they were taken from the same angles as photographs taken 34 years earlier from aircraft belonging to H.M.S. *Exeter*. Only very minor changes have occurred in the ice during the interval indicating that no marked climatic fluctuations are in progress in these latitudes.

Early in 1973 the Geophysical Observatory Programme was expanded to include the measurement of total of diffuse sun and sky radiation and the net earth-sky radiation balance. Studies of magnetic field variations were made using the Fluxgate magnetometer. Seismic events in the Scotia Arc and surrounding ocean areas continued to be recorded using the seismic array installed the previous year. The ionospheric programme continued unabated.

PART II

Chapter 1: Population

THE only inhabitants of South Georgia were the 22 employees of the British Antarctic Survey who wintered at King Edward Point during 1972 and 1973. There were no births, marriages or deaths.

Chapter 2: Occupations and Wages

THE British Antarctic Survey staff were employed at current salary rates.

Chapter 3: Public Finance and Taxation

	1971-72	1972-73
Revenue	£ 31,018	£ 28,605
Expenditure	8,069	13,699

The general revenue balance at 30th June 1973, was a surplus of £48,806.

Taxation was the same as in the Falkland Islands.

Chapter 4: Currency and Banking

LEGAL tender consists of Falkland Islands Government currency notes of £5, £1 and 50p denominations and United Kingdom coinage.

There are no banks, but facilities were provided by the Administration for deposits in the Government Savings Bank at Stanley and for remitting funds abroad.

The dependency went over to the decimalised monetary system at the same time as the Falkland Islands.

Chapter 5: Commerce

THERE is no trade with South Georgia. The only items imported into the dependencies during the period under review were domestic provisions and equipment.

Chapter 6: Production

WITH the cessation of whaling and sealing there has been no production since 1965.

The following table shows production figures for the last three years in which shore factories operated. Seal oil has been included under the heading "Oil (Barrels)".

	No. of companies operating	No. of whales	Oil (barrels)	Meat and bone meal (tons)	Frozen whale meat (tons)	Meat extract (tons)
1963-64	2	1,024	40,334	2,135	3,994	32
1964-65	2	1,150	46,175	3,627	3,786	159
1965	1	222	9,964	920	2,658	51

Chapter 7: Social Services

SOUTH GEORGIA was free of all diseases during 1972 and 1973 and there was no outbreak of infection. The climate is healthy with pure air and water.

A doctor is stationed in the island with the British Antarctic Survey team.

HOUSING

The excellent quarters at King Edward Point previously occupied by Government officials are now used to house personnel of the British Antarctic Survey base.

SOCIAL AMENITIES

During the summer there is ample opportunity for walking and climbing. Walks are somewhat restricted by the mountainous and broken nature of the country but can prove most rewarding for those

interested in ornithology or photography. In winter time there is every inducement to become proficient at ski-ing as this is the only means of getting from place to place in the deep winter snow.

Recreational facilities, including a cinema projector, table tennis and billiard table, are provided in Shackleton House. There is also a hard tennis court.

Chapter 8: Legislation

Legislation enacted for the Dependencies during the period under review included the following measures:

1972

Application of Colony Laws Ordinance, 1972, applying the following laws to the dependencies:

Matrimonial Proceedings (Court of Summary Jurisdiction) (Amendment) Ordinance, 1972

Estate Duty (Amendment) Ordinance, 1972

Banking Ordinance, 1972

1973

Application of Colony Laws Ordinance, 1973, applying the following laws to the dependencies:

Income Tax (Amendment) Ordinance, 1973

Banking (Amendment) Ordinance, 1973

Defence Force (Amendment) Ordinance, 1973

Appropriation (Dependencies) (1972-73) Ordinance, 1973, providing for the service between 1st July, 1972 and 30th June, 1973.

Chapter 9: Justice

UNTIL November 1969, when the Base Commander assumed this function, the Administrative Officer at South Georgia was also a magistrate, sitting at King Edward Point in the first instance. The Supreme Court and the Magistrate's Court in Stanley are common to the dependencies.

Chapter 10: Public Utilities

THERE are no public utilities. The whaling stations when operational were heated by steam from the main boilers. At other times heating was by electricity generated on the stations.

Most of the buildings at King Edward Point are centrally heated by individual oil-fired boilers, the oil supply being piped to a gravity tank in each building from the main storage tank.

The capacity of the King Edward Point electric power station is 277 kW, generating at 230/400 volts, 50 cycles.

Chapter 11: Communications and Transport

THERE is no regular sea communication with South Georgia.

During the summer season, mails and transport are provided by the British Antarctic Survey ships which call at South Georgia during their annual supply and relief tours of the British Antarctic Territory. Normally they make about four calls between November and April.

There is one port of entry, Grytviken.

A post office is maintained at King Edward Point. Stamp sales are augmented by philatelists' requests for franked covers. These form a substantial part of outgoing mails.

Regular schedules are worked by the Wireless Station at King Edward Point, the traffic passing through Stanley.

Chapter 12: Meteorological Services

METEOROLOGICAL services for the dependency of South Georgia were administered and financed by the Falkland Islands Dependencies Government until mid-November 1969 after which the administration and continuation of the surface meteorological station at Grytviken, South Georgia, was taken over and financed by the British Antarctic Survey. Reports were passed to the international network together with those of the Antarctic Station.

There were no other meteorological stations within the dependencies during the period of this review.

For details of the British Antarctic Meteorological Service see the British Antarctic Territory periodical reports published by Her Majesty's Stationery Office, London.

PART III

Chapter 1: Geography

THE Falkland Islands Dependencies were defined by Letters Patent of 21st July 1908 and 28th March 1917. They constituted that sector of the Antarctic Continent lying between the meridians 20° and 80° West Longitude, together with certain islands adjacent to the Antarctic mainland within this sector, and also the island of South Georgia and the South Sandwich, South Orkney and South Shetlands group. By an Order-in-Council which came into force on 3rd March 1962, that part of the dependencies which lay south of 60° South latitude was constituted a separate territory under a High Commissioner, with the name of British Antarctic Territory. The Falkland Islands Dependencies now comprise South Georgia, the South Sandwich Islands, Shag Rocks and Clerke Rocks.

CLIMATE

The mean temperature of South Georgia varies between 42°F in February and 28° F in August, and about 60 inches of precipitation are recorded annually, much of which falls as snow.

PLANT AND ANIMAL LIFE

In South Georgia the climate is sufficiently temperate to support the growth of 20 species of hardy grass and other flowering plants. Reindeer have been introduced and thrive, having increased from 11 in 1909 to about 2,000 today. There are no other terrestrial mammals.

Most other forms of life are restricted to the open ocean and to the coastal waters. The sea itself is teeming with life from the smallest unicellular organisms at one end of the food chain to the largest mammals at the other. All forms either spend their whole existence in the sea or only come ashore to breed and moult, as do the birds and seals. The fauna of these seas is, on the whole, few in species but very rich in numbers.

Only the seals and whales have any economic value. The seals were first exploited in South Georgia a few years after the visit of Captain Cook in 1775. The principal species were the southern fur seal which is only now beginning to return to some of the islands where it was

most plentiful. The large oil-bearing elephant seal was exploited during the first half of the nineteenth century but recovered more quickly than the fur seal and latterly was taken under licence in South Georgia for more than 50 years. The other species of Antarctic seal are too solitary in their behaviour to warrant economic exploitation.

Five species of whale were common in these waters, but only two, the fin whale and the sei whale, could in later years be regarded as having any economic importance.

In recent years there has been no whaling or sealing industry. The rate of killing whales exceeded the reproduction and growth rates of these mammals for many years so that the stock is now depleted and individual specimens tend to be smaller than formerly, and exploitation has become unprofitable.

Chapter 2: History

SOUTH GEORGIA was sighted at least twice between 1675 and 1756, but the first landing was that of Captain James Cook in 1775. The South Sandwich Islands were also discovered by him during the same voyage. Thereafter, South Georgia was much visited by sealers of many nationalities, who reaped a rich harvest from the immense number of fur seals and elephant seals which frequented these shores. By 1815, the slaughter of seals had reached such proportions that sealers were beginning to look elsewhere for them.

Whaling began in the twentieth century and grew into a highly specialised industry. The principal development took place in 1903, when C. A. Larsen founded the first modern whaling company based upon a shore factory in South Georgia. The industry immediately prospered and continued to expand quickly up to and during the First World War. From the beginning, South Georgia was the most important centre of the industry and shore factories were operated at Grytviken, Leith Harbour, Stromness, Husvik, Godthul and Prince Olav Harbour. During the last 30 years increasing use has been made of pelagic factory ships which can operate in open ocean throughout the whaling season.

During the early years of the Second World War Norwegian whaling fleets operated in the Antarctic, although in January 1941 a substantial part of the pelagic fleet was captured by the German armed surface raider *Pinguin*. At South Georgia one shore station managed to operate throughout the entire war.

After the Second World War three shore stations were worked at South Georgia but between 1960 and 1963 all ceased operations.

After the 1962-63 season Japanese companies re-established whaling operations in South Georgia. A consortium of three Japanese companies operating under the name International Fishery Company operated from Grytviken for the years 1963 and 1964; they did not return after the 1964 season. At Leith Harbour the Nippon Suisan Kaisha Ltd. operated during 1963-64 and up to December 1965 when they also closed down.

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 and an official staff were maintained at King Edward Point in South Georgia until November 1969 when the Base Commander of the British Antarctic Survey base there became magistrate for the area.

Chapter 4: Weights and Measures

IMPERIAL and metric weights and measures are in general use.

Chapter 5: Reading List

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FALKLAND ISLANDS

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FALKLAND ISLANDS



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Falkland Islands

AND DEPENDENCIES

1974 and 1975

FOREIGN AND COMMONWEALTH OFFICE

FALKLAND ISLANDS
AND DEPENDENCIES

Report for the years
1974 and 1975

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First published 1978

Printed in England by
Clarke, Doble & Brendon Limited
Plymouth and London

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PART I

General Review of 1974 and 1975

THE period under review was notable mainly for two reasons, the commencement of work on the permanent airfield at Cape Pembroke, and the record price obtained for the Colony's wool clip.

Construction of the permanent airfield commenced with the arrival of the charter vessel *Hercules Scan* which brought the heavy equipment into the Colony in December 1974.

Despite various proposals for diversification such as alginates (Alginate Industries Ltd. have a small pilot plant in the Islands), tourism and pelagic fishing, wool remains the backbone of the Colony's economy. An increasing awareness of the Colony's potential resources resulted in the appointment towards the end of the period covered by this Report of an economic survey team under the Chairmanship of The Right Hon. Lord Shackleton, K.G., P.C., O.B.E., to examine the resources of the Colony and Dependencies and the prospects of economic development, and to recommend an economic strategy.

As so much in the Colony depends on the price received for wool, the record price of 111p per kilo in 1974 was a considerable boost to the economy, realising £2,225,262. Unfortunately, because of the worldwide recession in trade, the price in 1975 dropped to an average price of 52p. This caused some farmers to hold back their wool hoping for an improvement in the market and the trend towards the latter part of the period under review did in fact indicate an upward movement in wool prices and the outlook seemed a little less gloomy.

An unusual event in the Colony was the holding of a one day strike in February 1974 in protest at the alleged refusal of employers to negotiate on the claim of the General Employees Union (the Colony's only labour union) for a wage increase for Stanley employees. This resulted in the visit of an Industrial Dispute Arbitrator from Britain who awarded a wage increase to hourly paid workers in Stanley.

During the period under review the weekly external air service, inaugurated in November 1972, by the Argentine State Airline

(L.A.D.E.) using Fokker F27 aircraft, continued to operate smoothly and efficiently bringing in a total of 1,170 passengers in 1974 and 1,342 in 1975 with 1,228 departing in 1974 and 1,297 in 1975. In addition a large quantity of freight was flown in from the mainland. The establishment of a weekly link with the outside world has noticeably quickened the pace of life in the Colony and effectively reduced the sense of isolation which was formerly a feature of living in the Islands.

The Argentine temporary airstrip at Hookers Point near Stanley is only 800 metres long, which restricts the operational efficiency of the aircraft; towards the latter part of 1975 negotiations were in hand with the Argentine Government to extend by a further 400 metres the strip, made of slotted aluminium sheets.

In March 1974 the Argentine transport *Bahia Buen Suceso* on one of her periodic calls to the Islands brought with her four Grumete sailing yachts, two of which were donated to the youth of the Islands, and a very enjoyable sailing regatta was held despite rather cold and blustery weather. Later the same year six local youths who had taken part in the regatta were invited to spend two weeks in Buenos Aires as guests of one of the Clubs that had helped and taken part in the regatta in the Islands. The invitation was accepted and the six boys were well entertained and gave a good account of themselves in several races held on the River Plate.

In September 1974 an agreement was signed with Y.P.F., the Argentine State Oil Company, to supply petrol and similar fuels to the Colony, but although the plant construction had been completed some matters were still to be finalised and sales of fuel had not commenced by the end of the period under review. One of the items in question is the construction of an oiling jetty to facilitate the replenishment of the tank farm at Stanley by visiting oil tankers, and plans are being made to meet this requirement.

Towards the end of 1975 the Argentine State Gas Company, Gas del Estado, mounted an exhibition of their appliances in Stanley which resulted in a number of householders turning to gas for cooking and heating in preference to the more customary solid fuels.

In spite of this however the uncertainty which prevailed has not been conducive to investment in the Islands as successive Argentine Governments still insist on sovereignty over the Islands and the 2,000 Islanders reiterate their desire to remain British.

In order to have a greater say in the running of the Colony's affairs the people of the Islands expressed a desire for a change in the Constitution. A Select Committee of the Legislature was appointed to ascertain more exactly the Islanders' views and to

submit recommendations. The Committee recommended continuation of the two chamber legislature system but an increase in elected Legislative Council members from 4 to 6 and the abolition of the two Nominated Independent Members. The proposals will result in a Council of six elected members plus the two ex-officio members. The minimum voting age would be lowered from 21 years to 18 years and there would be provision for postal voting.

The proposed new constitution had of course to be put before the Secretary of State for Foreign and Commonwealth Affairs for approval and at the end of the period under review had not yet been approved.

The customary ceremonial parades were held on H.M. the Queen's Birthday (21st April), on Remembrance Sunday (in November) and on the anniversary of the Battle of the Falkland Islands (8th December). Detachments of the Royal Navy and Royal Marines participated with the Falkland Islands Defence Force and the Girls' and Boys' Brigades.

In the Queen's Birthday Honours of 1974, the following three persons were appointed M.B.E., Mr. Ian Campbell, one of the pilots of the Falkland Islands Government Air Service, who had operated the Beaver aircraft used for internal communications, Mrs. Sadie Clements, social secretary to the Governor, and Mr. G. M. Johnston (O i/c of the Radio and Space Research Station and E.S.R.O., which had stations in the Islands until the end of 1974). In 1975 Mr. Robin Pitaluga, Member of Legislative Council for the East Falkland and a principal farmer in the Islands was also appointed O.B.E.

Visits to the Colony were made during 1974 by members of the F.C.O. in London as well as personnel from the British Embassy in Buenos Aires. The visitors included the British Ambassador to Buenos Aires, Sir Donald Hopson, accompanied by Lady Hopson.

Notable visitors to the Islands during 1975 included two members of the Commonwealth Parliamentary Association, Sir John Gilmore, M.P., and Dr. Colin Phipps, M.P.; they stayed for two weeks and in addition to meeting many people in Stanley, made several tours to the Camp. The visit was a great success and served to strengthen the links with the Association in London and also to enable two additional Members of Parliament at Westminster to represent the Islanders' interests with greater authority.

On the 1st October 1974 Cable & Wireless Ltd. assumed responsibility for the Colony's telecommunications; these had formerly been the responsibility of the Falkland Islands Government.

The new definitive coins of the Falkland Islands released in July 1974 brought substantial revenue to the Colony and also gave some

welcome publicity as the coins are much in demand by numismatists all over the world.

Mr. E. G. Lewis, C.M.G., O.B.E., Governor of the Islands from January 1971, completed his tour of duty and left the Islands with Mrs. Lewis on 20th January 1975. He was succeeded by Mr. N. A. I. French, M.V.O., who arrived in the Colony on the 27th January 1975, accompanied by Mrs. French, to take up his appointment.

In the period 1974-75 several experts visited the Islands under Technical Assistance arrangements, these were most helpful in improving the efficiency in the relevant fields.

Particularly welcome arrivals during the year were the leader and an agronomist of the newly set up Grasslands Trials Unit. They will be joined later by a veterinary officer, laboratory technician, and a field assistant and will carry out investigations and experiments on the local grasslands with a view to increasing the carrying capacity for sheep, and in improving animal health.

Tourism in the Islands was on the increase. In 1974-75, tourist vessels called at the Islands for brief visits and in 1975 there were no less than 14, bringing a record total of 10,200 passengers. In addition 851 tourists visited the Colony by air over the same period.

The fact that Stanley is virtually a duty free port (duty being levied on only alcohol and tobacco) makes it an attractive shopping place for visitors from the mainland, local merchants are not, however, geared to meeting heavy demands by tourists.

The Hon. L. G. Blake, Legislative Council Member for the West Falkland, attended the C.P.A. conference in Delhi in October 1975 as a representative of the Falkland Islands Branch.

In May 1975 the Governor, accompanied by three Legislative Council Members, attended consultations in Rio de Janeiro with Mr. David Ennals, M.P., Minister of State at the Foreign and Commonwealth Office.

Towards the end of 1975 information was received that the independent team of experts headed by Lord Shackleton would be arriving in the Colony early in 1976 to undertake the economic and fiscal survey of the Islands.

PART II

Chapter 1: Population

THE census of the Colony taken in 1972 revealed a total population of 1,957, made up as follows (1962 figures in brackets):

	Males	Females	Total	(1962)
Stanley	573	506	1,079	(1,074)
Other districts, East Falkland	288	210	498	(597)
West Falkland	220	160	380	(460)
	<u>1,081</u>	<u>876</u>	<u>1,957</u>	<u>(2,172)</u>

The estimated population at 31st December 1975 was 1,967, giving a density of approximately one person to every 2.3 square miles. It will be noted that about half the inhabitants live in the capital, Stanley. The population is almost wholly of British origin, although the proportion of local-born inhabitants has been declining in recent years and now represents about three-quarters of the total.

The imbalance in the sex structure with a preponderance of males creates special sociological problems.

Vital Statistics

Birth, deaths and marriages were:

	1974	1975
Births	39	32
Deaths	25	22
Marriages	24	15

Chapter 2: Occupations, Wages and Labour Organisation

EMPLOYMENT

THE whole area of the Colony outside the limits of Stanley, commonly known as "the Camp", is given to sheep farming or ranch-

ing and almost half the male population is employed in this industry. In Stanley the Government and The Falkland Islands Company Ltd. are the major employers of labour. The Colony Government undertakes a very wide range of functions, including many that elsewhere would be performed by statutory boards or local authorities. Both in Stanley and the Camp there is an endemic tendency to labour shortage, and it is necessary to recruit labour from overseas to supplement the local force. There is no unemployment.

WAGES AND CONDITIONS OF EMPLOYMENT

General labour

Stanley

At the end of 1975 wages were being paid in accordance with an Agreement negotiated annually, at the following rates:

Unskilled labourers	£24.40 per week
Skilled labourers	£25.00-£28.00 per week
Artisans	£31.20 per week

Time-and-a-half is paid for overtime, with double time for work on Sundays and Public Holidays. A 40-hour week is worked. Hourly paid workers are granted a fully-paid holiday of 96 hours annually. There is very little night work and this is confined to essential services such as electricity generation, telephone, radio watches and occasional dock work.

The Camp

Outside Stanley, farm labourers at the end of the period under review were being paid in accordance with the Agreement negotiated annually between the Falkland Islands Sheepowners' Association and General Employees' Union. They received £64.02 per month. Foremen are paid a minimum monthly wage of £88.26. Shepherd-generals living in settlements earn £77.74 per month and those who live outside, i.e. away from the settlements, receive an additional £3.25 per month. A Cost of Living bonus is also paid and at the end of 1975 was at the rate of £8.08 per month for farm employees. A proportion of the bonus is consolidated into the basic wage each year. In addition, labourers and shepherds receive free quarters, fuel, meat and milk. Camp labour can earn extra money "under contract" for shearing, fencing, peat cutting etc.

CIVIL SERVICE AND THE FALKLAND ISLANDS COMPANY (F.I.C.)

Civil Servants are paid according to scales established by a Salaries Commission in 1972. These incorporate a cost of living (C.O.L.) allowance with built-in indexation based on a 1971 formula approved by the 1972 Salaries Commissioner. The C.O.L. awards are based on a quarterly moving average and are graduated to effect a compromise between the flat rate and straight percentage systems. The percentage increases of awards on 1972 basic wages at the year end amounted to about 63 per cent at the bottom end of the salary scale and to about 34 per cent at the top, based on an index of 185 (1971-100).

The F.I.C., the other main employer, incorporates a flat C.O.L. increase into salaries annually but retains the differentials when contracts are re-negotiated.

COST AND STANDARD OF LIVING

Mutton is a common source of cheap protein, being readily available at all times. It is delivered to houses in Stanley twice weekly and is supplied regularly to farm employees. On farms beef is usually available during the winter months. Beef deliveries to Stanley are infrequent and depend on the availability of sea transport from settlements. The wild Upland goose offers a welcome change of diet and can be eaten at all seasons. Locally-caught salt water fish such as the Falkland Islands "smelt" and mullet are popular and can be caught without undue difficulty, particularly at specially constructed fish weirs. Supplies of other fish, poultry and pork are irregular but can be obtained from time to time. Brown trout and an indigenous trout are caught in season in many of the main streams. Poultry thrive but imported chicken feed is expensive. Potatoes, turnips, carrots, parsnips, radish, lettuce, cabbage, cauliflower and peas are easily grown and a variety of other vegetables are often grown. The majority of householders have their own gardens as there is little opportunity to buy fresh locally-grown vegetables. Falkland Islands root crops are particularly palatable.

Tomatoes and cucumbers are cultivated under glass. Gooseberries, raspberries, currants, strawberries and rhubarb grow well out of doors. Citrus fruit, bananas and occasionally other fruit are obtainable from South America.

There is one hotel in Stanley where rooms with full board can

be obtained at £8.00 a day, and bed-and-breakfast at £5.50 a day. Several householders take in paying guests from £2.50 to £5 per day. Rents for furnished houses vary from £30-£50 per month. Unfurnished houses are obtainable from £15 to £30 per month. The Government normally provides houses with basic furniture for its overseas officers and for some local officers at rents ranging from £20-£35 per month according to the condition of the property and the number of rooms available. A general housing shortage makes it difficult to find suitable property to rent and freehold property is relatively expensive to buy.

The following table shows the approximate prices of the more important commodities prevailing at 31st December 1975, as compared with two years previously:

	Unit	1973	1975
Bread	2 lb loaf	12p	16p
Butter (imported)	lb.	54p	41p
Margarine	lb.	19p	26p
Coffee	lb.	56p	54p
Tea	lb.	50p	66p
Eggs	dozen	35p	30p to 35p
Flour	lb.	6p	4p
Meat:			
Mutton	lb.	5p	9p
Beef	lb.	5p	9p
Bacon	lb.	60p	60p
Ham	lb.	65p	80p
Milk (fresh)	pint	5p	6½p
Milk (evaporated)	tin	16p	17p
Jam	2 lb. tin	48p	60p
Sugar	lb.	11½p	27½p
Vegetables:			
Onions (imported)	lb.	11p	10p
Potatoes (imported)	lb.	6p	13½p
Dried Fruit:			
Sultanas	lb.	43p	47p
Currants	lb.	43p	47p
Raisins	lb.	43p	47p
Porridge Oats	lb.	16p	15p
Cereals	packet	26p to 35p	30p to 40p
Cigarettes	20	16p	21p
Alcohol:			
Whisky	bottle	£2.35	£2.88
Gin	bottle	£2.27	£2.83
Brandy	bottle	£2.78	£2.85
Beer	carton (24)	£1.50	£1.60
Paraffin	gallon	66p	72p
Petrol	gallon	82p	£1.40
Electricity	unit	2.7p	4.34p

Good quality English clothing can be purchased at prices roughly equivalent to those in the United Kingdom.

Furniture, household appliances and hardware are invariably imported, generally from the United Kingdom, and because of the high freight and wharfage charges, are more costly than similar articles in the United Kingdom. Because the Colony has no V.A.T. and because customs duties apply only to alcohol and tobacco (duty on matches was abolished at the end of June 1975), imported luxury items are often obtainable at prices below those ruling in Britain. There is one consumer co-operative society, formed in 1952, which imports groceries, clothing, footwear and household and general goods.

British motor vehicles are imported and offered at prices similar to those in the United Kingdom, the high freight rates being largely offset by the absence of import duties and V.A.T. At the end of 1975 there were 1,087 motor vehicles of all types registered in the Colony.

The only fuel produced locally is peat, which is abundant and of high quality, especially in the vicinity of Stanley. Peat and oil are the main source of heating on all farms and in most buildings in Stanley. Many townspeople cut and "rickle" their own peat but the expense of transporting it from the peat banks has risen steadily. According to the size of a house and the number of rooms heated, a year's supply averages from 12 to 20 lorry-loads of peat, each of approximately 12 cubic yards.

In the Camp, peat is cut by paid labour as a routine task but in Stanley it has become increasingly difficult to attract men to undertake this employment and the heating systems of a number of larger buildings have been converted to oil firing. It is surprising that no private peat merchant has set up in business.

Towards the latter part of 1975, the Argentine Company Gas del Estado, held an exhibition of gas appliances in Stanley which led to a number of houses being converted to gas for cooking and heating.

LABOUR RELATIONS

There is no Labour Department in the Colony. The Falkland Islands General Employees' Union, with some 450 members, is the only trade union in the Islands. The Union extends its interests throughout the Colony and meets annually with the Sheepowners' Association and employers in Stanley to review the wages and conditions of service for most workers. Labour relations are good. Labour as a cost of production factor has been becoming progressively more expensive.

SAFETY, HEALTH AND WELFARE

There are no factories in the Colony and no industries other than sheep farming and a handful of small businesses, many operated on a one-man basis in conjunction with other activities. The Workmen's Compensation Ordinance provides for the payment of compensation to persons employed in all forms of manual occupation. Legislation enacted in 1966 and 1967 lays down conditions for the employment of women, children and young persons. The Colony has acceded under the U.K.'s aegis, to most I.L.O. Conventions.

There is no statutory provision for the payment of unemployment benefits and welfare is dealt with on a "need" basis. The Colony had plans at the end of 1975 to recruit a V.S.O. Social Worker.

INDUSTRIAL TRAINING

Apprentices are indentured to the building trade, communications, mechanical and electrical services.

An Apprenticeship Board was constituted in 1955 for the purpose of standardising the forms of indenture and to advise on pay, working conditions and training. If the need arises the Board can act as arbitrator in disputes and concern itself with the welfare of apprentices.

Chapter 3: Public Finance and Taxation

REVENUE and expenditure during the two financial years from 1973-74 to 1974-75 were as follows:

	Revenue		Expenditure	
	Ordinary	Total	Ordinary	Total
	£	£	£	£
1973-74	716,684	868,346	600,855	760,674
1974-75	944,481	2,571,700	787,185	2,408,423

The main heads of revenue and expenditure were as follows:

	Revenue	
	1973-74	1974-75
	£	£
Aviation	29,824	37,604
Customs	68,802	100,875
Investments	105,184	45,811
Internal Revenue	237,754	421,987
Municipal Services	63,115	98,139
Posts and Telecommunications	86,738	107,768

Expenditure

	£	£
Aviation	49,112	72,588
Customs and Harbour	30,029	26,698
Education	78,018	97,964
Medical	72,212	91,130
Pensions and Gratuities	28,215	45,109
Posts and Telecommunications	63,337	80,725
Public Works	74,039	97,525
Public Works Recurrent	51,975	60,656
Secretariat, Treasury and Central Store	65,719	83,876
Overseas Passages	25,334	33,457
Social Welfare	8,751	28,831
Development Expenditure	159,817	1,621,237

Statements of assets and liabilities at 30th June 1974 and 30th June 1975 are shown on the following pages. There is no public debt.

Statement of Assets and

LIABILITIES		£	£
DRAFTS AND TELEGRAPHIC TRANSFERS			4691.40
DEPOSITS:			
Overseas Service Aid Scheme (Inducement Allowances)	85.07		
South Georgia	950.23		
Development Aid	26907.58		
Other	12615.88		
			40558.76
SPECIAL FUNDS:			
Savings Bank	1361247.60		
Old Age Pensions Equalisation	275770.32		
Note Security	117376.45		
Government Employees Provident	6998.63		
			1761393.00
COLONY FUNDS:			
Development	118999.05		
Reserve	102245.42		
U.K./F.I. Loan	6987.06		
Power Station	15079.13		
			243310.66
Oil Stocks Replacement			36511.55
GENERAL REVENUE BALANCE:			
Balance at 1st July 1973 Deficit	7621.70		
Deduct Depreciation of Investments	9546.38		
			17168.08
Add Surplus year ended 30th June 1974	115828.33		
Balance 30th June 1974			98660.25
			<u>2185125.62</u>

The above statement does not include:

- (1) A liability of £100,000 to Her Majesty's Government consequent upon a loan granted in respect of Development Aid Project No. 1 Stanley Power Station.
- (2) At the 30th June 1974 the amount outstanding in respect of loans for housing etc. was £39405.49.
- (3) A sum of £39,961 is owed by the European Space Research Organisation

Liabilities at 30th June 1974

ASSETS		£	£
CASH:			
Treasury, Posts and Telecommunications	19554.85		
Crown Agents	21.85		
Joint Consolidated Fund	187278.07		
Remittances in Transit	10305.64		
			217160.41
INVESTMENTS, SPECIAL FUNDS:			
Savings Bank	1316002.66		
Old Age Pensions Equalisation	268027.39		
Note Security	93949.85		
Government Employees Provident	4531.50		
			1682511.40
INVESTMENTS, COLONY FUNDS:			
Development	156108.82		
Reserve	66040.53		
U.K./F.I. Loan	6987.06		
Power Station	15079.13		
Stanley Cemetery	1019.00		
			245234.54
ADVANCES:			
Other Administrations	32778.49		
Departmental	257.70		
Other	7183.08		
			40219.27
			<u>2185125.62</u>

- to the Colony in respect of the net severance payments due on termination before the expiry date of the Communications Agreements.
- (4) A sum of £14,854 is owed by the Colony to the Government Savings Bank (Ordinance No. 4 of 1969).

H. T. ROWLANDS,
Financial Secretary,

Statement of Assets and

LIABILITIES		£	£
DRAFTS AND TELEGRAPHIC TRANSFERS:			
Drafts and Telegraphic Transfers		16939.14	
DEPOSITS:			
South Georgia		266.60	
Development Aid		15198.09	
Other		166751.76	
			199155.59
SPECIAL FUNDS:			
Savings Bank		1618209.93	
Old Age Pensions Equalisation		346554.62	
Note Security		162439.01	
Government Employees Provident		6282.08	
			2133485.64
COLONY FUNDS:			
Development		124981.70	
Reserve		102245.42	
U.K./F.I. Loan		11047.28	
Power Station		23720.45	
			261994.85
Oil Stocks Replacement			66509.25
GENERAL REVENUE BALANCE:			
Balance 1st July 1974		98660.25	
Add Net Appreciation of Investments		15730.45	
		114390.70	
Add Surplus year ended 30th June 1975		68295.86	
Balance 30th June 1975			182686.56
			<u>£2843831.89</u>

The above statement does not include:

- (1) A liability of £100,000 to Her Majesty's Government consequent upon a loan granted in respect of Development Aid Project No. 1 Stanley Power Station.
- (2) At the 30th June 1975 the amount outstanding in respect of loans for housing was £36507.50.
- (3) A sum of £10,293 is owed by the Colony to the Government Savings Bank (Ordinance No. 4 of 1969).

Liabilities at 30th June 1975

ASSETS		£	£
CASH:			
Treasury, Posts and Telecommunications		35097.17	
Crown Agents		196.67	
Joint Consolidated Fund		241801.68	
Remittances in Transit		134459.52	
			411555.04
INVESTMENTS, SPECIAL FUNDS:			
Savings Bank		1595979.62	
Old Age Pension Equalisation		340110.42	
Note Security		177384.11	
Government Employees Provident		6298.22	
			2119772.37
INVESTMENTS, COLONY FUNDS:			
Development		165708.98	
Reserve		72220.02	
U.K./F.I. Loan		11047.28	
Power Station		23720.45	
Stanley Cemetery		969.80	
			273666.53
ADVANCES:			
Other Administrations		32352.15	
Departmental		4218.22	
Other		2267.58	
			38837.95
			<u>£2843831.89</u>

- (4) A sum of £20074.26 due from Her Majesty's Government in respect of Overseas Service Aid Scheme under issues: Passages.
- (5) A sum of £103.09 due from Her Majesty's Government in respect of under issues of the following development aid: Project No. 4. Permanent Airfield £103.09.

H. T. ROWLANDS,
Financial Secretary,
18th November 1975.

Development aid from United Kingdom Funds was as follows:

Project	Colony's Financial Year	
	1973-74	1974-75
	£	£
Permanent Airfield	50,969	1,562,684
Fencing Subsidies to Farmers	48,625	—
Peat Cutting Machine	2,900	—
Tourism Loans	5,746	—
Handicraft Loan	750	—
Tourism Promotion	308	—
Minor Roads—Culverts	1,643	2,656
Dustcart—Incinerator	1,264	5,732
School Hostel	8,000	—
Updating Falkland Islands Exhibition at the Commonwealth Institute	3,000	—
Stanley Power Station	14,847	520
Hospital Equipment	100	7,632
Improvement of Poultry Stock	—	116

Chapter 4: Currency and Banking

THE legal tender of the Colony consists of Falkland Islands Government currency notes of £10, £5, £1 and 50p denominations and British coins are also accepted as legal tender.

The first ever issue of Falkland Islands coins was issued in 1975. The new coins (10p, 5p, 2p, 1p and ½p) bear the portrait of Her Majesty the Queen on the obverse and depict the wild life of the Colony on the reverse. It was first put into circulation in the Colony on 2nd July 1975. On 31st December 1975 the note issue in circulation was £181,700.

There are no commercial banks in the Colony but the Treasury remits funds abroad on payment of commission of one per cent. A similar service is also provided by The Falkland Islands Trading Co. Ltd., and Estate Louis Williams, who operate agencies of Lloyds Bank Limited and Hambros Bank respectively.

Deposits in the Government Savings Bank amounted to £1,331,976 at 30th June 1975 and the number of depositors' accounts open was 1,898.

Interest on deposits was paid at the rate of 3½ per cent per annum.

Government lends money for approved purposes such as the purchase of dwelling houses, improvement of essential business facilities (e.g. bakery, dairy). It also earmarks special funds for loans and subsidies for fencing and other farm improvements, as well as for tourism development.

During 1973-74 the amount lent totalled £2,640, during 1974-75 the total was £5,100. At 30th June 1975 the amount owing to Government in respect of undischarged loans was £36,587.

Chapter 5: Commerce

IMPORTS

WITH the exception of meat, milk and to a considerable extent potatoes, vegetables, berry fruits and fish, practically the whole of the Colony's requirements of foodstuffs are imported.

VALUE OF IMPORTS

	1974	1975
	£	£
Food	196,985	272,577
Beverages and Tobacco	118,358	167,799
Crude Materials, inedible (except fuels)	64,299	30,076
Mineral Fuels, Lubricants etc.	56,290	40,277
Animal and Vegetable Oils and Fats	1,081	2,657
Chemicals	46,239	86,749
Manufactured Goods	149,541	349,849
Machinery and Transport Equipment	62,406	467,100
Miscellaneous manufactured articles	110,138	108,687
	<u>£805,237</u>	<u>£1,525,771</u>

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY

	1974	Principal Supplying Country
	Value £	
Provisions	177,735	United Kingdom £155,834 Argentina £21,901
Electrical Machinery Beverages, Alcoholic and non- Alcoholic	24,309 93,822	United Kingdom £24,309 Argentina £1,530
Transport Equipment	31,782	United Kingdom £31,782
Clothing	37,145	United Kingdom £37,113
Textiles and Made-up Articles	20,096	United Kingdom £20,095
Wood, Lumber etc.	48,179	United Kingdom £30,297 Chile £15,043
Manufactures of Metals	42,341	United Kingdom £42,221
Photographic and Scientific Equip- ment	29,445	United Kingdom £9,446 Japan £13,826 Germany £2,549 Switzerland £2,528
Petroleum Products	39,550	Argentina £35,433 United Kingdom £4,117
Miscellaneous Manufactured Articles	22,349	United Kingdom £21,186
Footwear	7,829	United Kingdom £7,801
Tobacco	24,536	United Kingdom £23,773
Perfume, Cleaning and Polishing Preparations	13,759	United Kingdom £13,759

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY

—continued

	1975	
	Value £	Principal Supplying Country
Provisions	272,577	United Kingdom £230,440 Argentina £35,585
Electrical Machinery	91,635	United Kingdom £72,093
Beverages, Alcoholic and non- Alcoholic	138,439	United Kingdom £131,436
Transport Equipment	127,662	United Kingdom £126,405
Clothing	104,668	United Kingdom £101,604
Textiles and Made-up Articles	76,399	United Kingdom £76,399
Wood, Lumber etc.	25,508	Chile £22,222
Manufactures of Metals	149,515	United Kingdom £144,141
Photographic and Scientific Equip- ment	92,723	United Kingdom £25,604 Japan £39,046 Germany £7,328 Switzerland £19,378
Petroleum Products	33,069	United Kingdom £22,934 Argentina £10,135
Miscellaneous Manufactured Articles	102,413	United Kingdom £86,997
Footwear	26,334	United Kingdom £25,371
Tobacco	29,360	United Kingdom £29,360
Perfumes, Cleaning and Polishing Preparations	26,364	United Kingdom £26,139

PRINCIPAL SUPPLYING COUNTRIES

	1974	1975
	£	£
United Kingdom	674,155	1,315,146
Argentina	99,838	57,167
Japan	18,977	49,873
Chile	15,511	22,778
Germany	3,808	12,138
Switzerland	2,658	19,420
Holland	1,982	12,019

EXPORTS

	1974	1975
	£	£
Domestic Exports	2,236,695	1,172,067
Re-exports	5,835	655

PRINCIPAL EXPORTS

Item	1974		1975	
	Value £	Quantity Kgs	Value £	Quantity Kgs
Wool	2,225,262	2,004,740	1,154,893	2,209,948
Skins	11,433	72,595	17,174	67,251

Chapter 6: Production

AGRICULTURE AND FARMING

THE land is used almost entirely for sheep farming. With the exception of 20,500 acres of Crown Land the Colony is divided into freehold farms varying in size from 3,600 to $\frac{1}{4}$ million acres carrying a total of about 640,000 sheep. Production is in the region of 4.6 million lb. wool annually.

A small agricultural unit is responsible for maintaining fences and regulating grazing on Stanley Common and attending to animals in the quarantine station. Farming statistics are produced annually.

Cattle are kept to provide milk and beef and there are several dairies throughout the Colony. Hay and oats with small acreages of kale and potatoes are the only crops grown, but vegetables from a small island are now distributed.

Re-seeding has been undertaken by many farms. In July 1975 the leader (Mr. C. D. Kerr) an advance member of a Grasslands Trial Unit arrived. This unit has been established with Technical Co-operation funds provided by Her Majesty's Government and follows the recommendations made in the Davies report commissioned by O.D.A. in 1971 (T. H. Davies and others, "The Sheep and Cattle Industries of the Falkland Islands", E.C.O. (O.D.A.)). An expert to study the Upland goose is attached to the Unit and plans were well advanced at the end of the reporting period to attach also a Veterinary Officer, Laboratory Technician and Field Assistant. Trial areas had been located at Darwin and Salvador.

There is no organised fishing industry but mullet and smelt are caught occasionally by part-time fishermen and sold locally. Trout fishing provides excellent sport for anglers. A record trout weighing 20 lb. was caught in 1975. Trout of 7-10 lb. are not rare.

Chapter 7: Social Services

EDUCATION

THE Government is responsible for education throughout the Colony. All education is free and the Government bears the costs of all books, materials and equipment. The fees for boarding school accommodation are at present £36 per annum per child.

Children begin their education on the first day of the term in which they attain their fifth birthday and continue with compulsory education at least until their fifteenth birthday.

The system is two-tiered—primary between 5 and 11 and secondary between 11 and 15+. Facilities are available for those children who are capable to take G.C.E. "O" level examinations in commercial subjects (typewriting, shorthand, book-keeping). These are part of the regular pattern and occasionally students sit City and Guilds examinations.

A competitive Overseas Scholarship examination is held annually enabling successful candidates to benefit from at least four years of secondary level education at Boarding Schools in U.K. or elsewhere. There is also at present an unlimited number of scholarship places made available at schools in Argentina. In 1975, 7 children were receiving education in Britain, 7 in Uruguay and 22 in Argentina.

There are two schools in Stanley: one caters for infants and juniors; the other for seniors. The Junior School comprises a hall and four classrooms in a central block and two further classrooms in an annexe. In addition to subject teaching rooms the Senior School has a craft area, an art room and a science laboratory. Funds have already been allocated for the setting up of a Library/Resource Centre. Ninety-five children attend the Junior School and forty-five the Senior School. The Boarding school at Darwin caters for up to 42 boarders. There are at present 38 children boarding and 24 who attend daily.

Children in outlying houses are taught by Camp teachers, each of whom is assigned a beat of three or four houses which he covers by Land-Rover, horse, or, occasionally, by boat. These days however journeys are usually made by aircraft. The teacher stays for about two weeks at a time with a family before moving on to the next. He gives each child sufficient homework to keep them occupied until his next visit. With the aid of Technical Cooperation funds from the British Government, the Education Department now has the service of an adviser who is working on the production of taped lessons for camp children.

The Camp teachers, who usually have no formal teacher training qualifications, have an arduous, often frustrating, though interesting and challenging task. Camp teacher strength is augmented by members of the Voluntary Service Overseas who have always rendered invaluable assistance; the team usually consists of three young men although in 1975 there were four and a young lady volunteer.

Evening classes are held in Stanley during the winter months as

demand dictates. This year Spanish lessons have been provided—at no cost to the students.

Overseas education allowances are granted to parents of children between the ages of 11 and 18 years who receive full-time tuition in Britain, Uruguay and Argentina. The rates which are reviewed from time to time are:

£282 for the first child

£336 for the second child

£402 for the third and subsequent children.

The allowance for day pupils is £75.

Total ordinary expenditure for all educational services in the financial year 1974–75 was £97,964 (11.18 per cent of the Colony's ordinary expenditure) and for 1973–74 was £77,718 (12.98 per cent of the Colony's ordinary expenditure).

Teaching Staff as at 31st December 1974 and 1975

Including two Headmasters						
	M	F	Total 1974	M	F	Total 1975
Certificated	12	7	19	12	7	19
Uncertificated	5	1	6	5	1	6
V.S.O.	3	—	3	4	1	5
Part-time	—	2	2	—	2	2
TOTALS	20	10	30	21	11	32

Numbers of children receiving education

	M	F	Total 1974	M	F	Total 1975
At 31st December						
Stanley Schools	87	83	170	78	71	149
Darwin	31	34	65	34	27	61
Camp	47	39	86	54	49	103
TOTALS	165	156	321	166	147	313

PUBLIC HEALTH

In general, the standard of public health is high, and compares favourably with that of a rural community in Great Britain.

More frequent contacts with the South American mainland during the past three years are believed to have led to an increased incidence of upper respiratory viral infections. Although most of these are of a relatively minor nature, a serious epidemic of type "A" influenza occurred in the latter part of 1975, and was indirectly responsible for four of the deaths occurring that year.

In the early part of 1975 Darwin Boarding School had to be closed by Government because of an outbreak of dysentery. Some improvements in the school's facilities were made and the school shortly re-opened.

The immunisation programme against tuberculosis, diphtheria, whooping cough and poliomyelitis was continued throughout the two years.

Hydatid disease continued to be a problem, with four newly diagnosed cases occurring during the years 1974-75. This represented an annual incidence of approximately 0.1 per cent per annum of the entire population (compared with Uruguay, where the hydatid problem is said to be "very serious", with an incidence of 0.03 per cent per annum). Human hydatid disease, therefore, remains an extremely significant health problem in the community. However, there is encouraging evidence to suggest that the anti-hydatid campaign being conducted in the Colony is proving successful, and it is probable that it will achieve a drop in the incidence in the near future.

Vital Statistics

In 1974 there were 39 live births, 1 still birth and 25 deaths, while in 1975 there were 32 live births, no still births and 22 deaths.

The number of deaths in 1974 and 1975 are approximately double those in the previous two year period. However, the average age at death is similar in both periods (approximately 66 years), and it may be concluded that the increased number of deaths has been due to an imbalance in the elderly population for the years 1974-75. The apparent drop in the birth rate may be due to an increased awareness of family planning techniques in the Colony, or to an increase in emigration from the Colony of young people, or a combination of these factors.

Hospital Facilities

The Colony has one hospital, situated in Stanley. It has 28 beds, and admits patients in all medical and surgical categories. In 1974 there were 359 patients admitted, and in 1975, 385.

In addition to general outpatients' clinics, special ante-natal, post-natal, child welfare, family planning and gynaecology clinics are conducted at the hospital.

Medical and Dental Services

Since 1973, all the Colony's medical services have centred on Stanley, with the Camp being serviced by a "flying doctor" service. Since April 1975 this has been organised in such a way that as

well as dealing with emergency cases as they arise, routine Camp medical visits are conducted by either the Senior Medical Officer or one of the two Medical Officers on a regular basis twice a week. Thus the larger settlements are visited once every six weeks, and the smaller settlements about once every three months. Most camp settlements can communicate with a doctor by radio telephone, although at present radio communications are difficult and complete 24-hour coverage cannot be guaranteed. A doctor is available at the radio telephone station in Stanley each weekday morning for routine camp consultations.

There is one dentist in the Colony. He is stationed for six months each year in Stanley, and travels round all Camp settlements during the other six months. Emergency dental work, either in Camp or in Stanley, is undertaken by special arrangement.

Medical Department

The staff of the Medical Department includes a Senior Medical Officer, two Medical Officers, one Dental Officer, one Matron, three Nursing Sisters, six unqualified nurses, and part-time dental receptionists, together with a laboratory and X-ray technician, clerk, secretary and domestic and gardening staff.

Expenditure on Medical Services

Expenditure and Revenue by the Medical Department during fiscal years 1973-74 and 1974-75 was:

	1973-74	1974-75
Expenditure	£7,2212	£91,130
Revenue	£10,706	£10,658

Public Health Services

In mid-1973 the Stanley Town Council, which had responsibility for some public health work in Stanley, was abolished, and all public health is now the responsibility of Government. The Public Works Department is responsible for street lighting and cleaning, the collection and disposal of garbage, and the maintenance of drains and sewers.

At the end of 1975 there were two dairies, one bakery and one abattoir.

HOUSING AND TOWN PLANNING

The majority of houses in the Colony are constructed of timber and iron with corrugated iron roofs, but the larger public buildings are more frequently built of concrete blocks with tiled roofing. Most

houses in Stanley are built on quarter-acre plots which allows sufficient ground for the householder to maintain a vegetable garden.

Plans for new buildings must be submitted to the Public Works Department for approval and must conform to their sanitation and constructional requirements. Public Works also has power to condemn houses which are considered unfit for habitation.

In Stanley the demand for housing outstrips supply but any large increase in housing will require the prior preparation of an outline plan for zoning, services etc.

SOCIAL WELFARE AND AMENITIES

Places of Worship

There are three places of worship: Christ Church Cathedral (Anglican), consecrated in 1892; the Tabernacle (United Free Church), established in 1890, and St. Mary's Catholic Church, established in 1899. Church services are broadcast every Sunday evening.

Social Services

An *old age contributory pensions* scheme introduced in 1952 and expanded in 1967 is compulsory for all male and certain female residents in the Colony. Weekly benefits are paid to contributors on reaching the age of 65 years:

Married men	£7
Unmarried, widow or spinster	£5

Employees between the ages of 18 and 60 contribute 50p weekly to the fund.

Employers contribute 80p.
Self-employed contribute £1.30.

A *non-contributory old age pension scheme* was introduced in 1961 and provides pensions for old people who are excluded by reason of age from contributing to the pensions Equalisation Fund and, consequently, from deriving any benefits from the pensions scheme introduced in 1952. Pensions are paid at the following weekly rates:

Married man	£5
Unmarried person	£4
Man or woman separated or living apart from his or her husband or wife	£4

Children's allowances are granted to all parents or guardians at the rate of 50p per month for each of the two elder children of a family and £1 per month in respect of each other child.

Poor relief is administered by the Medical Department. Accommodation for old and chronic invalids is provided in the hospital. There are no orphanages.

The Stanley Benefit Club, open to all residents, is the oldest club in the territory. It was formed in 1859 to provide a fund for the support of its members in cases of sickness or accident; it also contributes towards funeral expenses. The total membership is about 90. Membership has decreased in recent years because of improved social conditions. For an annual contribution of £1.50 sick persons can draw as much as £136 and thereafter at the rate of £2 per month. The club will meet funeral expenses up to £30.

The Falkland Islands Branch of the British Red Cross Society meet regularly. Hospital visiting is carried out and Christmas presents provided for hospital patients. The Earl Haig Fund Appeal is organised by the Branch and the proceeds sent to the Fund's headquarters in London.

The First Stanley Company of the Girls' Brigade provides a programme of needlework, gymnastics and basketwork classes. Parties are organised at midwinter and Christmas. The cadet section for the 6-9 year olds is flourishing.

The 1st Falkland Islands Company of the Boys' Brigade continued to function successfully. Activities included physical training, drill, and indoor rifle shooting. The Life Boys, a Junior Branch of the Boys' Brigade, provided entertainment for boys between the ages of 8 and 11 years.

Each May the Girls' and Boys' Brigades combine to organise a May Ball and a Prince Charming Dance. These events were well attended.

The Youth Club, formed in 1966, continued to attract support from young people, although membership has declined, possibly due to a number of youngsters leaving the Colony for overseas education. A variety of social gatherings and other activities were organised and a clubhouse is in the process of erection.

There are several social clubs in Stanley, among them the Colony Club, the Falkland Club, the Falkland Islands Defence Force Club and the Working Men's Social Club. These clubs provide facilities for a variety of activities, including billiards, snooker, darts, table tennis and cards. The Working Men's Club organises annual sports for children and an annual children's fancy dress party. Both events are popular and well supported.

Home Industries is a thriving and steadily growing concern, building up a small but prospering trade with the growing number of tourists and meeting an increasing local demand for their products.

The Town Hall, rebuilt in 1950 with the assistance of a grant from Colonial Development and Welfare funds after being destroyed by fire in 1944, contains a large dance hall with stage, dressing rooms, refreshment room, and a well-stocked Public Library, as well as certain Public offices and a Court and Council Chamber. The chamber was panelled in 1966 with handsome sapele wood generously presented by the Government of Nigeria some years previously. The dance hall was refloored in 1967.

Although Stanley has lacked a museum since the disastrous fire of 1944, a notable collection of material has been assembled in recent years and during the period under review was on display in temporary accommodation in the gymnasium building.

A branch of the Women's Corona Society was established in 1955 and holds regular monthly social meetings. In addition the Society organises regular social gatherings in the summer months for the elderly residents of Stanley.

The Social Club inaugurated at Goose Green in 1966 continues to be popular and several other farm settlements have formed similar clubs.

SPORT

The sea temperature around the Islands does not lend itself to bathing and few people learn to swim. Some members of the local branch of the British Sub-aqua Club, formed in 1972, learn to swim using "wet-suits".

The need for a swimming pool has been recognised since the 1930s when work first started but the project failed for lack of funds. Another attempt was made, and by 31st December 1975 a sum of £6,729 had been raised by public subscription and Government contribution. Plans for the heating utilising excess heat from the Power Station have been prepared and the two senior engineers attached to a professional firm connected with the new airfield offered their personal services on an honorary basis to prepare the first detailed plans for the building.

Full-bore rifle shooting is organised by the Falkland Islands Defence Force Rifle Association, which has a keen membership. Annual prize meetings are held and when finances permit representative teams are sent to Bisley to compete in the Junior Colonial competitions. There is a small-bore range in the Drill Hall for winter use.

Association football is a popular sport and the club is strongly supported. Not only do local teams compete for a championship but keenly contested games take place against visiting ships. Interest in Rugby football increased due mainly to the efforts of the Royal Marines contingent.

The Golf Club maintains a course near Felton Stream, west of Stanley racecourse.

Considerable interest is taken in angling. Brown trout (*Salmo fario*) were introduced into a number of rivers between 1947 and 1952. These trout have over the years formed a sea-going habit and return to the rivers to spawn. Specimens weighing 7 lb. to 10 lb. are not uncommon. The heaviest trout so far recorded weighed 20 lb. The trout fishing seasons opens on the 1st September and closes on the 30th April. Salmon and sea-trout ova have been imported but efforts to establish these fish have so far not succeeded.

Membership of the local branch of the British Sub-aqua Club, formed in 1972, has to some extent declined following the departure from the Colony of a number of expatriate members.

The Stanley Sports Association holds a two-day sports meeting immediately after Christmas with horse racing, gymkhana and athletic events. Each year there is normally a five-day meeting at one of the East Falkland settlements while four of the principal farms in West Falklands hold five-day sports meetings in rotation in alternate years. Sheep dog trials are also held on both Islands, followed by a championship contest organised in Stanley by the Stanley Sports Association.

The Stanley Badminton Club organises games in the Gymnasium twice a week. These are well supported, particularly in the winter.

The Stanley Squash Club, revived in 1965, has a keen membership and matches are played against teams from visiting ships.

Darts is a most popular winter pastime and the Stanley league has up to 14 teams competing. The standard of play is high.

Snooker and billiards are played at the Colony Club, the Falkland Club, the Falkland Islands Defence Force Club and the Working Men's Social Club.

Chapter 8: Legislation

APART from the Appropriation Ordinances, the more important legislation enacted during the period under review included the following measures:

1974

No. 1. *Income Tax (Amendment) Ordinance*, which inter alia reviews certain income tax reductions, increases taxation on the higher incomes, and abolishes profits tax and increases Companies tax.

No. 2. *Public Health (Amendment) Ordinance*, removing statutory provisions for the compulsory vaccination of children, for all immigrants to be in possession of certificates showing freedom from tuberculosis, and preventing the spread of tuberculosis.

No. 7. *Old Age Pensions (Amendment) Ordinance*, increasing the rate of contributions payable to the Old Age Pensions Equalisation Fund, and the rate of the pensions paid.

No. 8. *Non-contributory Old Age Pensions (Amendment) Ordinance*, extending the provisions of the principal Ordinance to certain classes of people previously excluded and increasing the weekly rate of pensions paid thereunder.

No. 10. *Immigration (Amendment) Ordinance*, prohibiting persons leaving the Colony without having discharged their obligations under the Income Tax Ordinance.

No. 11. *Income Tax (Amendment) (No. 2) Ordinance*, abolishing limitations applicable to trade losses thus allowing business to be taxed on net profits over a period of years without any artificial restrictions.

No. 15. *Road Traffic (Amendment) Ordinance*, providing for statutory recognition of a Road Code.

No. 17. *Companies and Private Partnership Ordinance*, preventing the registration of companies of limited means which suggest by their names that they are trading on a considerable scale over a wide field, and increasing the fee payable for the registration of a company.

No. 18. *Administration of Justice (Amendment) Ordinance*, bringing the grounds for appeal from the subordinate courts into line with each other, and providing for the review of proceedings before the Summary Courts and the Magistrate's Court by the Judge of the Supreme Court.

No. 19. *Dangerous Drugs (Amendment) Ordinance*, declaring "paraquat" to be a dangerous drug within the meaning of the principal Ordinance.

Nineteen Ordinances were enacted during the year.

1975

No. 3. *Old Age Pensions (Amendment) Ordinance*, increasing the weekly rate of pensions payable under the principal Ordinance.

No. 4. *Non-contributory Old Age Pensions (Amendment) Ordinance*, increasing the weekly rate of pensions payable to any eligible person under the provisions of the principal Ordinance.

No. 5. *Stanley Rates (Amendment) Ordinance*, revising the rate charged for water supplied to ships.

No. 6. *Customs (Amendment) Ordinance*, effecting amendments to the Customs law consequential upon the entry of the United Kingdom into the European Economic Community, and upon the Colony's association with that body under the Treaty of Rome; and bringing up to date the references to the Copyright Act.

Six Ordinances were enacted during the the year.

Chapter 9: Justice, Police and Prisons

JUSTICE

THE law in force in the Colony is based on the common law, rules of equity and the general statutes in force in England on the 22nd May 1900, on United Kingdom legislation subsequently applied to the Colony and on local laws known as Ordinances made by the Governor-in-Council.

There are four courts: the Summary Court, the Magistrate's Court, the Supreme Court and the Court of Appeal, the Colony sharing the Appeal Court with St. Helena and the Seychelles. There is a final right of appeal in certain circumstances to the Privy Council. The Summary Court, which has very limited jurisdiction, has not sat since 1971 and all cases are dealt with in the Magistrate's Court except those specifically reserved to the Supreme Court, e.g. murder, rape, manslaughter and divorce. Appeals from the Magistrate's Court lie to the Supreme Court and thence to the Court of Appeal.

There are seventeen Justices of the Peace in the Colony appointed by the Governor to perform very much the same duties as J.P.s in Britain. In addition there are fifteen Commissioners for Oaths, who have been appointed to facilitate the witnessing of legal documents in remote camp settlements.

There are no qualified lawyers in Government service or in

private practice in the Colony. The Government employs a part-time Legal Adviser resident in Britain. Parties wishing to be legally represented would have to fly their own lawyers in from Britain, South America, etc.

The following tables show the number of civil and criminal cases heard in the courts during 1974 and 1975:

CIVIL COURT

	1974	1975
Debt	5	3
Maintenance Order	1	1
Adoption Order	—	1
Custody of Children	2	—
Damages	1	—
Property	2	—
TOTAL	11	5

MAGISTRATE'S COURT

	Cases Heard		Discharged		Convicted	
	1974	1975	Adults	Juveniles	Adults	Juveniles
Offence against the person:						
Intent to Murder	—	2	—	—	2	—
Sexual Offences:						
Indecent Assault	—	2	—	—	2	—
Offences against property:						
Larceny	6	1	1	—	6	—
Malicious Damage	—	3	—	—	3	—
Offences against local Ordinances:						
Road Traffic	11	14	3	—	22	—
Licensing	14	14	—	—	28	—
Firearms	3	2	1	—	4	—
Dogs	—	1	—	—	1	—
Other offences	6	2	1	—	7	—
TOTAL	40	41	6	—	75	—

SUPREME COURT

	1974	1975
Appeals	1	—
Divorce	10	4
Custody of Children	—	1
Adoption	1	—
Offences against the Person	—	2
TOTAL	12	5

TYPES OF PUNISHMENT (1974 and 1975 combined)

Magistrate's Court	Convicted		Imprisonment		Fined		Bound over			Imprisonment by length of service
	M	F	M	F	M	F	M	F	J	
	Larceny	4	2	—	—	—	—	—	2	
Sexual offences	2	—	—	—	—	—	—	—	—	—
Licensing	26	2	—	—	3	2	—	—	—	—
Road Traffic	22	—	—	—	—	—	—	26*	—	3 months
Forgery	1	—	—	—	—	—	—	—	—	—
Vagrancy	1	—	—	—	—	—	—	—	—	—
Firearms	5	—	—	—	—	—	—	—	—	—
Other offences	8	—	—	—	—	—	—	3	—	—

* Indicates prohibition orders.

TYPES OF PUNISHMENT (1974 and 1975 combined)

Magistrate's Court and Court of Summary Jurisdiction	Convicted		Imprisonment		Fined		Bound over			Imprisonment by length of service
	M	F	M	F	M	F	M	F	J	
	Larceny	4	2	—	—	—	—	—	2	
Sexual Offences	2	—	—	—	—	—	—	—	—	—
Licensing	27	—	—	—	2	2	—	—	—	—
Road Traffic	22	—	—	—	—	—	—	—	—	—
Firearms Ordinance	5	—	—	—	—	—	—	2	—	—
Town Police Clauses	3	—	—	—	—	—	—	—	—	—
Dogs Order	1	—	—	—	—	—	—	—	—	—
Attempted Murder	—	—	—	—	—	—	—	—	—	12 months or 6 months
Vagrancy Act	—	—	—	—	—	—	—	—	—	—
Unlawful Wounding	—	—	—	—	—	—	—	—	—	—
Malicious Damage	3	—	—	—	—	—	—	—	—	—
Disturbance of the Peace	2	—	—	—	—	—	—	—	—	—
Forgery	1	—	—	—	—	—	—	2	—	3 months

POLICE ESTABLISHMENT

The authorised establishment of the Falkland Islands Police Force consists of one Chief Police Officer, one Inspector, one Sergeant and four Constables. There is a Reserve Force of six Constables, the present strength being six officers.

Crime

In 1974 there were 34 cases dealt with by the Court, and in 1975 there were 32.

Other Police Duties

The Chief Police Officer also holds the position of Immigration Officer and on occasions undertakes the duties of Customs Officer. Members of the Force are also employed in duties at the Airport. The Department has a number of extraneous duties such as: carrying out driving tests, vehicle inspection and tests, registering of motor vehicles, the issue of driving, gun, dog, trout/salmon and penguin egg licences.

PRISON

There is one prison situated in Stanley. Each officer in the Force acts as a Prison Officer. A Matron is employed to supervise the cooking, and assist with female prisoners.

In 1974, one male person was committed to prison for 3 months. In 1975, one male and one female were held on remand in prison pending deportation. Two male persons were held on remand for 47 days pending trial. One male person was committed to prison for one year.

Chapter 10: Public Utilities and Public Works

ELECTRICITY

Continuous electric power is supplied to the Stanley area from a Government owned and operated diesel power station. A new station replaced the existing station in May 1973 and has an installed capacity of 1,280 kW, generating at 3.3 kV 50 Hertz. Distribution is overhead at 230/400 volts, a three-phase four-wire system is used.

The tariff, which is reviewed annually to take account of chang-

ing operating costs and depreciation, was increased in 1975 from 4.09p to 4.134p per unit.

Output of electrical energy from the Stanley station for the calendar year 1975 was 1.765 million units. (1974: 2,019,716 kW.)

The Electrical Section of the Public Works Department undertakes the repair and maintenance of all Government electrical installations. As there are no registered contractors the Department also accepts private installation work.

Outside Stanley most of the farms have their own generating plants, some supplying power to a single house while others with a larger generating capacity supply a whole settlement. Output from these sets rarely exceeds 12 kW. Voltages vary from 110 to 230 a.c. and d.c. Many "outside" shepherds' houses have their own lighting systems; some are fed from 12 volt batteries charged by wind-driven generators, but recently the trend has been to install small air-cooled diesel generators with outputs of 1½ kW at 230 volts a.c.

WATER SUPPLY

Water is supplied to Stanley from a filtration plant (capacity 6,000 gal./hr.) at Moody Brook to a reservoir and high level tank, having a combined capacity of 500,000 gallons. Daily consumption averages 100,000 gallons for all uses including watering ships. About 21 tons of chemicals are used for sedimentation, filtration and sterilisation each year.

In the Camp, piped water supplies are in operation at every farm.

PUBLIC WORKS

The Public Works Department is responsible for the maintenance of all Government properties, furnishings, Stanley roads, water supply, drainage, sea walls, quarry stone crushing and Government transport and plant.

Members of the Department are, too, often called upon to assist various experts who visit the Colony for a variety of purposes.

The town refuse tip, which was formerly on the foreshore of Stanley Harbour, was moved inland in an effort to give a better aspect to the town and to reduce as much as possible the pollution of the harbour.

The municipal services formerly undertaken by the Stanley Town Council were transferred to the Department in 1973 and are still under Public Works control. The work that would elsewhere fall upon a Town Council to maintain and keep the township of Stanley

clean and tidy also falls on the slender resources of the Public Works Department. Considering the serious manpower shortage during the reporting period and the general paucity of funds available to the Department, it manages to keep the main roads and open spaces in a reasonable condition, although very much still requires to be done.

In the absence of a Planning Department and of any outline plan, the Department is principally responsible for examining building and other plans for Stanley.

Chapter 11: Communications

SHIPPING

THE m.v. *Monsunen*, a vessel of 125 registered tons operated by farmers trading as Coastal Shipping Ltd. on a non-profit basis, on charter from The Falkland Islands Co. and Jeppeson Heaton, is used for coastwise trade and occasional voyages to South American ports. She made two voyages to Punta Arenas, Chile, in 1974 and two in 1975.

Danish vessels chartered by Darwin Shipping Ltd make four voyages to and from London each year. The *Annette Danielsen* made three voyages in 1974, being replaced by the *Vibeke Lonberg* for the final voyage of that year. In 1975 the *Sonja Bewa* made three voyages and the *Anne Bewa* one. These vessels, of some 300 tons, bring supplies from the U.K. and take back the wool clip. They do not carry passengers.

Communications between British Antarctic Territory, South Georgia and Stanley are by H.M.S. *Endurance*, R.R.S. *John Biscoe* and R.R.S. *Bransfield*.

During 1974-75 six Soviet fishing and scientific vessels visited Stanley. Visits were also made by three round-the-world yachts, *Pen Duick III* (French), *Guia* (Italian) and *Toroa II* (British). Calls were made by the following tourist ships: m.v. *Cabo San Roque*, m.v. *Enrico C*, m.v. *Cabo San Vicente*, m.v. *Lindblad Explorer* and m.v. *Regina Prima*.

The following table shows the number of vessels which entered and cleared the Colony:

	1974	1975
Number of ships entered	48	49
Number of ships cleared	48	48
Net tonnage in	84,785	101,470
Net tonnage out	84,785	100,855

ROADS AND VEHICLES

There are about 12 miles of concrete or macadamised roads, some in poor condition, in and around Stanley. The main road along the sea front, on which most of the principal buildings are situated, is of concrete.

Unsurfaced tracks connect most settlements on the main East and West Islands and travel is possible by means of Land-Rover or motor-cycle, depending on the weather conditions.

At 31st December 1975 there were some 1,087 vehicles of all types in the territory, approximately half being used in Stanley.

During the period under review 84 vehicles of all descriptions were imported, most of which originated in the U.K.

INTERNAL AIR SERVICE

The Falkland Islands Government Air Service (F.I.G.A.S.), inaugurated in 1948 with one J.5 Auster landplane, operated throughout 1974 and 1975 with two DH(C)2 Beaver floatplanes.

The original medical and mail service has been expanded over the years to include Camp teachers, ordinary and tourist passengers, freight and private charter.

During 1974, 4,666 passengers, 8,918 lb. of excess luggage and 18,840 lb. of freight were carried; and in 1975 the totals were 5,213 passengers, 6,323 lb. of excess luggage and 17,925 lb. of freight. Medical officers, dental officers, patients and travelling school teachers made up approximately 15 per cent of the passenger total. The total of passengers in 1975 was another record figure.

Camp teachers are flown regularly around their beats in the main and outer islands and Camp children attending school in Stanley or Darwin travel mainly by aircraft.

Letter mail is delivered and collected on all routine flights. In addition, overseas mail is in general dropped at settlements where no scheduled landings are to be made within three days of a mail arrival. Heavy mails, i.e. parcels and papers, are also delivered when weight/space is available.

EXTERNAL AIR SERVICE

An external air service is operated by Lineas Aereas del Estado (L.A.D.E.) (the development airlines of Argentina). It was inaugurated in November 1972 and provides a weekly scheduled service between Stanley and Comodoro Rivadavia in Argentina using twin-engine turbo-prop Fokker F.27 Friendship aircraft with

a capacity limited to about 22 passengers (allowing for special life rafts).

L.A.D.E. operate from a temporary prefabricated (aluminium/titanium alloy) strip of under 800m. There are plans to extend this to 1100m for safety reasons even before the permanent airfield is completed.

Increasing use of the L.A.D.E. service is being made for freight.

The following table shows the number of passengers carried by L.A.D.E. in 1974 and 1975:

	1974	1975
Passengers	1,170	1,392

POSTS AND TELECOMMUNICATIONS

The General Post Office is situated in Stanley and has six sub-post offices under its control—one at Fox Bay, on West Falkland, one at South Georgia and four in the British Antarctic Territory. Stanley is the main reception and distribution centre for mails received from overseas. Overseas airmail is received in the Colony weekly by the L.A.D.E. F.27 aircraft. In addition there are occasional direct mailing opportunities to and from the United Kingdom by sea.

The distribution of letter mails between Stanley and the outlying farm settlements was carried out by the Government-owned air service, some heavier mail being delivered by sea or cross-country by Land-Rover and tractor.

In October 1974 Cable and Wireless Limited assumed responsibility for the Colony's external telecommunications. Communications with the British Scientific Bases in British Antarctic Territory and Falkland Islands Dependencies are also maintained by Cable & Wireless Ltd.

On the 4th December 1967 the first public telephone service was opened between Stanley and the United Kingdom. A number of other countries were subsequently included in the service.

Internal communications on the East Falkland are by radio/telephone network or land-line telephone. The central exchange is situated in Stanley and the majority of the sheep stations on the East have their own lines connected to the central exchange. Six operators are employed maintaining a 24-hour service. On West Falkland the telephone network converges on Fox Bay, where there is a Government-owned wireless telegraph and radio/telephone station for inter-island traffic.



A Beaver aircraft of the Falkland Islands Government Air Service about to leave Fox Bay East, West Falkland.
(*Photograph—I. J. Strange*)



Rock-hopper Penguins—photographed on the West Falkland Island.
(*Photograph—I. J. Strange*)



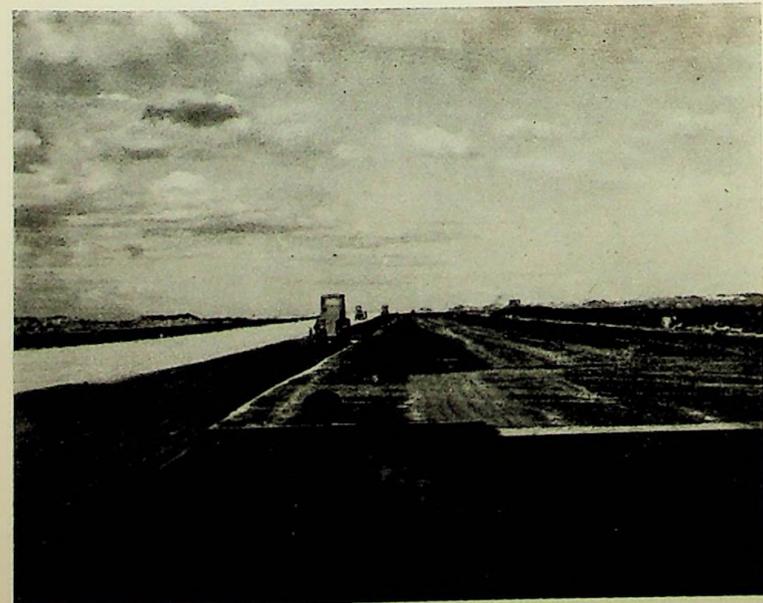
Site of Stanley Airport. Cape Pembroke, looking east.



Work in progress to the north of the site of Stanley Airport.



Excavating rock for Stanley Airport, Cape Pembroke.



Work on the taxi-way, Stanley Airport, Cape Pembroke, nearing completion.

Chapter 12: Press, Broadcasting and Films

PRESS

PERIODICALS published in the territory, other than the official Gazette, were the *Falkland Islands Times*, a record journal published monthly, and *The Falkland Islands Journal*, devoted to items of historical, geographic and social interest which is published annually. A weekly newsletter was broadcast from the local broadcasting station every Friday evening.

BROADCASTING

The Falkland Islands Government established the first Colonial broadcasting service when, in the early part of 1929, a wired broadcasting system was started in Stanley; the service covered not only town but also many parts of East Falkland, the programmes being carried to outlying farms by the normal telephone lines. Wireless broadcasting from a radio transmitter became a regular feature in 1942. The outlying districts are now covered by radio, while the rediffusion system continues to operate in Stanley. Using both methods a complete Islands coverage is maintained although much of the equipment is now old and less reliable. Government initiated a pilot scheme with sets with which it is intended to replace all the old ones but ionospheric conditions were extremely bad during the period under review and no early decision on the type of replacement sets can be expected.

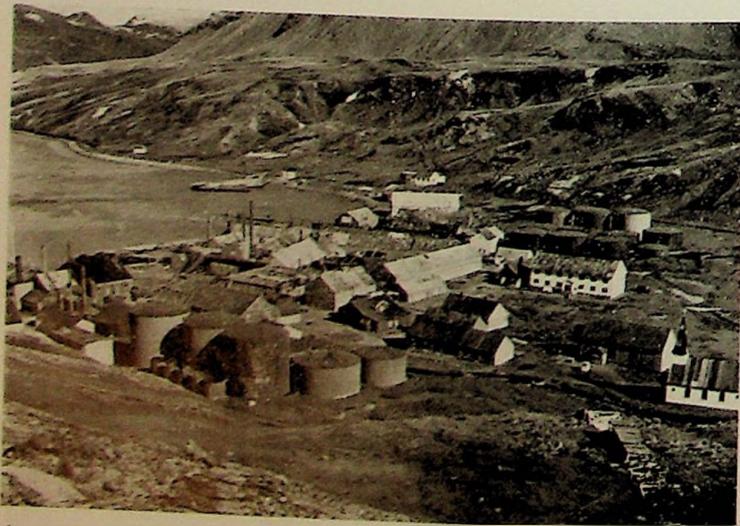
The broadcasting service is controlled by a voluntary committee under a Broadcasting Officer responsible to the Chief Secretary. A salaried secretary is employed.

Programmes of from five to seven hours' duration are broadcast daily and there are four part-time announcers. B.B.C. news bulletins, commentaries and sports results are broadcast daily and extensive use is made of the B.B.C. and other transcription services. Local features and some overseas programmes are recorded and re-broadcast. Six hundred and ten wireless receiving licences were issued during 1974 and in the same year 326 wired broadcasting subscriptions were paid. The figures for 1975 were 596 and 307 respectively.

As it is to be expected there is a considerable interest in amateur broadcasting, and 42 transmitting licences were in existence in 1975.



A view of Bird Island, South Georgia.



Grytviken—the building shown on the extreme right of the photograph is the most southerly church in the world. The station, at South Georgia, is now dis-used.

FILMS

The Central Film Library, a quasi-Governmental organisation established in 1953 has a membership of 26, made up of 25 farm settlements, and a commercial hirer who exhibits films in Stanley once a week. There are also five other persons who hire films from the library, which include the Naval Barracks at Moody Brook, the Council of Christ Church Cathedral, Johnston Construction Ltd., the Working Men's Social Club and the Colony Club. The Library operates on a non-profit basis and obtains films from a number of distributors in the United Kingdom.

Films of educational value are shown at the Senior School in Stanley and at Darwin Boarding School.

INFORMATION SERVICES

Literature and items of information received from the Central Office of Information in London and from the British Council are handled and circulated by the Information Office in the Secretariat. The Colony's very small budget restricts severely the amount of published material and no regular publications are printed.

Chapter 13: Local Forces

THE Falkland Islands Volunteer Corps, first formed in 1892, was reconstituted in 1920 as the Falkland Islands Defence Force. Service in the force is voluntary. Training is carried out with the aid of Royal Marine instructors stationed in the Colony. The Force took part in ceremonial parades including those held to mark the Birthday of Her Majesty the Queen, Remembrance Sunday and the Anniversary of the Battle of the Falklands (8th December).

Chapter 14: Science Research

THE Appleton Laboratory of the U.K. Science Research Council has continued to operate an ionospheric observatory in Stanley. The station is in a part of the world with considerable geophysical interest and reliable data are available from 1947 onwards, covering nearly three solar cycles. It is also one of the prime stations

contributing to the index which is used to forecast the radio frequencies needed for long distance communications.

Chapter 15: Meteorological Services

METEOROLOGICAL services within the Colony are provided by the Falkland Islands Government.

The main functions of the Meteorological Service are:

- (i) the organisation of meteorological observations in the Colony,
- (ii) the provision of forecast for the general public and aviation (civil, internal and external, and private).

Forecasts used to be provided on request for international shipping but since the Falkland Islands Government gave up responsibility for the external Mobile Maritime Service this service has terminated.

- (iii) the preparation of climatological data for stations in the Falkland Islands,
- (iv) limited investigations into the meteorology of the Falkland Islands.

Meteorological services in the Dependencies are provided by the British Antarctic Survey.

PART III

Chapter 1: Geography

THE Falkland Islands lie in the South Atlantic Ocean, between latitudes 51° and 53° South and longitudes 57° and 62° West. The archipelago is separated from the South American mainland by about 300 miles of sea. It comprises two large islands and some 200 smaller islands, with a total land area of approximately 4,700 square miles, comparable in area with Northern Ireland but spread over a much greater extent.

The distance from Stanley to New Island, the most westerly settlement, is somewhat greater than that from London to Cardiff while the distance between the most northerly and southerly settled areas approximates to that between Oxford and the Isle of Wight.

Complete aerial photographic cover of the territory exists and excellent topographical maps are available on scales of 1: 50,000, 1: 250,000 and 1: 643,000.

GEOLGY AND LANDFORMS

The Falkland Islands are composed almost entirely of Palaeozoic and Mesozoic sedimentary rocks. Some of these have strong lithological and palaeontological affinities with those of South Africa, Uruguay and Southern Brazil. Although the islands lie on the edge of the Patagonian Continental Shelf, there is no stratigraphical connection between the Falklands and the nearer parts of the South American mainland. The extensive Tertiary deposits of eastern Patagonia are not represented in the Falkland Islands nor is the great oil-bearing Cretaceous geosyncline of eastern Tierra del Fuego. The axis of Andean folding is supposed to lie to the south of the islands, through Burdwood Bank, whence it is continued as the Scotia Arc to South Georgia, the South Sandwich Islands and ultimately to the Antarctic Peninsula.

The distribution of rocks within the Falkland Islands is now fairly well known. West Falkland and the adjacent islands are predominantly composed of Palaeozoic sedimentary rocks, quartzites, sandstones and shales, with a few minor occurrences of tillite and a small exposure of the Archaean basement complex at Cape Meredith in the extreme south.

The northern part of East Falkland is composed, too, of the Palaeozoic sedimentary rocks, with the main development of younger strata in Lafonia and the surrounding islands. These Mesozoic rocks are represented by sandstones and mudstones which may be equated with the Gondwana succession of other parts of the Southern Hemisphere.

The main structural elements in the islands are folds which occurred after the deposition of the youngest Mesozoic rocks. Two main fold directions may be recognised. The first trends east-west across the northern part of the islands; the second is roughly parallel to the direction of the Falkland Sound and is exposed along the western side of it. It is now believed that folding along both axes was contemporaneous and may, indeed, form a single system.

The close relationship between the rock succession and fossil fauna of the Falkland Islands and parts of southern Africa has been frequently quoted as evidence to substantiate the hypothesis of continental drift. Recent research into the structures of the Falkland Islands suggests that this group may have moved from the vicinity of south-east Africa and that the rocks of the Falklands represent the missing portion of the truncated Karroo basin of Natal and eastern Cape Province.

Although it has been stated that the Falkland Islands were ice-free during the quaternary era when adjacent parts of the South American mainland were glaciated, there is convincing evidence that at least the mountains over 2,000 feet experienced local glaciation. The broad summits of Mount Osborne and the mountains of West Falkland are sharply scalloped by pronounced corries. Such steep-sided amphitheatres owe their form chiefly to the erosive action of small glaciers that were probably nourished by snow and ice domes located on the broad mountain tops. Investigations are at present being made to establish the terminal limits of these glaciers as defined by the moranic ridges deposited at their snouts. Since the ice domes and glaciers appear to have been confined chiefly to mountain areas whose summits exceed 2,000 feet, large areas of the Falkland Islands remained ice-free and experienced a periglacial climate. During such conditions of severe cold, large accumulations of boulders—stone runs, as they are called—formed on the hillsides and valley floors of upland areas. They are particularly well developed in areas of quartzite bedrock. The origin of the stone runs has been attributed to solifluction—the mass movement of shattered debris down the valley sides under the influence of frost-and-thaw action.

Two main morphological elements may be recognised, the mountains which occur in the areas of folded Devonian-Carboniferous

sandstone and quartzite, and the great plain of Lafonia, where the Mesozoic rocks are exposed. The principal mountain ranges follow the trend of the folded quartzites, from east to west across both main islands and parallel with Falkland Sound on West Falkland. The hills occasionally rise to about 2,300 feet (Mount Osborne on East Falkland is 2,312 feet high; Mount Adam on West Falkland is about 15 feet lower), but the general summit levels are between 1,500 and 2,000 feet. On East Falkland, the main upland ridge of Wickham Heights rises steeply along the southern edge of the folded quartzites. The tillites and Mesozoic sedimentary rocks which lie to the south have been considerably less resistant to erosion so that, where these have been folded, the terrain consists of low parallel ridges rising to little more than 200 feet. South of the great inlets of Choiseul Sound and Brenton Loch, where the rocks are virtually undisturbed, the whole country is a flat plain which seldom rises more than 100 feet above sea-level.

Generally speaking, the rivers are small. The valleys show close adjustment to structure. The numerous intricate inlets round the coast, many of which form magnificent harbours, were originally formed by river action when the sea-level was at least 150 feet lower than at present. The subsequent submergence, which formed the characteristic ria inlets, appear to have been the dominant movement which has controlled the later development of the coast.

As far as investigations have gone, it appears that the islands have no mineral wealth because none of the sedimentary rocks contain minerals which are of economic value. The only local fuel is low grade peat. The impermeable nature of the quartzites and sandstones has greatly hampered drainage and most of the rocks lack important minerals for plant growth. Limestone is absent and soils are acid in reaction. Successive surveys of the islands for economic minerals have shown that only the beach and dune sand could conceivably have any value, but in islands as remote as the Falklands their exploitation for glass-making cannot be regarded as an economic venture.

CLIMATE AND VEGETATION

The Falkland Islands lie on the northern edge of the depression belt through Drake Passage: they are thus dominated by westerly winds and by the continuous variation of weather caused by the procession of air masses and fronts across them. The islands lie in the lee of the South American continent, but are separated from the mainland by about 300 miles of relatively cold sea. Although the warming and drying influence of the Andes is still felt in the islands,

the effect upon the climate is considerably modified by this sea passage. The climate of the Falkland Islands is characterised by the narrow temperature range, strong winds, seasonal uniformity and day-to-day variability of weather which are commonly associated with an oceanic situation in temperate latitudes.

The majority of long-term climatic records which are available for the Falkland Islands depend upon observations which have been made in the vicinity of Stanley. Consequently there is little precise knowledge as to how temperature and rainfall vary through the archipelago as a whole. Several farms keep rainfall records but these data do not cover a long enough period to permit a statistical assessment of rainfall distribution. At Stanley the mean monthly temperature varies between 49°F in January/February and 36° F in July. The air temperature has never been known to exceed 79°F or to fall below 12°F. No month is entirely frost-free, although the air temperature rarely falls below 32°F. in January or February. Average values for relative humidity are high and in consequence the average cloud amount is large. However there is very little atmospheric pollution, and about 35 per cent of the total possible sunshine is recorded annually; this is about the same as at many places in the United Kingdom. Fog is rare except on the hills, and dense fog, with visibility of only a few yards, does not occur. The rainfall at Stanley is about 25 inches, spread fairly evenly throughout the year, with a maximum in summer (December and January) and a minimum in early spring (September and October). The number of days with rain is high throughout the year (16–21 days per month). Snow falls on about 50 days during the year and has been recorded in every month. Snowfalls are, however, light and soon melt. The wettest year on record was 1911, when 37 inches of rain were measured. The driest year was 1960, with only 19.4 inches.

The prevailing winds are westerly. More than two-thirds of the winds blow from the quadrant between south-west and north-west. There is little seasonal variation in wind direction or speed, and the mean speed is quite high at around 17 m.p.h. Gales are recorded on an average of about four occasions per month, but storm force winds and gusts in excess of 70 m.p.h. are almost unknown; calm conditions occur more frequently than do gales. It is noticeable that most newcomers to the Falklands, who have read in advance the statistics of the climate, are favourably impressed by the weather as experienced in these islands.

The cool, windy climate has prevented natural tree-growth. The natural vegetation of the Falkland Islands is a grassland with certain species of heath and dwarf shrubs, which form plant communities

similar to the moorland vegetation of upland Britain. The monotonous succession of arenaceous and argillaceous sedimentary rocks, with the absence of limestone, is reflected in the uniformity of the sub-soil type. The top-soil is generally peaty, though the thickness of the peat horizon may vary from less than 1 inch to more than 15 feet. Much of the uplands are comparatively bare of vegetation, comprising eroded peat, scree and stone runs.

The grasslands of the Falkland Islands represent the sole natural resource which has proved capable of economic exploitation throughout the entire history of colonisation. Following the first settlement by the French in 1764, cattle ran wild on East Falkland. By 1840, the number of wild cattle had reached some figure between 50,000 and 100,000 and appeared to be increasing rapidly despite the large numbers killed annually. During the early years of the colony, the export of hides represented the principal economic activity. Within 10 years, however, sheep began to replace the wild cattle which were systematically slaughtered until, by 1880, they had been virtually exterminated. During the last 30 years of the nineteenth century, sheep-farming developed rapidly. Between 1893 and 1899, there were more than 750,000 sheep in the islands. This appears to have been a greater number than the pastures could support by the methods of large-scale ranching which have always been employed. After 1898 there was a decline in the number of sheep but this has levelled off. In recent years there has been an increase in wool production.

Little precise information was available until 1938–39 when the islands were first examined by a competent ecologist; the results of this work showed that the major subdivisions of the grasslands are composed of comparatively few species which have any significant nutritional value. Pasture improvement experiments are at present being carried out by several farms on East and West Falkland.

The Director of the Hill Farming Research Organisation in Scotland visited the islands during 1960–61 in connection with improvement to the pastures and to the sheep industry generally.

WILD LIFE

The Falkland Islands have a fascinating and perhaps unique collection of wild life still to be found in completely unspoiled areas of natural landscape.

The deep waters of the South Atlantic which surround these islands are rich in marine life, supplying vast quantities of food for a variety of species breeding within the archipelago.

One of the most abundant of marine creatures, krill, a shrimp-like

creature, is the key link in the main food chain. Feeding directly on the one-celled plants of the sea, diatoms, the krill in turn supports not only fish and seals but countless thousands of penguins and other sea-birds, including the black-browed albatross.

Over half the island's breeding birds are largely dependent on the sea for food. Species include the grey-backed storm petrel, sooty shearwater, thin-billed prion, diving petrel and the king shag.

Penguins are perhaps the most striking feature of bird life in the Falkland Islands. Three main species are found breeding, namely the rockhopper penguin, Magellan or jackass penguin, and the Gentoo penguin. Two other species, the macaroni penguin and king penguin are comparatively rare; the latter is slowly re-establishing small breeding colonies.

Around the coasts the territories of the Falkland flightless steamer duck or logger duck (*Tachyeres brachypterus*) are contiguous, with the kelp goose (*Chloephaga hybrida*) present at frequent intervals. Oystercatchers, night herons, plovers and several species of gulls feed along the shore. Terns, white-rumped sandpipers, sheathbills and skuas are summer visitors.

In places where there are freshwater ponds, especially near the coast, the upland goose (*Chloephaga picta picta*) and ruddy-headed goose have contributed to the formation of fine green grass by continued cropping. In such areas a variety of bird life can be found. The two previously mentioned species are common and may be seen in fairly large groups in selected areas. Yellow-billed teal, Chiloe widgeon, Rolland's grebe and crested duck frequent such areas.

Inland, the ground is covered by low shrubs, coarse grasses and ferns, with lichen-covered outcrops breaking the landscape. In such areas the more common species of bird are the military starling, a handsome bird, the male having a brilliant scarlet breast, the black-throated finch, the Falkland pipit and the ground tyrant. Predators are Cassin's falcon, the carancho and the red-backed buzzard.

In sharp contrast to the main islands many of the small offshore islands which make up the archipelago are covered in tussac grass. This giant grass forms a base which often measures two to three feet in diameter and three to four feet in height. On top of this base, the tussac throws up its stems and narrow leaves, the complete plant often reaching a height of seven or eight feet. Of the 60 different species of bird known to breed in the Falkland Islands, 30 can be found nesting on tussac islands. Species of petrels nest in burrows below and in the tussac bases, while two species of wren, a Falkland thrush, and tussac bird (*Cinclodes antarctica*) are common on many of these islands.

The value of tussac islands for the future preservation of our wild life is considerable and in view of this a number of such islands are now protected by a Nature Reserves Ordinance and a Wild Animals and Birds Protection Ordinance.

There are now no known indigenous land mammals in the islands. Formerly there was a wild fox, known as the "warrah", a species peculiar to the Falklands, but it has become extinct, the last known specimen being killed on West Falklands in 1876. Mice, rats, rabbits, hares and on certain islands foxes of a Patagonian species and guanaco occur, all having probably been introduced by man in the last century.

Amphibious marine mammals are represented by seal, which are to be found in many of the more isolated coastal areas.

The southern sea lion is still perhaps the most abundant of the three major species breeding in the Falklands. Forming breeding colonies of between 20 and perhaps as many as 300 animals, the sea lion occupies sites on rocky foreshores of the main island and many of the smaller offshore tussac islands.

Except in a few comparatively inaccessible areas, the fur seal is rarely seen. This small seal, which came close to being killed out in these waters by the early sealers, is now probably fairly well established again at the four or five colonies known to exist in the archipelago; it might however still be classed as an uncommon species.

The elephant seal represents the one other species of seal found breeding in the islands. This huge seal (males can attain the length of 20 feet and weigh over three tons) is to be found in small groups in many areas of the Falklands. Not being agile on land, the species prefers sand or shingle beaches on which to breed. While elephant seals are a fairly usual sight on the coasts, it is doubtful if their total population figure would approach that of either of the two previously mentioned species.

Occasionally the less common leopard seal is to be seen on Falkland beaches, although it is not known to breed here. A carnivore, this seal preys on a variety of species including penguins and other seal.

Of the true marine mammals to be seen in Falkland waters, Peale's porpoise and Commerson's dolphin are perhaps the most common species.

Whales are now unfortunately a rare sight, although stranded specimens of bottle-nosed whale, Cuvier's beaked whale, strap toothed whale and sperm whale have all been discovered on the shores.

POPULATION, LAND TENURE AND ECONOMY

The population is almost entirely of British origin, with a very small admixture of Scandinavian and Latin American blood. The first settlers, some of whose descendants still live in the Colony, began to arrive during the uneasy years which followed the establishment of the Colony in 1833. During the remainder of the nineteenth century the population increased until it had reached about 2,000 in 1900. During the whole of the twentieth century, the population has fluctuated between 1,875 and 2,300. This unique condition of an almost static population may be accounted for by the fact that, owing to the limited economic opportunities, emigration from the islands has practically balanced the natural increases throughout the period.

During the early development of the Colony, great emphasis was laid upon its strategic position, both as a naval base and as a port of call for ships rounding Cape Horn. In consequence, the development of the land was largely neglected and no proper system of land tenure was ever devised. The Falkland Islands are unique among the colonies in that the freehold title to all the land, save a few thousand acres, was sold without any proper survey. The land on East Falkland was taken up first and most of it was sold by 1860. Colonisation of West Falkland began in 1867 and, within two years, virtually the whole of the land had been sold. The land thus acquired was converted into large sheep farms. Today, the Falkland Islands Company owns about half the entire area of the Colony. Extensive ranching of sheep for wool represents in fact the sole economy of the islands.

From time to time, attempts have been made to exploit other natural resources or to diversify the ranching economy but all these have ultimately failed. During the late nineteenth century, Stanley was an important revictualling port with a primitive ship-repairing industry. These activities began to dwindle after steamships started to replace sailing ships and finally died when the opening of the Panama Canal diverted shipping from the Cape Horn route. Sealing had been carried out sporadically since the earliest days of settlement in the islands, but since the wholesale destruction of the valuable Southern fur seal in the early years of the nineteenth century, the other, oil-producing species of seal have had less economic importance. The last attempt at commercial sealing was made by the Colonial Development Corporation, but survived for only three seasons. An effort was made to establish a meat freezing plant at Ajax Bay, East Falkland, but this project, also assisted by funds from the Colonial Development Corporation, was discontinued in

1955 and the plant was put up for sale. Whaling was carried out for a few years before the First World War, when a shore factory was built on New Island, West Falkland. This was always subsidiary to the greater activity at South Georgia, whither the company moved in 1916.

SETTLEMENT AND COMMUNICATIONS

The capital of the Colony is Stanley and about half the total population live there. The only other settlement of any size is Goose Green in Lafonia, with a population of about 100. The other settlements are sheep stations. The site of Stanley was originally selected because it had special advantages of accessibility and protection for sailing vessels. Today, its peripheral situation, near the north-east corner of the islands, is a disadvantage because many farms are remote from this site. The outlying settlements lie close to navigable water to facilitate the shipment of wool.

While there are motor roads in Stanley, rough tracks, negotiable by Land-Rover type vehicles and motor-cycles, connect most of the sheep stations. A growing number of Land-Rovers, jeeps and motor-cycles has recently become a feature of camp life. The bulk of heavy supplies is transported by sea; light goods, passengers and mail are carried by air. The introduction of an internal air service in 1949 has done much to reduce the isolation of many of the outlying farms.

Previously communications with the rest of the world were largely confined to the voyages made about 12 times each year to Montevideo in Uruguay by R.M.S. *Darwin*, owned by Darwin Shipping Company Limited, a subsidiary of the Falkland Islands Company. This ship was, however, withdrawn from service in December 1971 and the sea-link with Uruguay severed. Sea communications will, in the future, be through ports in the Argentine Republic. Unscheduled flights by Albatross amphibian aircraft of the Argentine Air Force took place several times during 1971, linking Stanley with Comodoro Rivadavia (Argentina). Regular international flights, using the same type of aircraft and the same route as these unscheduled flights commenced in January 1972 and continued until November 1972, when a weekly air service with Comodoro Rivadavia, using Fokker F.27 Friendship aircraft, operating from a temporary airfield near Stanley was inaugurated by Lineas Aereas del Estado (Argentina).

Chapter 2: History

THE sixteenth century saw the adventurers and discoverers from the leading countries of Western Europe sailing further and further south. By the time Drake circumnavigated the globe in 1577–80 the existence of the eastern coast of South America might be said to have been common knowledge to the cartographers of the time. Even so it was not until shortly before the turn of the century that the group of islands now known as the Falkland Islands was sighted for the first time.

The history of the Falkland Islands begins with the second voyage of Sir Thomas Cavendish whose expedition sailed from England in 1591. Nine months after starting, the ship *Desire*, captained by John Davis, was driven off course in “a sore storme”.¹ Fortunately for Davis his ship was “driven in among certaine isles never before discovered . . . lying fiftie leagues or better from the ashore east and northerly from the streights”.¹ The Falkland Islands were thus first sighted on 14th August 1592.

Following the initial discovery by Davis, history records other early navigators sighting the islands, including Sir Richard Hawkins in February 1594, who wrote: “The lande, for that it was discovered in the raigne of Queene Elizabeth my soveraigne lady and mistress, and a maiden Queene, and at my cost and adventure, in a perpetual memory of her chastitie, and remembrance of my endeavours, I gave it the name of Hawkin’s Maidenland”.²

Sebald de Weert, a Dutchman travelling northwards up the Patagonian coast on his way home, sighted the north-western part of the Falklands in January 1600 and called the three islands he saw the Sebald Islands but the name did not persist and these islands are now known as the Jason Islands.

Ninety-eight years after Davis first sighted the islands, Captain John Strong of the *Welfare* made the first recorded landing on 27th January 1690. Strong gave the name Falkland to the Sound between the two principal islands—“Falkland Sound as I named it”³—though it was not long before that name was applied to the group of islands as a whole. Strong named the Sound after Viscount Falkland, Treasurer of the Navy.

Visitors to the Falklands became more frequent as the years went by and it was the French, who were in the fore-front. Indeed the

1. A. H. Markham, *The Voyages and Works of John Davis*, 1880, pp. 107–9.
2. *The Observations of Richard Hawkins, Knight, in his voyage into the South Seas, 1593, 1622.*
3. Captain Strong’s log book.

French called the islands “isles Malouines” after the seaport St. Malo from which port many of the French seafarers sailed. The Frenchman Jacques Gouin de Beauchene discovered the small island, now a wild animal and bird sanctuary, known as Beauchene Island, which lies south of the East Falkland.

French interest in the Falklands or “Les Malouines” developed to the extent that in 1764 Louis Antoine de Bougainville founded a French colony on East Falkland. Bougainville’s inspiration to colonise the Falkland Islands followed the defeat of Montcalm and the French in Canada and the subsequent loss of that colony.

Bougainville’s expedition left St. Malo on 8th September 1763, and on 31st January 1764, sighted the islands. The site for the first settlement was duly chosen at the west end of Berkeley Sound and work started on the construction of Fort St. Louis.

While the French were thus occupied, a British expedition under Commodore John Byron was being prepared “to locate and claim Pepys’ and Falkland Islands”,¹ and the vessels duly arrived in the Falklands on 12th January 1765 and with due ceremony claimed them for King George III. Although Commodore Byron did not find Pepys’ Island he did land on Saunders Island and there discovered “one of the finest harbours in the World. I named it after your lordship”.² The name he gave to the harbour was Port Egmont, after the First Lord of the Admiralty, John Percival, second Earl of Egmont. Commodore Byron reported to the Admiralty that “I coasted the islands for 70 leagues and saw no evidence of any one being there”.³

The Admiralty was now keen to occupy the islands “undoubtedly the key to the whole Pacific Ocean”,⁴ and soon despatched Captain John Macbride “to complete the settlement begun last year and erect a blockhouse for the defence of the said settlement”.⁵ Macbride arrived at Port Egmont in January 1766 and in December of that year, whilst circumnavigating the islands, discovered the French settlement in Berkeley Sound. He presented the French with formal notices to quit the islands, inspected the settlement (and was indeed impressed with what he saw), and return to Port Egmont. By March 1767 Macbride was in England presenting his report to the Admiralty.

However, before Captain Macbride had even come upon the French settlement, it had in fact been signed over to Spain. On the

1. Letter from Captain Byron to the Earl of Egmont, 24th February 1765.
2. Ibid.
3. Ibid.
4. Letter from the Earl of Egmont to the Duke of Grafton, 20th July 1765.
5. Secret instructions to Captain Macbride, 29th September 1765.

3rd October 1766 France relinquished her claim in return for a £24,000 indemnity from Spain and Port Louis became Puerto de la Soledad.

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 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 June, reaching England on 24th September.

The Spanish action brought the two countries on the verge of war but fortunately the negotiations with Spain brought a peaceful settlement to the issue and in February 1771 Port Egmont was restored to Britain. Possession was resumed on 16th September of that year and until April 1774 the settlement underwent considerable development. In May 1774, however, the British closed their establishment at Port Egmont as it was considered to be "neither more nor less than a small part of an uneconomical naval regulation".¹ Before he set sail in the *Endeavour* on 21st May 1774, Lieutenant Clayton, commander at Port Egmont, fixed the following inscription engraved in lead to the door of the block-house:

"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"

1. Letter from Rochford to the Duke of Grafton, 11th February 1774.

For the rest of the century and the early part of the nineteenth Spain maintained her settlement at Soledad. During this time Port Egmont remained deserted except for occasional visits by sealing and whaling vessels from England and North America.

In June 1806 the Spanish Governor Martinez abandoned Soledad on hearing that Buenos Aires was in the hands of the English General, Beresford. At this point Spanish jurisdiction over the Falkland Islands ended. On 9th July 1816, by the Declaration of Independence, the United Provinces of the Rio de la Plata came into being. The United Provinces claimed to succeed Spain in sovereignty over the Falklands but for the next 10 years the new state was too preoccupied to pay attention to distant lands.

The United Provinces finally took possession at Soledad on 9th November 1820 when Colonel Jewitt of the United Provinces Marine arrived there. The newly created Argentine Republic showed interest in the Falkland Islands in 1826 when Louis Vernet revived the settlement at Soledad. Vernet, of French birth, a merchant of Hamburg, developed business interest in the Falklands over the next few years dealing mainly in salted fish, cattle and skins. In June 1828 Vernet was made governor by the Buenos Aires authorities.

Following Vernet's seizure, in August 1831, of three United States schooners, he was recalled to Buenos Aires and never returned to the Falklands. The American warship *Lexington*, commanded by Captain Duncan, sought reprisals for the seizure of the United States vessels and destroyed the small fort at Soledad before retaking the seized ships.

In 1832 the British Government reasserted its sovereignty by sending out His Majesty's Ship *Clio* under the command of Captain Onslow. On reaching Soledad (Port Louis), Onslow found a detachment of 50 Argentine soldiers and their schooner *Sarandi* commanded by Don Jose Maria Pinedo. Pinedo was duly informed of Captain Onslow's mission—"I have received directions to exercise the rights of sovereignty over these islands",¹ and given orders to quit. The British flag was raised immediately and on 5th January 1833, the Argentine force sailed for Buenos Aires. Captain Onslow himself sailed within the next two days and left the settlement in the charge of Mathew Brisbane, Vernet's agent, and William Dickson, Vernet's storekeeper. Thus the Colony was established in January 1833.

Apart from a handful of settlers, the remainder of the inhabitants of Port Louis consisted of sealers and whalers of various nationalities, Indian convicts left by Vernet and gauchos. It was against this

1. Letter from Captain Onslow to Pinedo, 3rd January 1833.

background that on 26th August 1833, without warning and for no tangible reason. Mathew Brisbane and William Dickson were murdered in the most brutal fashion. Brisbane lies buried in the cemetery at Port Louis where his grave is cared for and honoured.

The murderers, three gauchos and six Indians, made off into the camp and remained at large until Lieutenant Henry Smith, R.N., captured them in early March 1834. Lieutenant Smith was in charge of the establishment at Port Louis 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 at Port Louis which he named Anson but in 1843 he removed to Stanley, the present capital with an excellent harbour leading off Port William.

In a despatch of 14th April 1842, he wrote, "The geographical position of the island is so convenient, the numerous harbours in them so excellent, especially the most leeward one, Port William, that the advantages they could be made to afford to shipping in these seas has never failed to strike all persons who have given their attention to the subject, commencing with Lord Anson, the first person that appears to have drawn the public attention to the great value of this portion of the British Dominions.

"The fear of the difficulty of making these islands, arising from long-established prejudices and want of good charts, is now fast dying away. The admirable nautical chart commenced by Captain Fitzroy, and continued by Lieutenants Sullivan and Roberts, R.N., now affords the means of acquaintance with these islands not surpassed by that of any ports or harbours in the world.

"One objection that masters of vessels make to call in, is the delay in beating up Berkeley Sound to the present seat of Government, the prevailing winds being westerly, and generally strong. The same objection does not apply to Port William, which is easier of access and egress at all times, and a few tacks would bring any vessel to a secure and convenient anchorage."

At the beginning life was difficult but 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 in that same year. Since that time the Falkland Islands Company has acquired extensive tracts of land throughout the Colony and carries on business as shipping agents and general merchants in Stanley.

The first Legislative Council for the Colony was set up during Governor Moody's term of office. It consisted of four members, one of whom was an unofficial, who was the Colonial Chaplain and Governor Moody's brother. Although the Legislature retained an official majority for many years, unofficials, most of whom were farmers, played an important part in its deliberations.

In 1849 the small garrison, composed of Sappers, which had been maintained in the Colony was replaced by a garrison of Royal Marines, 25 in number and all married. In 1855 the South American Missionary Society founded a training settlement for Indians from Tierra del Fuego on Keppel Island. The missionary settlement existed until 1898 when the last of the converts were repatriated to Tierra del Fuego. 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 George (later King George V) 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 descended from the cattle introduced by de Bougainville; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor.

Sheep-farming was first attempted by the brothers Whittington on the East Falkland where by the year 1860 a considerable number of sheep was being run. During the succeeding decade a start was also made on the West Falkland. Between the years 1870 and 1880 a definite change-over from cattle to sheep took place and subsequently most of the wild cattle were killed off. They are not however extinct and a few still exist.

A period of steady prosperity followed and in 1885 the Colony became self-supporting. Wireless communication with the outside world was opened in 1912. On 8th December 1914 the Falkland Islands were the scene of Sturdee's brilliant naval victory over Graf von Spee. The 8th December has been adopted as a national day and is celebrated yearly by religious services and a public holiday. The battle is commemorated by a handsome memorial overlooking Port Stanley.

When war was declared in 1939 the Falkland Islands Defence Force was mobilised for the defence of the Colony which once again proved its value as a naval base. After the battle of the River Plate the British cruisers returned to Stanley to land the wounded who

were cared for in the local hospital for several weeks. As German raiders disappeared from the seas the 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 British troops arrived in Stanley amounting in all to some 2,000 officers and men. The presence of such a large contingent severely strained the facilities of the town but despite all inconveniences, including the evacuation of school children, characteristic Falkland Islands hospitality was displayed. By 1945 the garrison had been withdrawn. 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 Spitfire aircraft were purchased with money 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.

In 1944 the Stanley Town Hall was accidentally burned to the ground. 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 also contained the public library, the museum and certain Government offices.

After the war considerable development took place. The King Edward VII Memorial Hospital was extended by the opening of the Churchill wing, the Secretariat was enlarged and a new Town Hall was built. A large freezing plant for Falkland Islands mutton was constructed at Ajax Bay but unfortunately the high cost of administration and export made Falkland Islands mutton too expensive for overseas markets and the freezer was eventually closed down. An internal air service was opened with a single land aircraft. Experience soon showed that sea-planes were of more value and since 1953 Beaver floatplanes have given remarkable service in and around the islands.

The Falkland Islands Company Limited built a new steamship, the R.M.S. *Darwin*, which together with chartered ships has kept the Colony supplied with all its needs.

In January 1957, after an interval of some 70 years, the Falkland Islands were again visited by a member of the Royal Family, when His Royal Highness The Duke of Edinburgh spent three days in the Colony.

The inauguration of a weekly external air service with Comodoro Rivadavia (Argentina) in November 1972 brought closer com-

munication with the outside world and removed the relative isolation of the people. The sheep farming industry, which throughout the years has provided the basis for the economy, has seen many changes: a greater use of machinery, an extended programme of fencing and seeding and better management of sheep and pastures.

Chapter 3: Administration

At the head of Government is the Governor and Commander-in-Chief who is advised by the Executive Council.

By Order in Council dated 2nd September 1964, the constitutions of both the Executive and Legislative Councils were altered to allow for an unofficial majority.

The Executive Council consists of the Governor, the Chief Secretary and the Financial Secretary, both *ex officio*, two Unofficial Members (known as Appointed Members) and two Elected Members, elected by the Elected and Nominated Members of the Legislative Council from amongst the Elected Members of Legislative Council.

The Legislative Council consists of the Governor as President, the Chief Secretary and Financial Secretary as *ex officio* members, two Elected Members representing the Stanley constituency, two Elected Members representing respectively the East and West Falkland constituencies, and two Nominated Independent Members.

A Select Committee of Council submitted its Report on the Constitution during 1975. The Report which has as its main recommendation to replace Nominated Independent members of Legislative Council with Elected Members, was accepted by the Legislature and remitted to the Secretary of State in 1975.

The Chief Secretary is the head of the Civil Service whose departments have established posts as follows (1975):

Aviation	5
Customs and Harbour, including M/V "Forrest"	4
Education	29
Medical	16
Meteorological	3
Police and Prisons	8
Posts and Telecommunications and Broadcasting	18
Public Works and Electrical	26
Secretariat, Treasury, Central Store and Government Printer	21
Supreme Court	2

The Civil Service also undertakes the local Government functions formerly performed by the Stanley Town Council.

Chapter 4: Weights and Measures

IMPERIAL weights and measures are in general use.

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kell, Maling and Cawkell: *The Falkland Islands*, quoted above.

APPENDIX

Governor and Commander-in-Chief
E. G. Lewis, C.M.G., O.B.E. (until 20.1.75)
N. A. I. French, C.M.G., M.V.O. (from 27.1.75)

Executive Council (as at 1 January 1975)

The Governor (His Excellency Mr. N. A. I. French, C.M.G.,
M.V.O.)
The Hon. the Chief Secretary (The Hon. A. J. P. Monk)
The Hon. the Financial Secretary (The Hon. H. T. Rowlands)
The Hon. Lt. Col. R. V. Goss, O.B.E., E.D. (Appointed
Member)
The Hon. W. R. Luxton (Appointed Member)
The Hon. S. Miller, J.P. (Elected Member)
The Hon. L. G. Blake, J.P. (Elected Member)

Legislative Council (as at 1st January, 1975)

The Governor (His Excellency Mr. N. A. I. French, C.M.G.,
M.V.O.)
The Hon. the Chief Secretary (The Hon. A. J. P. Monk)
The Hon. the Financial Secretary (The Hon. H. T. Rowlands)
The Hon. S. Miller, J.P. (First elected member for Stanley)
The Hon. R. M. Pitaluga (Nominated Independent Member)
The Hon. L. G. Blake, J.P. (Elected Member, West Falkland)
The Hon. A. B. Monk, J.P. (Elected Member, East Falkland)
The Hon. W. E. Bowles (Second elected members for Stanley)
The Hon. W. R. Luxton (Nominated Independent Member)

Clerk of Councils: Mr R. Browning

The Dependencies

PART I

SOUTH GEORGIA

IN the 1973–74 summer, British Antarctic Survey geologists and biologists worked at a number of localities around South Georgia and the off-lying islands having been transported by the B.A.S. relief ships R.R.S. *John Biscoe* and R.R.S. *Bransfield* with the assistance of H.M.S. *Endurance*. *Endurance's* helicopters also helped to re-supply the Hodges Glacier glaciological field hut and carried out a magnetic reconnaissance of the Barff Peninsula.

A year-round benthic survey was started from the B.A.S. base, Shackleton House, on King Edward Point, Cumberland East Bay, and this was supplemented during the summer by work from the ships on the north and north-west coasts of South Georgia and the Willis Islands. The latter progressed well in spite of gales interspersed with fog. These programmes had been devised to detect changes in the dominant groups represented, and to relate them to physical and chemical changes in the environment. Emphasis had been placed on the production ecology of selected members of the benthic communities. To complement field programmes, small samples of live fish and invertebrates were taken to the United Kingdom for further study.

Investigation of the feeding behaviour of dove prions and blue petrels revealed important differences between this closely related species—pair. This continued earlier work demonstrating the ecological separation of Antarctic birds. Fur seal tagging was continued on Bird Island. The fur seal population explosion continues, and new and expanding colonies were investigated on the South Georgia mainland. A two-year study of the reindeer population and its effect on the vegetation was continued.

The five-year programme of landings for a preliminary botanical survey was completed at the beginning of 1974 and work continued on particular species, the projects being greatly facilitated by the lack of snow cover in the 1973–74 summer. The botanists have been chiefly concerned with *Poa flabellata* which dominates the coastal fringe, and another grass *Festuca contracta*, and have continued production and decomposition studies of the bog ecosystem dominated by the rush *Rostkovia magellanica*.

Glaciological work on the Hodges Glacier catchment area was continued as part of the International Hydrological Decade programme. This included the collection of micro-meteorological data. Analysis of photographs and maps, in an attempt to assess long-term changes in the positions of glacier snouts, indicates that there has been a slow retreat from the maximum position attained in the mid-1950s.

A limited programme of observatory geophysics was maintained at the King Edward Point base, together with the collection and transmission of Falkland Islands and Dependencies Meteorological Service collectives (FICOLS). The latter were moved there from the Falklands on 1st October 1974. B.A.S. Annual Climatological Summaries for 1971–73 have now been published. Marine geophysicists on board R.R.S. *Shackleton* continued work on the long-term Scotia Arc Project. This included work in the vicinity of South Georgia.

After the departure of the ships at the end of the summer, field work was confined to areas accessible overland or by launch from King Edward Point.

In the 1974–75 summer, the ships again transported field parties to a number of otherwise inaccessible localities, but work was concentrated on the south-eastern end of the island. R.R.S. *John Biscoe* and H.M.S. *Endurance* carried out a survey of the sea bed in Cooper Bay and Drygalski Fjord, while geologists undertook detailed mapping of the adjacent igneous complex. This complex is an important feature in the Scotia Arc, and material collected from it has been used both in geochemical studies of the complex and nearby basic intrusive rocks, and to extend radiometric dating in collaboration with a group in the University of Leeds. Structural analysis of the Mesozoic greywackes from widely separated areas, has indicated close correlation between certain rock units on South Georgia and in the southern Andes. A geotectonic model has been proposed to explain their present distribution.

The first known landing was made on the precipitous Shag Rocks, 140 miles west of South Georgia, on 4th December 1974, by men from H.M.S. *Endurance*. Rock samples were collected for the geophysicists working on the Scotia Arc. A landing was made by B.A.S. men on Clerke Rocks, 40 miles south-east of South Georgia, the first known landing there having been made by a B.A.S. geologist in 1973.

All the 1973–74 summer programmes were continued in 1974–75 and again in 1975–76. In 1974–75, dangerous explosives from the old Grytviken whaling station which were stored in a hut near King

Edward Point were successfully disposed of by naval experts from H.M.S. *Endurance*. At the end of 1975 new field huts were established at the Bay of Isles and Elsehul.

PART II

Chapter 1: Population

THE only inhabitants of South Georgia were the employees of the British Antarctic Survey who wintered at King Edward Point, 19 during 1974 and 21 in 1975. There were no births, deaths or marriages.

Chapter 2: Occupations and Wages

THE British Antarctic Survey staff were employed at current salary rates.

Chapter 3: Public Finance and Taxation

	1973-74	1974-75
	£	£
Revenue	34,722	53,541
Expenditure	12,957	24,557

THE general revenue balance at 30th June 1975, was a surplus of £99,955. Taxation was the same as in the Falkland Islands.

Chapter 4: Currency and Banking

LEGAL tender consists of Falkland Islands Government currency notes of £10, £5, £1 and 50p denominations and United Kingdom coinage. There are no banks, but facilities were provided by the Administration for deposits in the Government Savings Bank at Stanley and for remitting funds abroad.

The dependency went over to the decimalised monetary system at the same time as the Falkland Islands.

Chapter 5: Commerce

THERE is no trade with South Georgia. The only items imported into the Dependencies during the period under review were domestic provisions and equipment.

Chapter 6: Production

WITH the cessation of whaling and sealing there has been no production since 1965.

The following table shows production figures for the last three years in which shore batteries operated. Seal oil has been included under the heading "Oil (Barrels)".

	No. of companies operating	No. of whales	Oil (barrels)	Meat and bone meal (tons)	Frozen whale meat (tons)	Meat extract (tons)
1963-64	2	1,024	40,334	2,135	3,994	32
1964-65	2	1,150	46,175	3,627	3,786	159
1965	1	222	9,964	920	2,658	51

Chapter 7: Social Services

SOUTH GEORGIA was free of all diseases during 1974 and 1975 and there was no outbreak of infection. The climate is healthy with pure air and water.

A doctor is stationed in the island with the British Antarctic Survey team.

HOUSING

The excellent quarters at King Edward Point previously occupied by Government officials are now used to house personnel of the British Antarctic Survey base.

SOCIAL AMENITIES

During the summer there is ample opportunity for walking and climbing. Walks are somewhat restricted by the mountainous and broken nature of the country but can prove most rewarding for

those interested in ornithology or photography. In winter time there is every inducement to become proficient at skiing as this is the only means of getting from place to place in the deep winter snow. Recreational facilities, including a cinema projector, table tennis and billiard table, are provided in Shackleton house.

Chapter 8: Legislation

LEGISLATION enacted for the Dependencies during the period under review included the following measures:

1974

Application of Colony Laws Ordinance 1974, applying the following Colony laws to the Dependencies:

- Income Tax (Amendment) Ordinance 1974
- Public Health (Amendment) Ordinance 1974
- Marriage (Amendment) Ordinance 1974
- Land (Amendment) Ordinance 1974

Appropriation (Dependencies) (1973-74) Ordinance 1974, providing for the service between 1st July 1973 and 30th June 1974.

Application of Colony Laws (No. 2) Ordinance 1974, applying the following Colony law to the Dependencies:

- Immigration (Amendment) Ordinance 1974.

Appropriation (Dependencies) (1974-75) Ordinance 1974, providing for the service between 1st July 1974 and 30th June 1975.

1975

Falkland Islands Dependencies Conservation Ordinance 1975, amending the law with regard to the conservation of wild animals and birds in the Dependencies, primarily by setting aside South Georgia as a place for scientific research by restricting disturbance to known areas (thus making it possible to monitor the extent to which human activities are upsetting the natural ecological balance).

Application of Colony Laws Ordinance 1975, applying the following Colony laws to the Dependencies:

- Banking (Amendment) Ordinance 1974
- Companies and Private Partnership Ordinance 1974
- Administration of Justice (Amendment) Ordinance 1974
- Customs (Amendment) Ordinance 1975

Chapter 9: Justice

UNTIL November 1969, when the Base Commander assumed this function, the Administrative Officer at South Georgia was also a magistrate, sitting at King Edward Point in the first instance. The Supreme Court and the Magistrate's Court in Stanley are common to the dependencies.

Chapter 10: Public Utilities

THERE are no public utilities. A few of the old Government station buildings at King Edward Point are still in use but many are now derelict.

The capacity of the King Edward Point electric power station is 110 kW generating at 230/400 volts 50 cycles.

Chapter 11: Communications and Transport

THERE is no regular sea communication with South Georgia.

During the summer season mails and transport are provided by the British Antarctic Survey ships which call at South Georgia during their annual supply and relief tours of the British Antarctic Territory and the ice-patrol ship, H.M.S. *Endurance*. Normally they make about four calls between November and April. An old tennis court is now used as a helicopter pad.

There is one port of entry, at King Edward Point in Cumberland East Bay.

A post office is maintained at King Edward Point. Stamp sales are augmented by philatelists' requests for franked covers. These form a substantial part of outgoing mails.

Regular schedules are worked by the Wireless Station at King Edward Point, the traffic passing through Stanley.

Chapter 12: Meteorological Services

METEOROLOGICAL services for the dependency of South Georgia were administered and financed by the Falkland Islands Depen-

dependencies Government until mid-November 1969 after which the administration and continuation of the surface meteorological station at Grytviken, South Georgia, was taken over and financed by the British Antarctic Survey. FICOLS were moved to South Georgia from the Falklands on the 1st October 1974 and operations standardised with World Meteorological Organisation procedures. Reports were passed to the international network together with those of the Antarctic Stations.

There were no other meteorological stations within the Dependencies during the period of this review.

For details of the British Antarctic Meteorological Services, see the British Antarctic Territory biennial Reports, published by Her Majesty's Stationery Office, London.

PART III

Chapter 1: Geography

THE Falkland Islands Dependencies were defined by Letters Patent on 21st July 1908 and 28th March 1917. They constituted that sector of the Antarctic Continent lying between the meridians 20° and 80° West Longitude, together with certain islands adjacent to the Antarctic mainland within this sector, and also the island of South Georgia and the South Sandwich, South Orkney and South Shetlands group. By an Order-in-Council which came into force on 3rd March 1962, that part of the dependencies which lay south of 60° South latitude was constituted a separate territory under a High Commissioner, with the name of British Antarctic Territory. The Falkland Islands Dependencies now comprise South Georgia, the South Sandwich Islands, Shag Rocks and Clerke Rocks.

CLIMATE

The mean temperature of South Georgia varies between 42°F in February and 28°F in August, and about 60 inches of precipitation are recorded annually, much of which falls as snow.

PLANT AND ANIMAL LIFE

In South Georgia the climate is sufficiently temperate to support the growth of 20 species of hardy grass and other flowering plants. Reindeer have been introduced and thrive, having increased from 11 in 1909 to about 2,000 today. There are no other terrestrial mammals.

Most other forms of life are restricted to the open ocean and to the coastal waters. The sea itself is teeming with life from the smallest unicellular organisms at one end of the food chain to the largest mammals at the other. All forms either spend their whole existence in the sea or only come ashore to breed and moult, as do the birds and seals. The fauna of these seas is, on the whole, few in species but very rich in numbers.

Only the seals and whales have any economic value. The seals were first exploited in South Georgia a few years after the visit of Captain Cook in 1775. The principal species were the southern fur

seal which is only now beginning to return to some of the islands where it was most plentiful. The large oil-bearing elephant seal was exploited during the first half of the nineteenth century but recovered more quickly than the fur seal and latterly was taken under licence in South Georgia for more than 50 years. The other species of Antarctic seal are too solitary in their behaviour to warrant economic exploitation.

Five species of whale were common in these waters, but only two, the fin whale and the sei whale, could in later years be regarded as having any economic importance.

In recent years there has been no whaling or sealing industry. The rate of killing whales exceeded the reproduction and growth rates of these mammals for many years so that the stock is now depleted and individual specimens tend to be smaller than formerly, and exploitation has become unprofitable.

Chapter 2: History

SOUTH GEORGIA was sighted at least twice between 1675 and 1756, but the first landing was that of Captain James Cook in 1775. The South Sandwich Islands were also discovered by him during the same voyage. Thereafter, South Georgia was much visited by sealers of many nationalities, who reaped a rich harvest from the immense number of fur seals and elephant seals which frequented these shores. By 1815, the slaughter of seals had reached such proportions that sealers were beginning to look elsewhere for them.

Whaling began in the twentieth century and grew into a highly specialised industry. The principal development took place in 1903, when C. A. Larsen founded the first modern whaling company based upon a shore factory in South Georgia. The industry immediately prospered and continued to expand quickly up to and during the First World War. From the beginning, South Georgia was the most important centre of the industry and shore factories were operated at Grytviken, Leith Harbour, Stromness, Husvik, Godthul and Prince Olav Harbour. In later years increasing use was made of pelagic factory ships which could operate in open ocean throughout the whaling season.

During the early years of the Second World War Norwegian whaling fleets operated in the Antarctic, although in January 1941 a substantial part of the pelagic fleet was captured by the German armed surface raider *Pinguin*. At South Georgia one shore station managed to operate throughout the entire war.

After the Second World War three shore stations were worked at South Georgia but between 1960 and 1963 all ceased operations. After the 1962-63 season Japanese companies re-established whaling operations in South Georgia. A consortium of three Japanese companies operating under the name International Fishery Company operated from Grytviken for the years 1963 and 1964; they did not return after the 1964 season. At Leith Harbour the Nippon Suisan Kaisha Ltd. operated during 1963-64 and up to December 1965 when they also closed down.

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 and an official staff were maintained at King Edward Point in South Georgia until November 1969 when the Base Commander of the British Antarctic Survey base there became magistrate for the area.

Chapter 4: Weights and Measures

IMPERIAL and metric weights and measures are in general use.

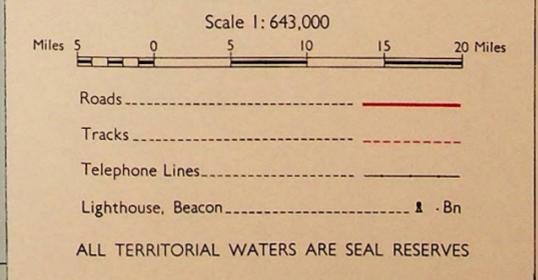
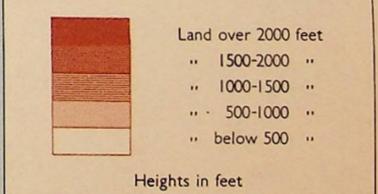
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