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Falkland Islands.

South-Atlantic

Illustrated by

Gust. Kobek

C. Gross & Co= 9. Mincing Lane London E.C.

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1890's

THE FALKLAND ISLANDS

BY

GUSTAV SCHULZ.

Mr. LOUIS NAVEZ in an able article on "The Causes and Consequences of the Colonial Greatness of England", which appeared in a recent number of the "Revue de Belgique", attributes this greatness to the predominence of practical sense in the Anglo Saxon. The Anglo Saxon race, he says, is specially distinguished by two admirable qualities: moral vigour and practical sense: on these two solid foundations is built the solid edifice of British greatness. It is owing to that moral vigour that the British colonist is enabled to live outside of civilization, solitary, lost in wild nature.

It is to this spirit that the Falkland Islands owe their prosperity, as to it they owe their discovery, and by it they will eventually become a place of no little value to our commerce. France, Spain, Portugal, and Buenos Aires, all endeavoured to make something of those desolate isles of the South, but in vain. It remained for England to succeed in this as in many other cases, where others had previously failed. It was in 1833 that the islands were finally attached to Britain, and though at first they were far from being a financial success, yet by means of a vigorous government, a healthy climate and a hardworking though small population, they have now made their mark in the world, and people are no longer heard to ask where this group is situated, as once they were wont to do.

A glance at its history will enable the reader to comprehend more fully the difficulties which the first settlers had to encounter, and it will give him, too an insight into what may be expected in the near future in this, the least known of all our country's children.

History.

Spain and England, long rival claimants for their possession, are still rivals as to the honour of their discovery. The former states that they were first sighted by Amerigo Vespucci in 1502; the latter that Davis discovered them in 1592, and this seems the more probable when we consider that 1502 was but 10 years after the discovery of America itself. Sir Richard Hawkins, however, first landed on the group and after surveying the northern coasts in 1594 gave the group the name of Hawkins' Maiden Land. Four years after Sebald de Wert, a Dutchman, visited the place, and renamed it Sebald de Wert's Islands and by this name it is even now known on many Dutch maps. In 1690 Captain Strong surveyed the strait between the two main islands and gave it the name of Falkland Strait, from which its present English name has been derived.

Up to this time no attempt whatever had been made to make the islands of use, but a period of incipient colonial activity was approaching and we find that in 1761 Commodore Byron, on the ground of prior discovery took possession of the islands on the part of England. On such a slender pretext, for the islands were of no possible use to either nation, war would have been declared, and indeed fleets and armies were gathered together for that purpose. But France enacting the part of the lawyer, took possession and planted a colony at Port Louis on Berkeley Sound, calling the group itself, "The New Islands of St. Louis." Within the next few years France and Spain were all loggerheads and in 1767 the colony had been expelled. In 1771 the islands were finally ceded to England by Spain.

For 50 years nothing was done, until 1820 when Buenos Aires laid claim to the group because England after so many years had made no active efforts to colonise them. Port Louis was revisited and the settlement there reformed and a certain prosperity seemed to follow the endeavour. A German gentleman had been made governor and every endeavour was made to induce colonists to settle there, but the Republic made the bad mistake of using it also as a convict settlement. After 10 years of growing prosperity a disagreement with the American government caused them to destroy the place. The islands were now sold to a merchant of Buenos Aires, but the latter still continued to use them as a convict station. At last in 1833 England again took possession and the place is now ruled by a governor and is besides the See of colonial bishopric.

Other names that the islands have borne were "South Belgia" and "Pepy's Island." They are still called the Mallouines by the French and the Malvinas by the Spanish.

We can now turn our attention to a description of the islands themselves.

Size.

The Falkland Group is situated in the South Atlantic Ocean between 51° and 53° South Latitude and 57° and 62° West Longitude, about 250 miles from, and in a straight line with, Cape Virgins, a point at the eastern extremity of the Straits of Magellan, being in about the same latitude south of the Equator as the Midland counties of England, Holland, and Prussia are north. The group is divided by the Falkland Sound into two distinct sub groups, each consisting of one large island and its surrounding smaller ones. These smaller ones are over 200 in number, many merely islets, the largest of which is not more than 16 miles across by 8 in width; but all are inhabited. The most important islands next to the two main ones are Saunders, Keppel and Pebble

Islands off the North coast; Lively Island to the South East; George and Speedwell Islands to the South, with Weddell Island, Beaver, New Island and Jason Islands in the West. In the Sound itself Great and Swan Islands and many islets are to be found, but by far the most remarkable is Eddystone Rock, a large tower-like rock 260 ft. high, a continuance of Cape Dolphin.

Of the two larger islands East Falkland is the greater in extent, being 95 miles long and about 40 wide. It has an area 3000 sq. miles. West Falkland is about 80 miles long and 25 broad, with an area of 2300 sq. miles. The total length of the group is thus about 120 miles with a width of half that, and an area of 6500 sq. miles. It is thus about half the size of Ireland.

From these dry details and figures let us turn to something more entertaining, for in spite of the seeming bleakness, and generally dry-appearance of the group, something can be said and some interest can be evoked in the place.

Aspect and first impressions.

The aspect of the islands as you first approach them from the sea is a particularly wild one, one not very likely to predispose the visitor in their favour, an impression which is still further augmented by the almost universally wild appearance of sea and sky. Lofty peaks tower everywhere above the high and rocky cliffs which border the shore; and anything more rugged and uninviting than the appearance of the coastline, it would be impossible to conceive. The white crested waves dash and foam against a thousand jutting crags, and the hollow roar thus occasioned adds still more to the sense of discomfort and alarm first felt. And as our eye wanders from the coast further inland it looks in vain for some tree or other thing to break the harshness of the view; not a tree is to be seen and even where there is an appearance of vegetation it has assumed such a brown storm-tossed appearance, that far from providing a few spots of beauty in an otherwise desolate region, it but adds to the general appearance of wildness. Here and there the white crags of quartzite crop up out of the hill-side, and in the dusk of evening, as one approaches through a troubled breaker-tossed sea, these white spectral forms give the place an uncanny look, that makes one expect to see other inhabitants than the Scottish shepherd or Spanish labourer. Such is one's first impression of the place.

Communication.

Communication between Europe or the Mainland of America and the Falkland Islands are kept up by the German Steam Navigation Company "Kosmos", which Company has in its hands the greater part of the traffic both of passenger and goods. Passengers from England and the English mails are taken on board at Dartmouth; but goods, other than personal luggage, must be sent viâ Antwerp. There is one Steamer every second month leaving Dartmouth for Port Stanley, and one Steamer every second month from Punta Arenas or Sandy Point as it also called on the Straits of Magellan, for Port Stanley: The Steamers, although not as large and luxurious as some of the P. S. N. C. boats, are fitted with all the most modern improvements for comfort and safety.

Arriving at Port Stanley we start at once on our tour of investigation, without even waiting to inspect the neighbourhood of the Capital, a pleasure we leave to some future and more favourable opportunity.

General Description of Coast.

On inquiry we find that the only means of internal communication, if the reader will excuse the paddyism, is an external one by means of the boats mostly owned by the Falkland Islands Company. We take our passage in one and are soon making the best of our way out of Stanley Harbour and Port William into the open Atlantic again.

Extending for some 300 miles out to sea there is just off the Eastern coast of Patagonia and Tierra del Fuego, a submarine plateau, at an average depth of one hundred fathoms from the surface. The seaward boundary of this plateau takes a westward turn at about the 50° South Latitude, and thence makes straight for Port Desire. The Falklands are situated at the extreme north-eastern corner of this plateau, so that we find the water to the South East of the islands much deeper than that to the North. But on the South West there exists a deep but narrow valley in this plateau which skirts the coast of the islands, and here we find the water of an extraordinary depth. This may also be partly occasioned by the strong current which flows here from off Tierra del Fuego bringing with it quantities of drift wood, a welcome offering in a place where native wood is unknown. Flowing as it does at the rate of about 2 knots per hour, it has rendered the cliffs on the South and South West precipitous and more rugged, if possible, than those on the North.

Everywhere the shores are greatly cut up and the numerous openings though detracting considerably from the area of the islands, afford a ready means of communication to almost every part, which by other means would be hardly possible.

Soon after leaving Port William, we come to Port Fitzroy, named after the dauntless Captain of the "Beagle", who, with Darwin has given us the fullest account of the place. Choiseul Sound, a deep inlet, comes next along the coast and upon it is Darwin the second town in the island. This inlet together with Brenton Sound nearly divide the West Island in two, and so close do the two approach that the isthmus separating them is only 1½ miles across. A little further South is Adventure Sound protected by Breaker Island, whose name well denotes the nature of the waves which dash against its outer and exposed coast. Throughout the whole of this part we have found the same rugged coast line, the same dull colouring of the rocky hills, the tame desolate and uninviting appearance of the land, and this continues for the greater part of the journey round, rock and cliffs, cliffs and rocks, massive, bold and grand. Cape Meredith 790 ft. high, the southern point of the East Falklands, and the Three Crowns, 460 ft. high, near Port Stephens; Fanning Head 600 ft. high &c. These are but common examples. But there is one exception and that is on the North, where the shore is so flat that a ship more than a mile or so at sea can scarcely distinguish more than a cloudy line on the horizon, with the hazy outline of the Wickham Heights beyond.

There is such a sameness in the general appearance of the coast that it is with a sigh of relief that we turn to the view of the interior.

The Interior.

Previous to 1833 but little was known with certainty of the interior. In that year Captains Fitzroy and Sullivan, with Darwin as naturalist, made a survey of the country so far as their time and means then permitted them. Eight years after Captain Sullivan was again employed to

complete the soundings and survey for the Admiralty Chart, but since then changes have occurred and many places described by them and so named in the Chart as unpassable valleys are now open to communication, and many harbours then desolate and solitary, have now flourishing farmsteads within but a short distance of their coasts.

The East Island, as previously mentioned, is divided in two by the Choiseul and Brenton Sounds. The northern portion is crossed by a rugged range of Mountains known as the Wickham Heights. This range extends from the neighbourhood of Port William in a westerly direction right across the island to Port Sussex, near Brenton Sound. Only few of the heights are over 1000 ft. high, but all alike are characterised by precipitous rocky sides, and intervening valleys covered with boulders of quartz, exposed and jutting through the disintegrating action of the weather upon the softer material around and above. South of this range the country is comparatively flat, few heights rising to more than 200 ft. Fresh water lakes and little rivulets are to be found in every valley and these now constitute the chief danger to the traveller, for they render the soil so boggy that he is apt to come upon a marsh and sink before help could reach him, for houses here are few and far between.

To the North and East of the Wickham Heights the country is more hilly, some of the elevations rising as high as 1000 ft., while Mount Simon attains the height of 1600 ft. and Mount Usborne 2245 ft. On the sides of this latter mountain limestone has been found, together with a variety of slate which can be used for roofing purposes.

The West Island is far more rocky. The whole of the coast is surrounded with hills which in the North rise to a very great height. Mount Adam, near Byron Sound and the highest peak in the group, is 2313 ft. in altitude, while the Stornby Hills running parallel with Falkland Sound attain an average height of 1900 ft. The country here, in its general characteristics is not unlike one of the western islands of Scotland. Mount Maria at the back of Port Howard is 2200 ft. high.

This will give one somewhat of an idea of the general appearance of the interior and we will leave a more detailed description of parts of it until we have dealt with the country round Port Stanley and with the Geology of the island.

Climate.

The climate of the Falkland Islands, with its prevailing westerly winds, is healthy and salubrious, but is very changeable. This, however, as there are no extremes, ought not to interfere with the comfort of any Britisher accustomed as they are to about as many changes of weather in 24 hours as any other place in the world. But it is never very hot, nor ever very cold here. The two hottest months of the year are December and January when the average temperature varies from 40° to 65° *F* with an average of 47°. On the other hand, the average of the two mid-winter months is only 37°, varying from 30° to 50°. There are thus no extremes of heat and cold. During the summer there is generally a strong wind blowing which commences about 8 a.m., increasing towards midday, and ceasing about 6 p.m. When heavy gales occur, they commence soon after midday and then blow right away for 3 days without the slightest appearance of cessation. The prevailing wind is southerly or southwesterly. A south wind, even at midsummer, brings cold weather and is not infrequently accompanied by snow or hail. An

easterly wind always brings rain. Compared with Patagonia, the climate is much warmer and this is no doubt owing to the warm Brazilian current which flows from the Equator and makes its way between the islands and Patagonia, thus imparting a certain amount of warmth to the air of the Falklands, which Patagonia swept as it is by the cold Antarctic Current does not feel. For the same reason West Falkland is found to be warmer than East Falkland.

The average yearly rainfall is 20 inches and this is not so much when we consider that the rain is almost incessant throughout the year. November is the only dry month and it seems as if then nature seeks to recoup its wasted waters, to gather up a greater store and then to drizzle it out in small quantities for the rest of the year. A very heavy rain or thunderstorm is not known—there is plenty of mist, damp fog, or drizzle. The sky is much overcast and rain comes down on an average for 200 days each year. But for all this the air is not damp—the constant winds prevent it, and thus an equable, moist and salubrious climate is maintained throughout the year. In winter the ice is seldom more than $^1/_2$ or 1 inch in thickness, though icebergs are often seen at sea. The snow, too, when it does occur, lies but a short while on the ground. None of the heights rise above the snow-line which is here about 3000 ft. above the level of the sea.

Internal Communication.

From what has already been said of the interior, the reader will readily understand that communication is extremely difficult on the islands, or rather was so until recently. There are no roads anywhere, as we should talk of roads, but horse-tracks lead in every direction, and from their multiplicity it is even now not safe for a stranger to travel without the assistance of a competent guide. In addition to this there is the treacherous "camp" to encounter, a far more terrible foe to the traveller than any number of misleading horsetracks. This "camp" or "kemp" was originally a local name given to that flat country lying above the town of Stanley. From this it is now applied to all plain-like expanses throughout the group. The typical "camp" consists of a low undulating country intersected with innumerable rivulets and streams each bordered by its slippery tract of peat, and dotted here and there with small lakes or tarns varying from 30 yards to $^1/_2$ mile in circumference. Between the streams and tarns you generally find one or two bogs and it is among these that the track winds its way as it passes from sheepstation to station.

But for a stranger in travelling from port to port it is far preferable and safer to go by means of the Falkland Island Company's Boats, which on account of the weather are chiefly schooner-rigged.

This Company has had a curious and yet prosperous career. It is another East Indian Company, with similar purposes and desires and so far with like results.

Falkland Island Company.

It was in 1845 that Mr. S. Lafone, a wealthy cattle and hide merchant from Buenos Aires, obtained from the Government a grant of the southern portion of the East Island. This, as previously mentioned, is a peninsula and is of about 600,000 acres in extent; and with it he obtained possession of all the wild cattle on the island, and this latter was no doubt the boon he craved far more than the possession of the land, for the Falklands were then swarming with horned

cattle and a ready market for their hides could be obtained on the continent. In compensation he handed the Government £ 10,000 down and a promisse of £ 20,000 within 10 years from January 1852. Lafonia, as the peninsula was then called, prospered and in 1851 a company was chartered in London under the title of "The Falkland Islands Company", for the purpose of acquiring his rights and for further developing the resources of the neighbourhood. For the sum of about £ 30,000 they obtained all Mr. Lafone's interests in the place, including the possession of the 600,000 acres of Lafonia and 20,000 acres of the neighbouring islets, with absolute right to all wild cattle up to and including January 1856, when the latter right should cease and only such cattle as were then in their actual possession should belong to them.

From that time the prosperity of the island steadily increased. The Company has now no less than four sheepstations in different parts of the Island. Of course the chief is at Port Stanley where their shipping yard is situated and where the Colonial manager resides, but there are also immense works near Port Darwin where much of the boiling down refining and other work of the Company is done. Other important stations belonging to them are at North Arm on the Bay of Harbours, and Walker Creek and Port Darwin on Choiseul Sound. There is no doubt that the Company is now a prosperous one, for besides holding the monopole of the coast traffic, the ship repairing trade and the commercial interest of Port Darwin, it maintains large farmsteads, has an important wool trade and is intending, it is said, to establish a factory for compressing the peat into a bituminous substance highly resembling coal.

Population.

To give some idea of the business and commercial activity of these islands, let me give a page or so of statistics, dry enough in themselves perhaps, yet when compared with facts, assuming a life and interest such as no mere words can do.

And first of all with regard to the population. It was about 1840 that the British Government first took active steps to colonise the place: Five years later Mr. Lafone came over here with his servants, attendants and workmen, and still, even two years after that, not more than 270 persons, mostly men, inhabited the East Island. There was then not a single person living on the uninviting West Island, nor could anything tempt a settler to go there till 1867, i. e. 20 years after, when the Government desiring to remedy this state of things, recounted the benefits to be derived there &c. and then offered leases of fairsized grazing stations at very moderate terms. Sheep were to be had for almost a trifle, horses and cattle for nothing; and this induced settlers to go and so quickly did the applications come in that next year not an available plot of any size was to be had. This brought in a revenue of £ 1350 per an. In 1871 the population had increased to 803, and 8 years later to 1250. In 1880 out of 1336 persons living in the group only 577 were females. In 1887 the population was 1853, of whom 650 lived at Port Stanley.

Revenue and Expenditure.

The islands were far from being very prosperous at first and it was not until 1885 that the Revenue exceeded the Expenditure. In 1880 it nearly approached it, being:— Revenue

£ 5520, Expenditure £ 5607. Five years after the figures were £ 9687 and £ 7807 respectively, while in 1887, if the figures are correctly quoted, they were £ 9188 and £ 7808 respectively; a less revenue and equal expenditure, with a considerably increased prosperity. These figures are astonishing and I had been hoping for an opportunity of verifying them, but I regret to say such an opportunity has not been afforded me.

Commerce.

Like everything else trade and commerce have varied and fluctuated here considerably.

Established at first as a penal settlement for Buenos Aires, it is not to be supposed that the character of its earliest inhabitants was such as to induce them quietly to settle down into the peaceful life of a trader. Generations must pass before it could be effected and even when some profit was to be drawn from the islands, it was at first attempted to do it by means of the gaucho's bolas and lassoes and not by sheep tending or farming. But even the catching and killing of the wild cattle was profitable then, notwithstanding the fact that all the hides fetched in the South American market was 2 *s.* 6 *d.* a piece.

Then came up the trade in seal-skins and penguin's feathers, the latter being sent to La Plata and Uruguay, and the former to Brazil, thence to Europe. But the slaughter of these creatures soon became so great that it was at one time feared both animal and bird would be driven from the islands entirely, and a protective law was passed prohibiting their indiscriminate destruction. Now-a-days the trade in seal-skins has sunk into comparative insignificance, while that in feathers has ceased altogether.

The next source of profit was the refining of whale and seal oil, the former of which animals were once most numerous round the islands of the West Falkland, while the latter frequented more especially the southern shores of the eastern Island. But whales are hardly ever seen now.

Then came sheep-farming, and as this is still the mainstay of the island's prosperity, something more than a mere passing notice is requisite. Here, however, let me deal only with its bearing upon commerce. The sheep that were first introduced were chiefly Cheviots, South Downs, Kentish and Ramney Marsh, and the breed that has been produced from them is noted for its hardihood, for its heavy fleece and for its excellent flesh. All three qualities are of great use in commerce, for not only can the wool be easily disposed of on account of its fineness, but the carcasses yield good tallow, or, if desired, can readily be frozen for transportation to any distance.

Wool, tallow and a few hides were then, till lately, the chief articles of export, the tallow being for the most part shipped by the Falkland Island Company from their works near Port Darwin. Within the last two or three years, attention has been drawn, through the success of the experiment of sending frozen meat from Australia and New Zealand, to the question as to whether the Falkland sheep could not compete with the Australian. A trial was made, and the carcasses found a ready sale in England, the flesh of anything being found better than any received previously in this country. But still wool forms the staple product of the place, and it is upon this that their greatest profit is made. In 1876 the total value of the exports was £ 37,121, out of which wool fetched £ 25,453. From 1877 to 1880 the exports varied in value from £ 51,000 to £ 88,000, while the imports produced only £ 33,000 to £ 39,000 during the same period. During 1885 the imports from the United Kingdom alone amounted to £ 26,071 with £ 22,243

from other countries, mainly from Germany. The exports that year were £ 98,468 in value. In 1887 the imports and exports were £ 67,848 and £ 101,338 respectively, proving that a prosperous and flourishing trade is going on and that money is continually flowing into the island.

The Government.

The Colony of the Falklands is a state colony and under the direct control of a Resident Governor, who is assisted by a small establishment. The Governor was first appointed in 1840 and he then took up his abode at the capital, St. Louis, but he was soon after murdered, and another nominated. It was found that Berkeley Sound was not quite safe for vessels in all winds, and a more advantageous site was found on the south side of Stanley Harbour, where the present town of Stanley was laid out in 1844. This place has ever since maintained its position as the most important settlement in the group.

Stanley.

Port Stanley is situated at the North East Corner of East Falkland. It has a perfectly landlocked harbour, 5 miles in length by from a half to three quarters of a mile in width, running West to East. It has a soft mud bottom, a valuable quality on this coast of rock. The entrance, called "*The Narrows*", is about 300 yards wide and extends as far as Port William, which form the outer harbour,—a harbour so much superior to Berkeley Sound inasmuch as it can be entered in any weather. At its most south-easterly point is *Cape Pembroke*, where there is a lighthouse with a fixed light which shows for 18 miles around.

In Port Stanley the Governor resides, also a Colonial Magistrate and the Members of the Legislative Council. The town in situated on the south side of the Harbour on a long slope which thus shelters it from the south winds, here anything but mild and balmy. In 1885 there were 500 inhabitants and now there are close on 800 nearly all being English with a sprinkling of Germans and but very few of the Latin races. The water-supply is derived from a spring in the rising ground behind the town, but the water cannot be used for drinking purposes and is only fit for cleaning and other domestic uses. For cooking and drinking the inhabitants have to depend upon rainwater which is collected and stored in iron tanks or wooden barrels. There is no fear of this latter supply ever running short, since November is the only dry month throughout the year, all the rest being decidedly watery. The roads are well made and so well drained that they are invariably dry half an hour after the hardest shower. The main road especially is particularly good in this respect. It leads along the shore in front of the town for about a mile and affords a good and pleasant way of communication to the different parts of the town. Above it the land slopes upwards for a hundred feet or so to a long low ridge, on the other side of which you come suddenly upon the renowned "camp", a level plain extending right away for a couple of miles.

In the town there are three good schools, two of which are governmental and educate the greater number of the children. The senior boys of these schools have formed a fife and Drum band, which under the energetic leadership of the schoolmaster, parades the town once a week. The third is managed by a priest connected with the Catholic South American Mission, which Mission has also a Chapel here.

A large English Church is now being built at an expense of £ 10,000. This will no doubt be the future Cathedral of the Diocese. The Post Office is situated at the farthest westerly point of the settlement and as every one has to fetch and carry his own letters on the mail day, and has to answer them within 24 hours, the rumour that another office is going to be built on a more central position, is heard with pleasure and gratification. Close to the Post Office is the Government House whence a fine view can be had of the *harbour* and *township*.

The well-patronised Assembly Rooms were built and maintained by a Joint Stock Company. They consist of a Ball room with well appointed stage and stage-fittings, refreshment rooms &c.

There are two good hotels with comfortable rooms and well-provided tables. One close to the sea is called "First and Last", the other is more central and is known as the "Rose Hotel". Besides these there are of course public houses and lodging houses ad lib. if you don't want too much.

Although the place is small, it can yet boast of the usual business places such as a watchmaker's and jeweller's, photographer's, grocer's and last but not least a dressmaker's business.

The local Rifle Club has a good range of up to 1000 yards and in friendly contests, the crews of visiting men-of-war frequently come off second best to the members. A Social Club, a Mutual Benefit Club, and a small Library complete the cataloge of civilized requirements in this respect.

The monthly periodical, the Falkland Island Magazine, contains a good amount of local news, including Church and shipping intelligence and a few advertisements.

Stanley Harbour is of course the chief harbour of the Group, for besides being connected with the capital, it is a most important harbour of refuge for vessels damaged off Cape Horn. The average number of vessels yearly entering Port Stanley is 50, and of these it is computed that at least 16 are always in need of more or less repair. Many, too, run short of provisions or water, especialy during the winter months and ample supplies can always be had here. The men of the many vessels whose cargo of coal has become heated, hail the Falklands with delight, as also do the numerous boat crews who yearly land here having had to abandon their vessels from some cause or other in the open sea. Every necessary is kept in stock by the Falkland Island Company and indeed they are not unfrequently called upon to provide complete outfits for damaged vessels, from masts, spars and sails to water and provisions. But for all this shipmasters grumble; they say the charges are too high. But they must take into consideration, that 30 or 40 carpenters are always kept to meet these occasional demands, that the ravages of time on the absolutely necessary large stock is great, and that they could not get what they want anywhere else.

In the harbour there are five jetties, two belonging to Government, two to the Company, and one being public. Mail Steamers call at the Port regularly once a month, alternately from Europe and from Valparaiso viâ Punta Arenas, or Sandy Point in the Straits of Magellan.

Walks near Stanley.

The visitor to Port Stanley need hardly come to the conclusion of Darwin, that all places in the island were alike uninteresting, and that a walk would no where repay anyone but a geologist for the trouble taken. There are walks round this town, and pretty ones too, presenting views which it would be a pity to loose, intermingling as they do scenes of rocky mountains and smooth topped hills, town and hamlet of charming irregularity, with harbours noted for their rugged beauty, and yet withal, as in the case of Port Stanley, of that peaceful character which always attaches itself to a prosperous place.

One of the prettiest of these, is that which leads from Stanley to the Lighthouse. On foot, the best way to do it as you will get a good view of all the varied characteristics of the island, it will take you about an hour or hour and a half, but you must be careful to take the hill track as the other along the seashore will soon land you among the quicksands, which are quite as treacherous as the bogs in the "camp" above. For all this the walk will repay a lover of the beautiful and grand.

Another journey well worthy of the visitor's notice is to the Sapper's Hill, whence a fine view across the harbour can be had. The Narrows with Port William and behind Mount Lowe are seen. To the North and in the distance you can just discern Berkeley Sound while to the South a splendid uninterrupted ocean view opens out to your gaze.

Port Darwin.

Port Darwin, the next settlement in importance to Port Stanley, from which it is about 75 miles by land, and a little over 100 by sea, is situated at the head of Choiseul Sound, on the narrow isthmus that joins the northern part of the island to the peninsula of Lafonia. Like Stanley it is located on a slightly sloping area, which is covered with short yet sweet and soft grass. The inhabitants are chiefly Scottish shepherds who live in about 30 very irregularly built houses, that of the Doctor, who is also the Acting Magistrate of the place, being the largest. There is a small iron Church and Schoolhouse, and also a Presbyterian clergyman and competent schoolmaster. The monopole of everything is enjoyed by the Falkland Islands Company who hold the whole of the town and, indeed, many a mile around it, and as they have not leased out a single plot, they are virtually kings of the place.

Goosegreen.

About two miles distant is Goosegreen, where the melting-down works of the Company are situated.

Other than these there are now no large settlements in the whole of the group, though there is of course many a comfortable homestead scattered throughout the length and breadth of the place, where the sheepfarmer enjoys life equally as well and far more profitably than is done in crowded busy London or in gay Paris, or studious Berlin.

Port Louis.

There was at one time a most flourishing settlement on Berkeley Sound. At first called Soladad, then Port Louis, it has had a most chequered career but has now ceased to exist. As early as 1760 a settlement was to be found there but the contest between the English, French and Spanish which occurred soon after for the nominal mastership of the place, resulted only in the destruction of Port Louis. In 1820 after many previous attempts, it was rebuilt and flourished for eleven years when it was again destroyed, this time by the Americans. Next year it was built and when in 1833 England took possession it remained as capital of the group. In 1846 a

survey of the resources of the neighbourhood was made and it was discovered that harbours equally good existed and with better means of entrance. So the seat of government was removed and St. Louis gradually fell away in importance until now it is totally abandoned, and remains but as a witness of the former masters of the place.

There was also, at one time, a thriving colony at Port Egmonton, but this also has been destroyed and abandoned.

Agriculture.

But little can be said of the agricultural matters connected with the Falklands, for agriculture is almost non-existent. Very little can be done, and that little is not done, not through laziness or indolence, for the people are not such, but from the simple fact that every place is better suited to sheep farming which can thus be carried on more easily and far more profitably. Still a little tilling is done, but from the absence of a hot summer hardly anything ripens.

The soil is from 6 inches to 2 ft. deep, almost black in appearance, compact and peaty, with a strong clay subsoil, rendering drainage difficult. North of the Wickham Heights it is lighter and more peaty with a red gravelly clay as subsoil.

And as for the substances cultivated, they are very few. Potatoes are of a very poor quality and with a peculiar taste derived from the peaty composition of the ground. Cabbages, brocoli, turnips and parsnips grow well, but seldom produce seeds. Several small deposits of Guano were found in West Falkland and there being well employed have greatly increased the fertility of the soil.

Sheep farming.

The farm stations, of which there are some good few scattered here and there in the various islands, consist of a group of houses conveniently placed as near a peat bank as may be. There is the homestead, the living house of the farmer, which in the earlier days of British rule had to be strongly fortified and where the whole of the farm servants had often to assemble to repel the predatory attacks of their lawless cosettlers. Near it is the store-house and woolshed, the latter containing the wealth of the owner, his bank and money chest in fact. A gear house, besides there is the Cookhouse where all the single male hands live; and a smaller house or two in which, perchance, a married couple may reside.

There are three absolute necessaries for a good settlement,—a good house, a good peat-bank, and a good harbour; and the Falklands can provide these if no other place can. Every island has its settlement, every place has its miniature king and subjects, every square yard of ground is taken possession of, for business is thriving and trade flourishing.

Houses.

Their houses are generally built of wood with a stone foundation, and roof of corrugated iron. Though often amid harsh and rugged surroundings, yet the people still keep up their taste for the picturesque, and hardly a house is seen without its little conservatory-like porch with its

thickly glazed sides and rows of potted flowers, all glowing with such a variety of bloom as will add a charm and beauty to what would otherwise be but sombre and dismal. In front where possible, there is also the little garden plot, and here the sweet William and geranium flourish together with many another English flower, the seeds of which have had to be sent from the mother country.

Meat is very cheap, mutton and beef costing only about $2^1/_2$ per lb., but pork is as much as 1/- a pound owing to the scarcity and consequent expensiveness of the food required for the maintainence of a number of pigs. The price of imported articles such as flour, sugar, tea, coffee, is naturally higher than in England. Apples, pears and other similar kinds of fruits are only to be obtained when the mailboats call. They cannot be got on the islands. But strawberries, gooseberries and currants are very plentiful. The plants seem to have taken naturally to the soil, and consequently an abundant crop is obtained. A fruit very similar to the cranberry is found native on the island; so also is a species of crowberry. A kind of myrtle is found in the interior from whose leaves a fairly good substitute for tea can be prepared. It is much used by the shepherds.

In the home a good peat fire is always kept up even in summer, for the nights are often cold and damp. Some households, like the Fire-worshippers of old, can boast that their fire has never been out for over 15 years.

Peat.

Peat forms the main fuel everywhere and is to be obtained without any other expense than that of cutting, carting and stacking. Coal owing to its high price of £ 3 per ton is unable to enter into competition with it.

There is any amount of this peat to be found all over the islands both small and large, but by far the thickest and largest beds are situated in the centres of the two larger islands. The peat banks are seen to rise up like terraces one above the other, offering good shelter to the flocks of sheep that are always browsing near them. The peat is formed by the gradual decay of the moist vegetable matter and nearly every plant growing in the island, adds its quota of refuse to the general stock. Even the tall coarse Tussock grass is found converted into it; and so thick do the beds become that it is no unusual thing to find them over 12 feet deep, the bottom layers being so hard and compact that when dried they will hardly burn being more like dark sun-baked bricks than anything else.

The greater part of the "camp" is formed of this peat, but it differs considerably from that found in Europe, for cellular plants are hardly ever found to enter into its composition. A common bush, a variety of the Scottish crowberry, commonly known as the "diddle-dee", enters mostly into its composition; but there are spots where it seems to be composed entirely of the Astelia, or again of a kind of Myrtle found abundantly in most parts of the island.

Sheep-dogs.

It was often a pleasant sight, when traversing the peat terraces, to watch the shepherd and his dogs at work. It is indeed wonderful to think how well these animals are trained, as it

is no unusual thing to see a flock of a couple of thousand sheep worked by two or three of these dogs for a few days, and so well is the work done that hardly, if ever, is a sheep missing through the fault of the dog. Their training or education is necessarily begun early.

South American Mission.

By far the most populous of all the smaller islands is undoubtedly Keppel Island situated at the entrance to Keppel Sound in West Falkland. It has an area of about 13,000 acres and is occupied by a branch of the South American Mission, one of the most flourishing and successful Missions of its kind. To this place the young Yaghan Indians are brought from Ooshoowia on Beagle Channel, the most southerly station in S. America. The Yaghans are one of the three tribes, "of the Tierra del Fuegians", for the other tribes the Onas are descended from Patagonian ancestors who have crossed the Straits of Magellan and settled in the East and West of Fuegia.

These Yaghan converts are well worth a visit, especially if any fresh ones have recently been shipped over. They are shorter, being only from 4 ft. 10 to 5 ft. high and are of a much more debased type than their brothers of the East and West Fuegia. Their low brows, large tumid lips, flat nose and loose wrinkled skins render them objects of aversion to any but the most Christian minded person. Their mental and intellectual qualities correspond to their physical ones, but these defects are gradually but surely wearing away under the influence of their Christian teachers. It need hardly be said that those who have been brought up in the Mission, now no longer eat their wives or mothers-in-law when pressed by hunger, nor drown their children if too tired to carry them along or drag them after them. A really good work is being done by this mission and considering that they have until quite recently been the only civilizing influence at work in Tierra del Fuego, it is greatly to be regretted that pecuniary matters should cause them so much anxiety. Their office is in London. Their method of work is to commence the education of the natives at Ooshoowia and then send them off to Keppel to have it completed. Then these men return once more to their homes bearing an influence upon their brethren which cannot but bring a happy result in the future. The communication between the two places is kept up by the Mission's schooner the "Allen Gardner".

Geology.

The geological structure of the Falklands is extremely simple, and it naturally divides itself into two sections. First, the upland or hill section. This is composed almost entirely of a white corny or granular quartz, which in places passes insensibly into sandstone, as if the latter had through heat and pressure crystallized in the white quartzite form. The quartz is often seen, denuded and cropping out of the hillsides giving the place a peculiar and by no means a reassuring appearance. This is particularly the case with regard to the Wickham Heights, many of whose valleys are rendered impassible owing to this cropping up of the quartz above the surface. By impassible I mean, not entirely closed against the approach of man, but that the passage is so difficult and dangerous that one does not often like to attempt it. Many of the valleys are so marked in the Admiralty Chart, but I have myself been through them thus proving that there is

a path, though a not very pleasant one. What will be done with these places when the island is more opened, it is difficult to say.

Above the valleys, on the hillside the quartz frequently takes a curious formation, there appearing as if some mighty power had taken the masses of white stone and bent them round, placing them one on top of another, forming as it were, a natural model of a Roman Amphi-theatre. They are perfectly symmetrical, and as you look at them you cannot help wondering what power has been great enough to form and leave them so.

On the sides of these hills, too, beds of slate have been found, and the slate when worked as it is now, is found to be well fitted for the usual purpose of roofing. Limestone takes its place on Mount Usborne, but the quantity is so small that it will not pay to quarry it. A small vein of an inferior kind of coal has likewise been met with. None of the important or useful minerals are anywhere to be met with, nor do the rocks seem to promise any success if a search were made. Galena, alone, has been discovered, but the quantity is small.

In the lower regions we find beneath the thin covering of soil a mixture of clayslate and sandstone both of which are found to contain many fossils, all allied to the Siluvian deposits of Europe, and including the terebrinite, encrinite and trilobite. These are the more remarkable, for they have nowhere else been found so far South. Above the clayslate there is frequently found a thin layer of clay which is easily adapted to brickmaking. Above this again we find the clay mixed considerably with vegetable remains.

On the North West Coast of the West Island there is a stream of basaltic lava to be found. It is about 30 miles long by 300 ft. in width.

Rivers of Stones.

But by far the most noteworthy sight of the Islands are the so-called "streams of stones". From the upper parts of many of the hills, there descends what at first sight appears a rushing, frothy stream of water. On a nearer approach we find this river is composed of immense blocks of quartz. They are one of the sights of the islands, and visitors upon landing are always directed to introduce themselves to the physical features of the place by a visit to these streams. And the colonists too are by no means backward in letting you know the reason, or rather the reasons, of this appearance, for each person has and sticks to his own opinion as to their origin. But it is not surprising that so many fancies should be thus conjured up. The blocks of stone are large in size, are not waterworn and are arranged in a certain regularity. Something more than natural means must cause this, the residents say.

But a traveller especially never departs from strict accuracy of fact, and we must return to science. I have several times had occasion to pass over or near one of these streams, and once I remember a rather sharp shower caught me and for shelter I crept in the lee of a massy block. I measured it. It was over 10 ft. high, that is to say projecting above the ground, and how much of it was still out of sight I cannot say. The stream itself was there about 400 ft. wide, and this is by no means an unusual measurement. The smallest of the stones were from one to two feet in diameter, while the largest I ever saw was over 20 ft. across. They are all comparatively level sheets with the crevices between unfilled. Were you to put your ear to one of these cracks you would no doubt hear the rippling of water, many feet below for nearly all of these streams it is proved covers another stream of water. High up the hills the blocks are

large, but they decrease in size as the stream descends and when near the entrance of the valley, the layer of smaller stones is often a mile wide. The whole mass seems to be moving slowly, very slowly, downwards, but that the movement is not and has never been fast is amply proved by the angles of the stones being still rough and if at all only slightly worn. On both sides the dark coloured peaty ground forms a great contrast with these rivers, and it is to be regretted that the peat is encroaching so much upon them.

And, what is their cause? For years geologists guessed and guessed and were no nearer the truth. Only one opinion, and that a recent one, seems to approach anywhere near the truth. Sir Wyville Thompson in his Report of the "Challenger" Expedition gives this as their mode of formation. The hard beds of quartzite are denuded by the disintegration of the softer layers. Their support being gone, they break away in the direction of their natural joints, and the fragments fall down the slope upon the vegetable soil. This soil is spongy, and, undergoing alternate contraction and expansion from being alternately comparatively dry and saturated with moisture, allows the heavy blocks to slip down by their own weight into the valley, where they become piled up, the valley streams afterwards removing the soil from among and over them. The only things against this opinion are that the soil is gradually encroaching upon and not being removed from them, that the differences of temperature are very slight here, and lastly, that if it has this effect here, why does it not have a similar effect elsewhere?

Botany.

Like the Geology the Botany of the Islands is simple and yet peculiar. Peculiar both from the absence of trees and from the fact that there are plants found here and no where else.

It is strange that in these islands no trees whatever are to be found. The cause is not known with any certainty for Tierra del Fuego, an island situated in the same latitude, having, too, a similar climate, a like soil, and an almost identical geological formation, is covered with the densest forests while the Falklands are destitute of anything which could, even by the greatest stretch of imagination, be called a tree. Both Portugueses and Spaniards have endeavoured to remedy this defect by transplanting trees from the neighbouring mainland, but every such attempt has so far failed. The French again brought over both roots and mould to Port Louis, but the attempt did not succeed. Is it because the heavy winds are more destructive in the Falklands than in Patagonia? If so, why is it so?

The largest bush on the island is gigantic woolly ragweed—Senecio Candicans. It grows to the height of 3 or 4 ft. and is about the size of our English Furze bush. Its flowers are white and composite, with tubular disc florets and legulate ray ones, each being surrounded by a thick pappus. There is another plant which grows to about the same height—Veronica decussata; but it is found only in certain places in the West Islands. Chiliotricum amelloides and Permettia empetrofolia are also bushlike, but they do not grow so high as the former. Myrtus nummelaria is a low creeping myrtle with a woody stem and sweet berries much like cranberries, and whose leaves are used by some shepherds as a substitute for tea.

On the "camp" and among the peat beds the chief plants to be found are Caltha appendiculata, a species of marsh-marigold; Astelia pumila, a sedge; Giamardia Australis; and Bostkovia grandiflora. A kind of rush, Juncus grandiflorus, is common in marshes; but the plant that is found almost everywhere is Empetrum rubrum. It is commonly called the "diddle-dee", and is a

low woody plant, with red berries much like the scotch crowberry of which it is a variety: its roots spread tremendously, so that more than 50 % of the peat is formed by this plant. Another common plant, only 18 or 20 inches height, is the Bolax gummifer whose wood is so resinous that it will burn even when wet, and accordingly it is used in all camps for making a fire. One can hardly understand the feeling of satisfaction with which one sees such a plant, unless you have lived in a country where houses are many, very many miles apart, and where it rains for the greater part of the year. Without this plant it would be almost impossible to obtain a fire when camping out.

Moss and lichen are very plentiful; grass almost as much so, but it is very short.

I have purposely refrained from speaking of the two greatest botanical curiosities till last; for I would like to lay great stress upon them, the one because of its peculiarities and the other because of the fact that through carelessness it is slowly but surely dying out on the group and so in the world, for it is found only in these islands and on a few islets on the western shore of Tierra del Fuego. Unless means are taken to preserve the tussock grass, it will soon be a thing of the past.

Balsom bogs.

Ever since the islands were first discovered, the "balsom bogs" have been objects of curiosity and interest, and they have given rise to as many conjectures as to their origin as the "stone rivers" themselves. At first they were thought to be stones, but it was never satisfactorily explained how stones could exude a gum at certain periods of the year. But there were some grounds for this opinion, for at a distance these "balsom bogs" look like large boulders from 3 to 8 ft. across scattered over the ground. On a nearer approach you discover that many of them are covered with lichens or with pieces of grass growing out of the crevices, and all this only heightens the illusion. It is really a plant, the Bolax glebana, belonging to the Umbelliferae order, but as unlike the carrot or parsnip, the English types of the order, as anything can well be. The lumps when approached are found to be quite hard and almost smooth, the slight roughness being caused by numerous hexagonal marking with which they are covered. These are the leaf-buds, the extremities of the branches, which, ever since the plant first started as a single shoot, have gone on branching dichotomously; but so slowly has this been going on that the branches have widened more than they have lengthened. They have thus formed a solid mass of living plant life, each branch of which continues to subdivide, each division growing in width to fill up all intervening space. The transverse growth being greater than the longitudinal, the branches finally begin to press against each other and as the plant grows, this pressure becomes greater, hardening the branches as it does so. At last it becomes so hard and boulder-like that it is almost impossible to cut a slice from it even with a sharp knife. On a very hot day, when such do occur, a pale yellow gum enudes from the surface. This gum has an aromatic odour and very astringent taste.

Tussock grass.

There is a reed-like grass still to be found in many of the islands, more especially the smaller ones which at one time covered the whole of the place, and which was always the first thing to attract the attention of any traveller who visited the place. This is the "*tussock grass*",

Dactylis caespitosa, a species of Carex, belonging to the natural order Cyperaceae. It grows in dense tufts, from 6 to 10 ft. high, from a stool-like crown, from the under-side of which the roots spring. The leaves are only about a half an inch in width, and together with the short stem at the base, are most nutritious to animals of all kinds. The taste is extremely attractive, so much so that it is difficult to get the animals away from it. They thus do great damage, for uncontented with eating the leaves they crop the stems down close to the crown, which after the first shower or two begins to rot away. From this the grass is scarcely to be found on many of the islands. It was at one time hoped to introduce the grass into Northern Europe. A trial was made, but it was not found to answer; the climate or something else did not permit the plants to naturalize themselves.

Kelp.

Before leaving the Botanical part I cannot but refer to a very curious seaweed that is found so plentifully round the coast. I refer to the kelp, Macrocystis pyrifera. This fucus grows everywhere below low water mark and at high water seems to surround the coast with a fringe of brown. It is found both outside and inside the channels, and growing as it does only on rocks that approach within 20 feet or so of the surface, they afford a very good indication of where to look for dangerous water. The stem is round, smooth and very slimy. Its greatest diameter is about 6 inches, and it grows to all lengths, from 5 to 40 feet. One piece found near Tierra del Fuego measured 360 ft. in length. It grows very quickly indeed and after tons of it have been thrown on the shore torn up by some storm, it will be found a day or so after coming up to the surface as if none of it had been broken or destroyed. From its compact growth it offers a good resistance to the violence of the waves and so in many places provide a natural break-water. In it, too, millions of corallines afford food for fishes, and these in their turn become the prey of the cormorants and penguins, which were it not for the kelp would soon cease to exist on the island.

Zoology.

Among the wild birds of the island there are some that cannot fail to attract the attention of the visitor both on account of their extreme tameness and their disgusting habits. This latter is more especially the case with the various species of Carnon-hawks.

The Caracara (Polyborus Novae Zelandiae), or the rook, as it is commonly called by the settlers of the neighbourhood, on account of its cry, undoubtedly heads the list of disgust, for, after a feast on some dead animal or marine refuse, their uncovered craws in protruding add but little to their natural charms.

Birds.

Another of these birds is the Turkey Buzzard (Vultur Aura). Unlike the former it is a solitary bird, and lives almost entirely on the carcases of dead seals. They may often be seen soaring elegantly in the air, or sitting on the rocks looking for its prey among the refuse tossed up by a recent storm.

Passing from these let us come to more tempting subjects. There are two kinds of Geese found in the Falklands. The one, Anas Magellanica, is always found in pairs or small flocks; they do not migrate but live on one or other of the numerous islets round about; and they live exclusively on vegetable substances. The other is the Anas Antarctica, or rock goose, which, as you may guess, lives on the sea shore. It is snowwhite in colour and is found also everywhere along the coasts of Patagonia and Tierra del Fuego.

There are no less than six different kinds of Ducks to be found and two varieties of swans, but they are none of them very remarkable with the exception of the logger-headed duck.

"Steamer."

Technically named Anas Brachyptera, it is commonly called the "race-horse" or "steamer" from its swiftness in moving across the surface of the water and from its peculiar fashion of doing the same. It is a large bird weighing from 16 to 22 lbs., and although so remarkably active in the water, it is one of the most awkward things possible when on land. In swimming it always makes a great splashing and noise, from the habit it has of moving its wings alternately, thereby looking remarkably like a steamer with its trail of foam spread out behind. Its food is found among the shellfish of the shore and from this it is found to dive but little, while its beak and head are given a power and weight sufficient to crack the shells of any fish it may come across. It may often be seen swimming among the kelp looking for the coralliness which are always to be found there. To heighten its similarity to a steamer, it occasionally gives vent to a peculiar cry something resembling the deeptoned puffing of an engine, or like the deep croaking of the bull-frog.

Of seabirds there are any amount, for every accommodation is to be found for their nest building, and there is an unlimited supply of food. The Cormorant, Penguin and Albatros are the most noteworthy. All three could be seen if ever so short a walk were taken along the coast, and no doubt you would soon have your attention drawn to the sight of a cormorant playing with its fishy prey as a cat often does with a mouse.

Penguins.

The Rocky Penguins choose, as their name suggests, the most rocky spots for their breeding places where it is most difficult to get near them. They lay their eggs during the month of October, and by the middle or end of December the little ones will be found out of their shells.

The Gentoo Penguin on the other hand chooses its breeding place right away from the sea-shore, often as much as a couple of miles inland, on a flat piece of grassy land. From this place to the shore they form a regular path as some of them are continually marching to and fro to get the food they require. The male bird takes his turn with the female in the task of incubation. It is a peculiarity of these birds that only two eggs are ever laid at a time, and if one of these be stolen another will be laid next day, but if the birds are robbed of both eggs, they will turn away as in disgust to find a place where their home can be free from depredatory hands. These eggs are eatable and as a matter of fact they are considered even a delicacy, for they are entirely free from any fishy flavour. The white of the egg has a beautiful greenish-blue tint. The eggs of the Mallyhawk, I may mention, are also eaten.

The Jackass Penguin (Aptenodytes demersa) lives generally in small caves, though if possible they choose the old tussock stems under or among the roots of which they can easily make holes. It derives its name from the manner it has of rolling or throwing back its head and making a noise somewhat like the braying of an ass. When a little way at sea this bray partly partakes of the nature of a quack and is deeper in tone and consequently more pleasant to the ear. When diving it uses its wings as fins.

Albatros.

The Albatros and Mallyhawk locate their nests on the slopes of the hills. The wings of the former are very long and cause the poor bird much trouble and exertion to raise itself in the air again, when once it has settled on the ground. It is on this account that very high nests are built, as this enables the air freely to get beneath the wings of the bird when it wishes to leave it.

Reptiles.

There is a marked feature in Zoology of the Falklands which must not pass unnoticed, and that is, that with the one exception of the lizard there are no reptiles to be found in the group. Why is this so? It is the same, it is noticed with all oceanic islands. Lizards are plentiful, yet frogs and toads are not to be found. It may be that the spawn of the latter is not so easily conveyed any distance, as easily as the eggs of the former. These eggs are covered with a hard calcareous coating and this may be sufficient to resist the action of the water, which in the case of the slimy spawn of the frogs and toads has a destructive effect.

Insects.

Insects are not numerous, for the ground is too moist. House-flies are to be found, but not in large quantities. Till recently the big bluebottle fly was unknown, but 3 years ago (1887) the S. S. Selembria brought them over. The colonists have not yet got up a testimonial in return for this beneficial action.

Fish.

Fish are plentiful. Seas and bays swarm with them, but the task of catching them is not easy, partly on account of the rough water and partly because of the rocky shore. So fish is hardly ever used as an article of food. Cod is plentiful.

Now turning our attention to the quadrupeds we find here too little that is native to the place. Many animals have been introduced and caused or allowed to run wild.

Rabbits.

Among these the rabbit was once the most numerous. Now, however, it can only be found on Lively Island and Saunders Island in any great numbers. It is astonishing though, to

understand how this animal ever came to settle here considering the drawbacks it had to contend against when first brought from South America. The damp and peaty soil, the numbers of foxes and hawks all opposed its staying here. Yet it did so and it will be long before it is entirely driven away.

Foxes.

The fox, Canis australis, or as some zoologists maintain it is, Canis antarcticus, is another animal once numerous but now entirely extinct. It was a large animal, wolf-like in appearance.

Wild horses.

Horses, cattle and pigs were all at one time introduced from the mainland, but being left to themselves have roamed wild, but are now almost all destroyed to give place to a more lucrative and less dangerous occupant—the sheep.

It was in 1764 that the French in their endeavour to make the East Falklands of some commercial use, introduced among other animals a breed of horses then famous in Patagonia for their strength and endurance. At first both horses and cattle increased in numbers greatly, but Darwin when he visited the islands in 1833—34, noticed that this original increase was checked, but from what cause he was unable to say. He noticed, too, their peculiar tendency to remain in one locality, so that when he was there, horses were still only to be found in the eastern end of the East Falkland. Now, however, they are almost extinct even there, owing to their having been killed to prevent damage to the sheep-farming. This rapid decrease in their numbers is the more noteworthy as it is so contrary to the case on the continent, where they were introduced in 1537 and where they are now so numerous that they are killed for the sake of their hides alone, valued at about 5/— each. But it must be kept in mind that the increase in population per mileage has been greater in the Falklands than in Patagonia.

Cattle.

Previous to the general introduction of sheepfarming, large heards of wild cattle roamed about greatly to the danger of the traveller, for the animals were both strong and fierce and always ready to attack with or without provocation. But they have now been almost all killed for the sake of their skins, their flesh being of not the least use. Only twice during my many journeys through the islands have I met with wild cattle.

Tame cattle are kept but only sufficient to supply the inhabitants with meat and to meet the demands of any vessel calling for fresh beef.

Seals.

The seals and sealions, as the males are called, choose the steep sloping cliffs for their abode where the shore is so rocky as to give them no alarm for an attack from that side. They are almost deaf, but their scent is all the more acute. I met with them once on the top of a cliff over 150 ft. high and so steep that it is still a matter of wonder to me how such a

heavy, clumsy creature as the sealion could ascend it. The moment they scent the approach of anyone, the watch gives the alarm, a sound similar to the bark of a fairly large dog, and every animal, thinking only of itself, makes its quickest way down to the water, stumbling over rocks in their way or even throwing themselves down small precipices of 20 ft. or more upon the sharp rocks beneath without even the slightest vestige of pain, much less danger. There is, however one exception to this tendency to flight and that is during the breeding season. Then, you might as well try to move the cliffs themselves as endeavour to make the seal stir. The most favourite spot for the animal is in Tussock Island, called so from the fact that it is still almost entirely covered with this grass, where between the old stumps they can lie warm, sheltered and in safety. The male-seal or sealion is an immensely powerful creature, 10 to 14 ft. long. The size of its head is enormous, and round its neck it has a kind of mane, from which it derives its name. Each sealion has as many mates (called "clapmatches" by the whalers) as possible, and the fights that are constantly occuring through them are by no means free from violence. Like its name-sake, the lion, the male is extremely powerful, more especially in the muscles of its short bull-dog neck, and I have often seen one take up a passing seal in its mouth and toss it 5 or 6 ft. in the air. In the month of November of last year (1889) I had an opportunity of witnessing a curious sight. My friend and travelling companion drew my attention to two old sealions which were to be seen almost stationary on the rocks. I was rather inquisitive as to the cause, and we made our way towards them, but before we could reach them, another big sealion dived out of the water about 50 ft. ahead of us, bringing with him a clapmatch, which he drove in front of him by uttering frequent shouts, or rather barks. We followed and saw the clapmatch driven into a cave unnoticed by us before, and placed under the charge of the two sentinals we had first seen. We were anxious to know how many females there were thus locked up, and after a good deal of stone-throwing and shouting succeeded in causing the guards to beat a retreat—a thing not to be done a month later. The moment they had disappeared no less than 50 clapmatches came tumbling out, jumping and throwing themselves over the rocky foreshore into the sea. But if they thought themselves safe they were very much mistaken, for the old lions were in waiting and kept them all together as a sheep-dog would do the flock on land. No doubt as soon as we were gone they were all quietly packed off to prison again. The female seal is only about 4—5 ft. long, so is of course no match for her natural master in physical strength. I have seen lions, after fighting and still in anger, taking up big flint pebbles and crushing them between their teeth as if they were but lumps of sugar. They are very hard to kill; clubbing them is of no use; stabbing with a hunting knife would have no effect, for, not penetrating through the thick layer of blubber they have around them, it would not draw blood. A well-aimed shot is the only alternative. When first seen on land their movements are so quick as to surprise one, for you would hardly suppose such clumsy, awkward creatures capable of doing so much. In the water they are still more active and can dive with a most astonishing celerity. The younger ones are said, however, to be obliged to swallow pebbles to enable them to sink. Recently the destruction of these animals has been so great that they are now protected by law. This is also the case with the penguins.

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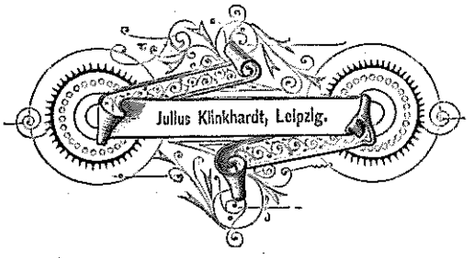
W. PARKER SNOW: Two years' cruise off Tierra del Fuego, the Falkland Islands &c. 1857.

SIR WYVILLE THOMSON: Voyage of the Challenger. 1877.

There is also on article by Sir W. THOMSON in the Encyclopaedia Brittannica 9th Edit.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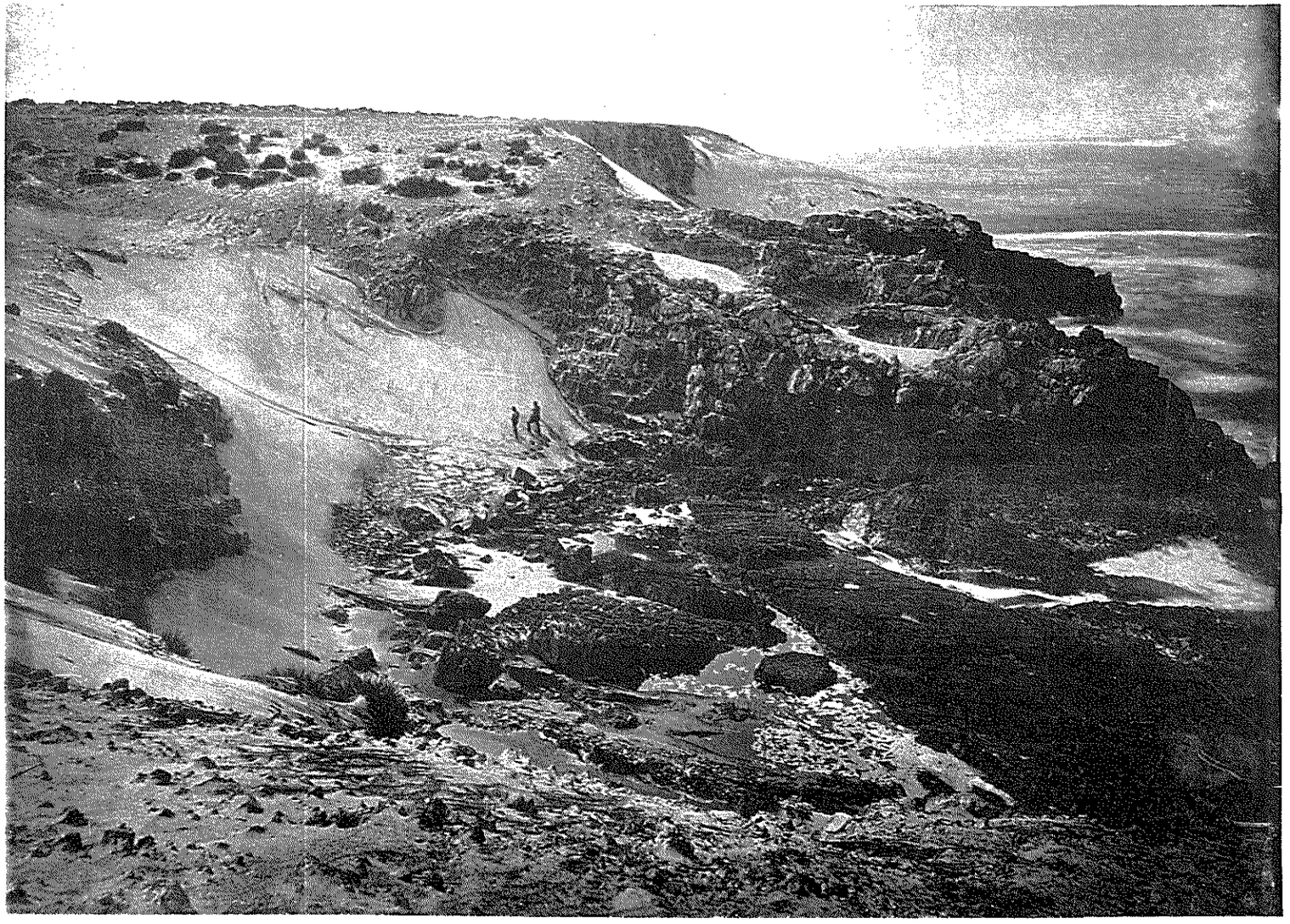

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Cape Dolphin.

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Port Darwin.

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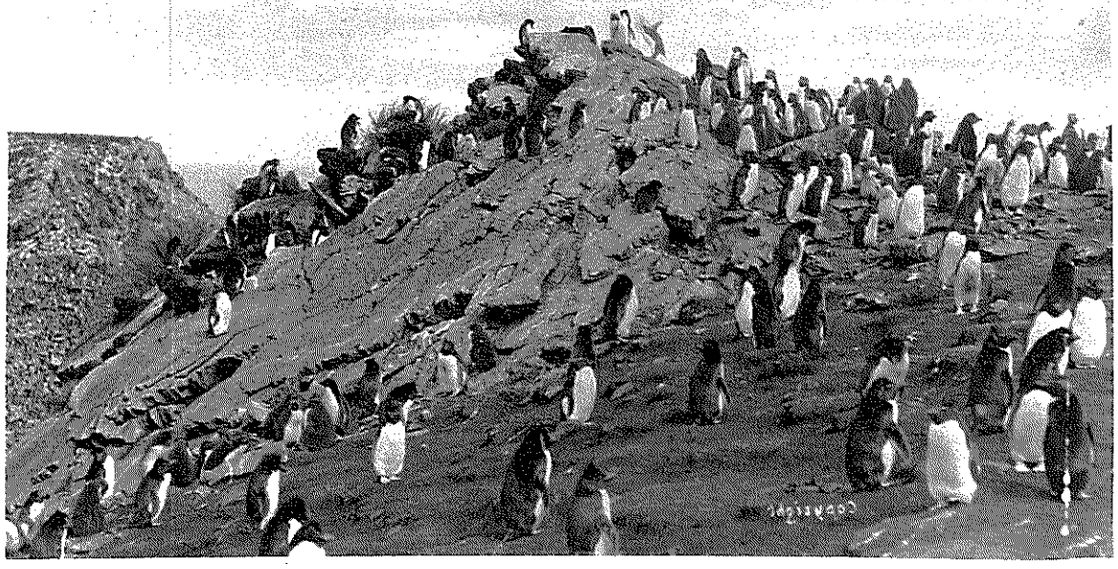
Sea Lions.



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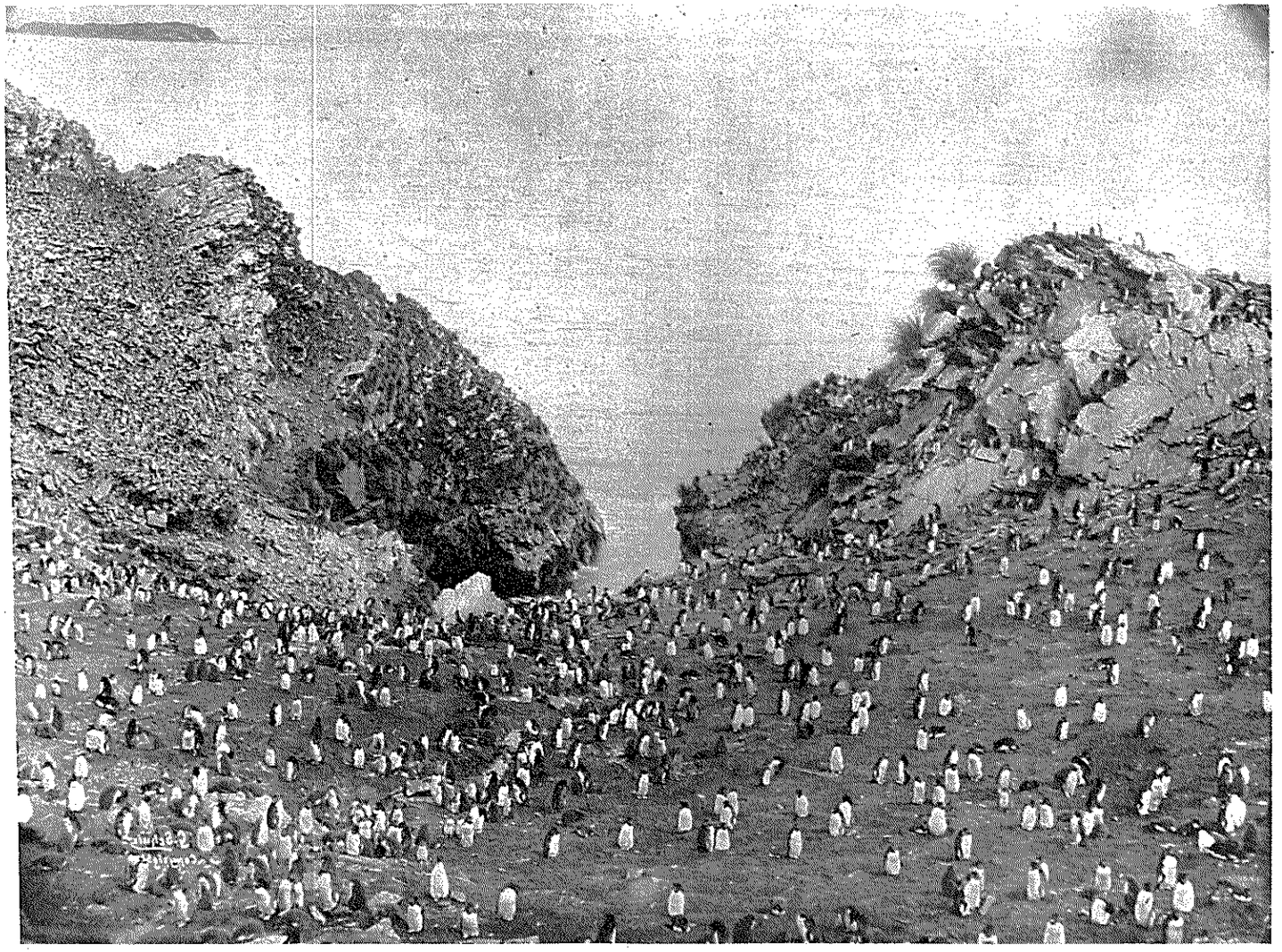
Penguïns.



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Penguins.

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Stream of Stones.

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Port Stanley (a).

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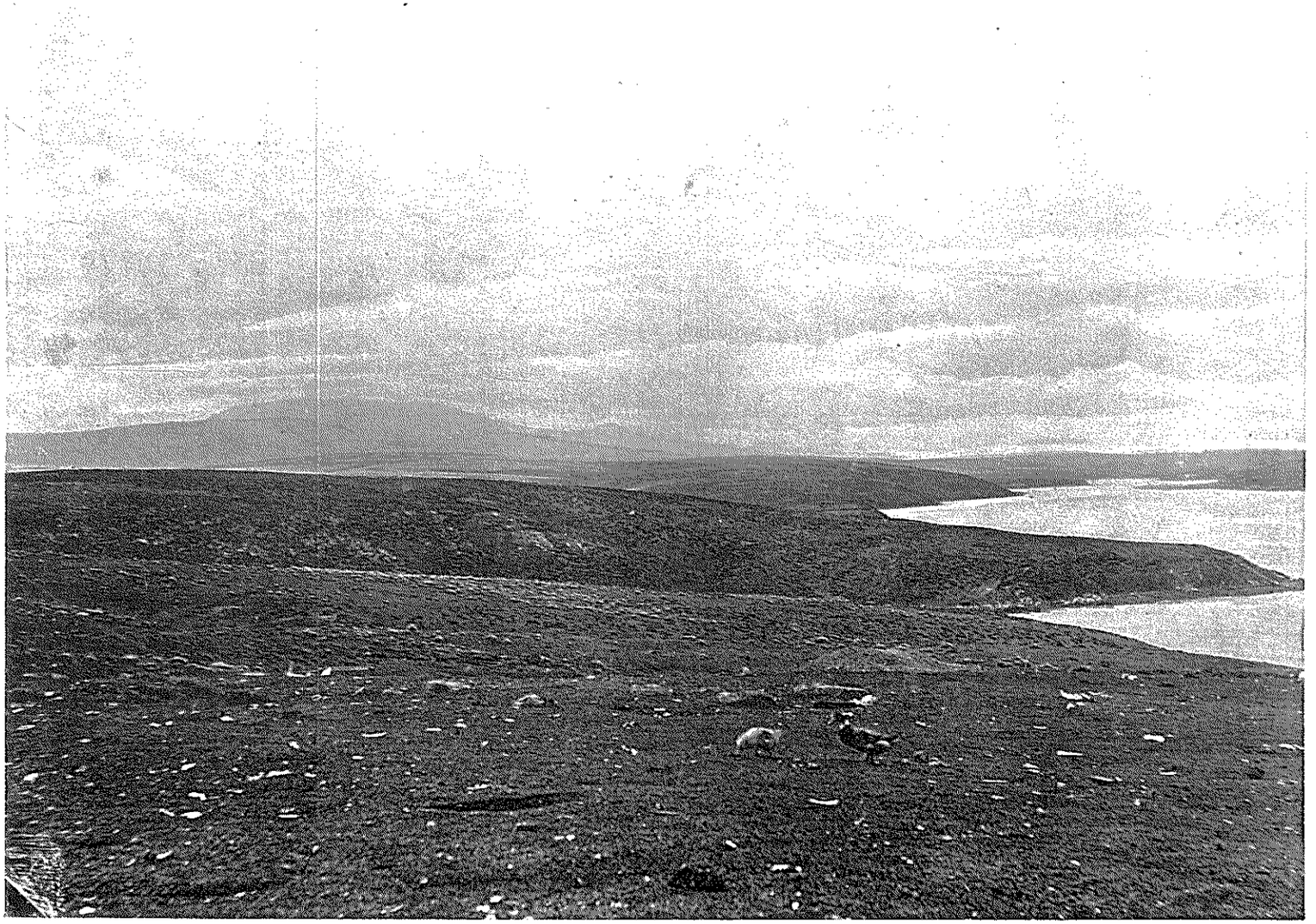
Port Stanley (b).



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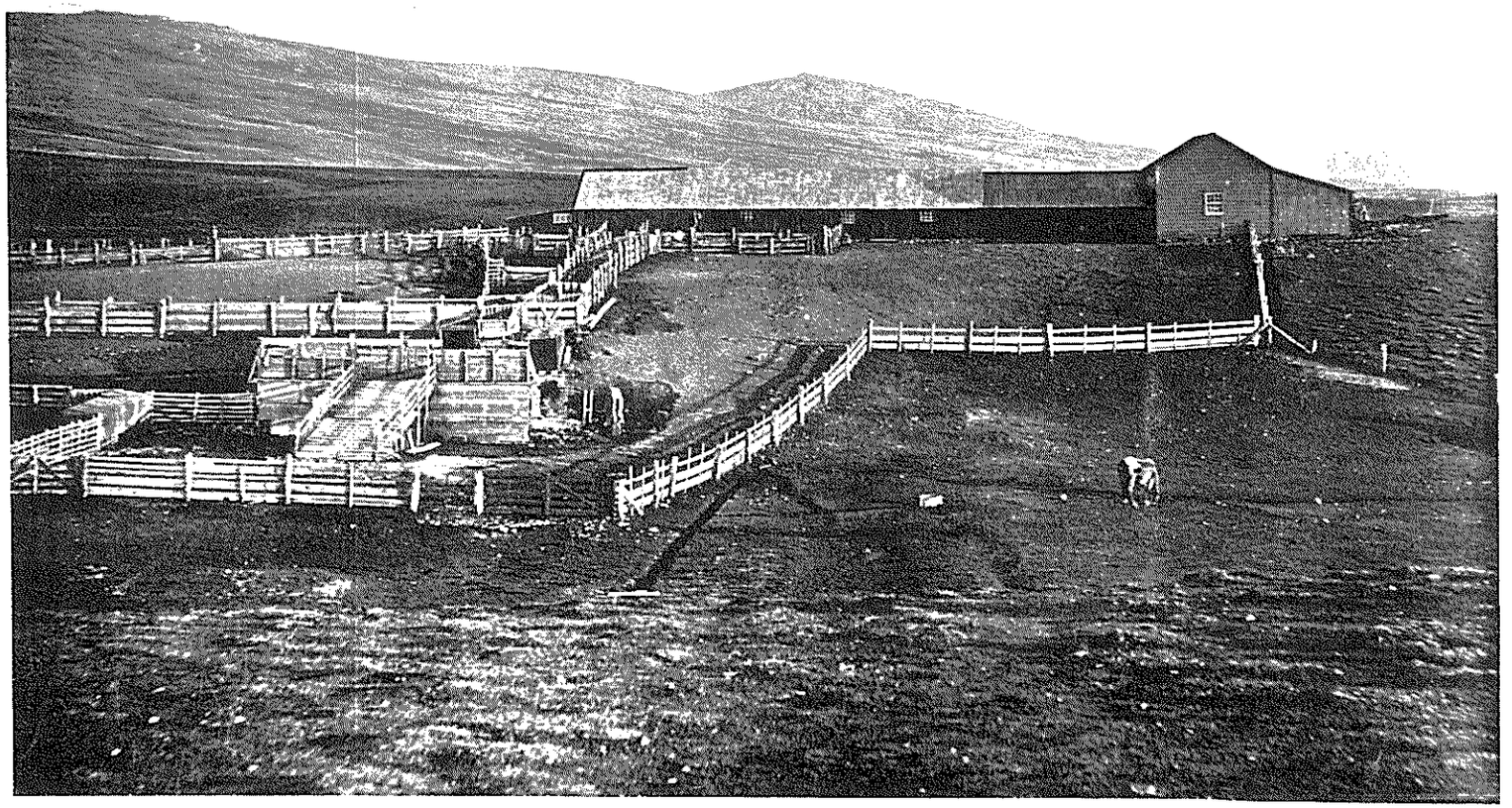
Camp with Mount Usborne.



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Woolshed San Carlos.

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Cape Pembroke.

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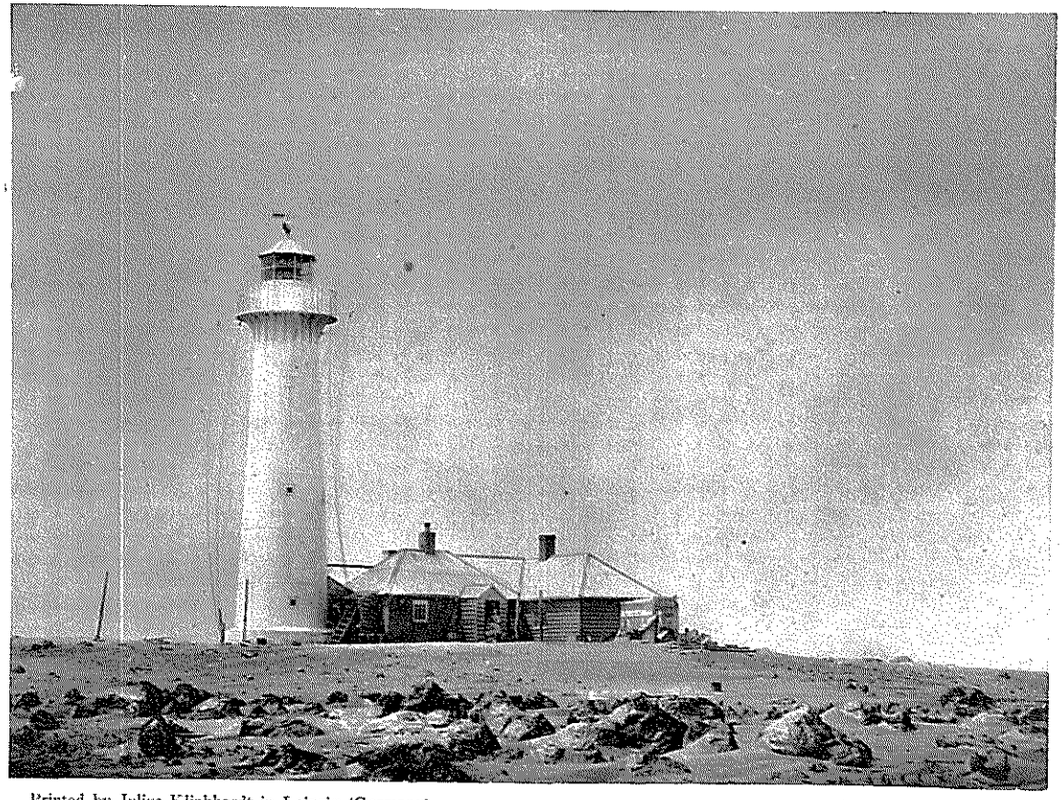
Mollymauks.

Mallyhawks.



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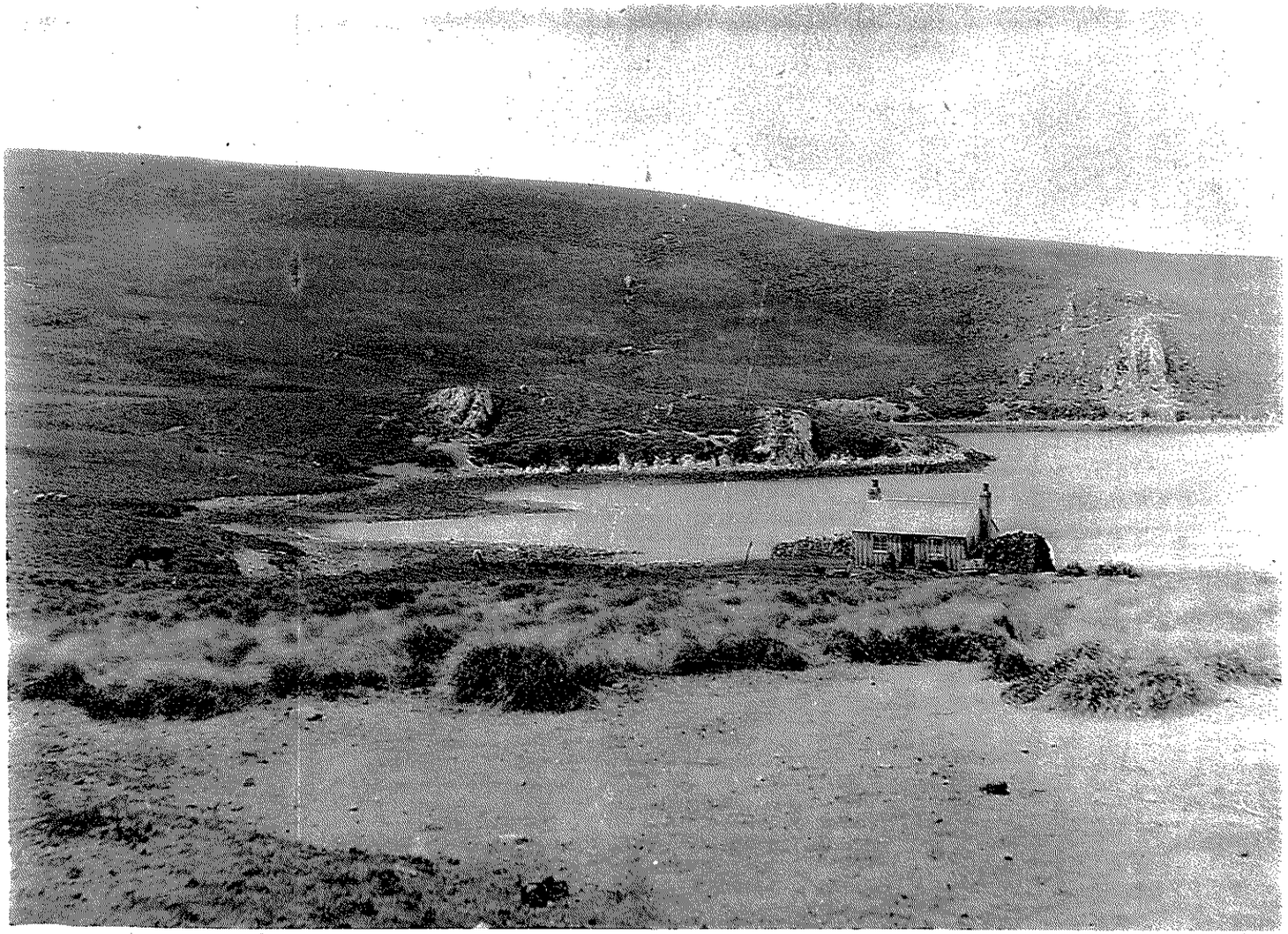
Lighthouse Cape Pembroke.



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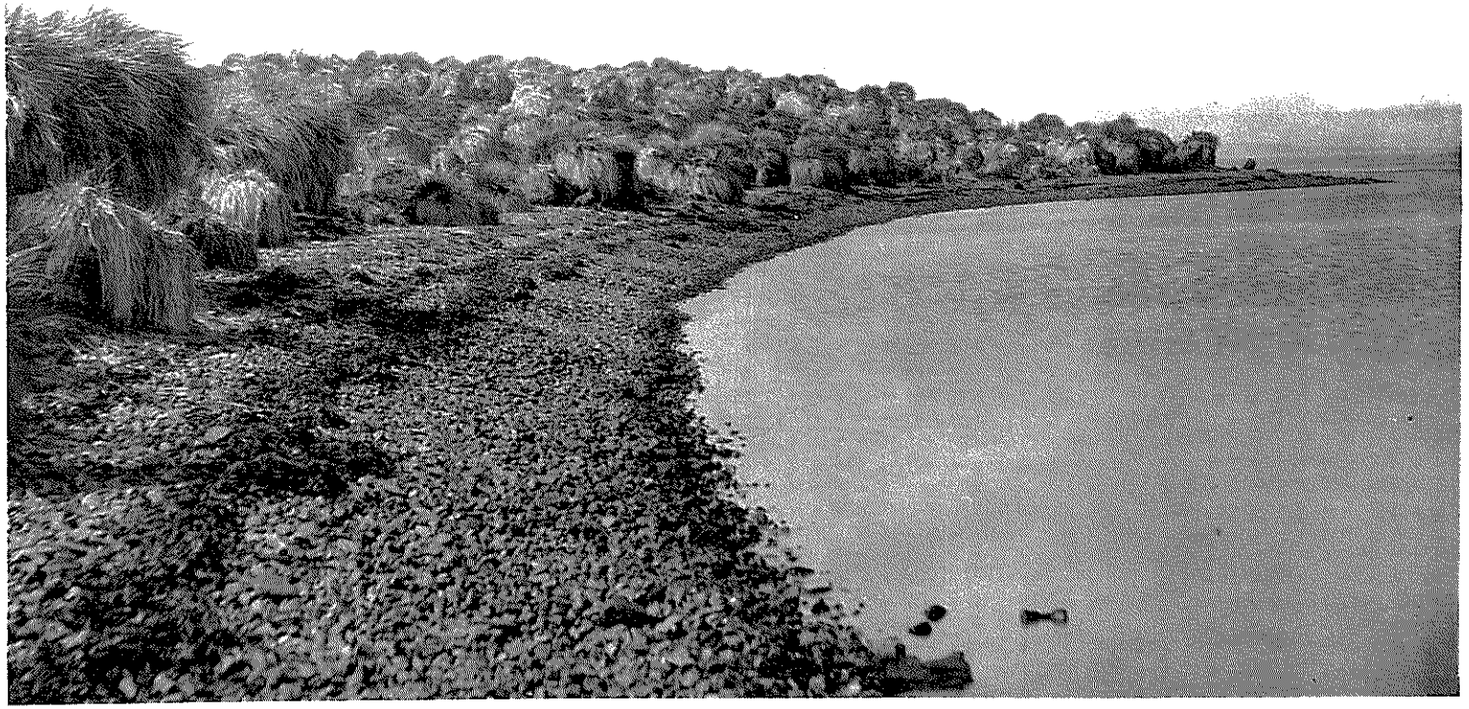
Shepherds' House.



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Tussock Grass.

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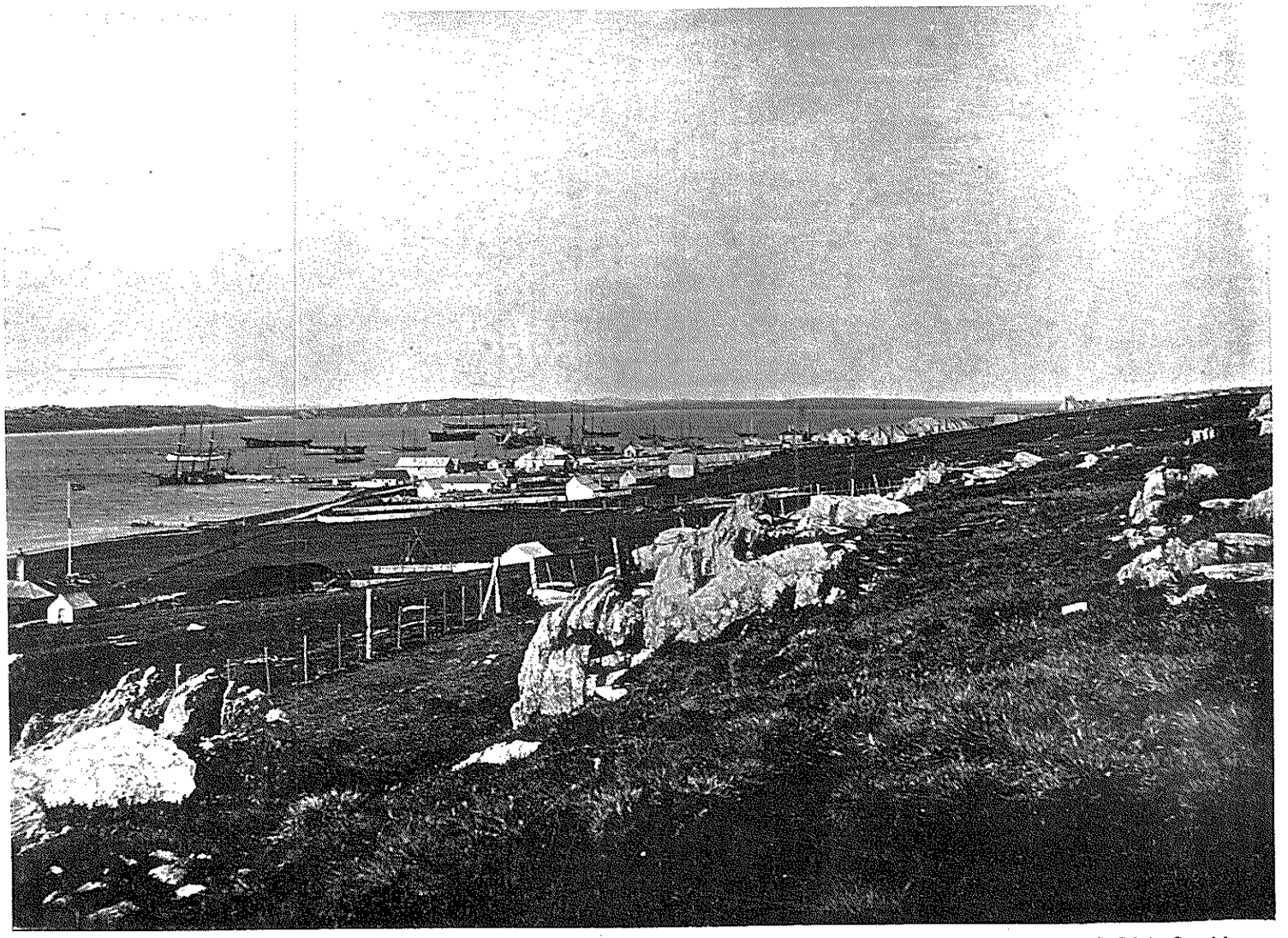
Cliff with Birdnests.



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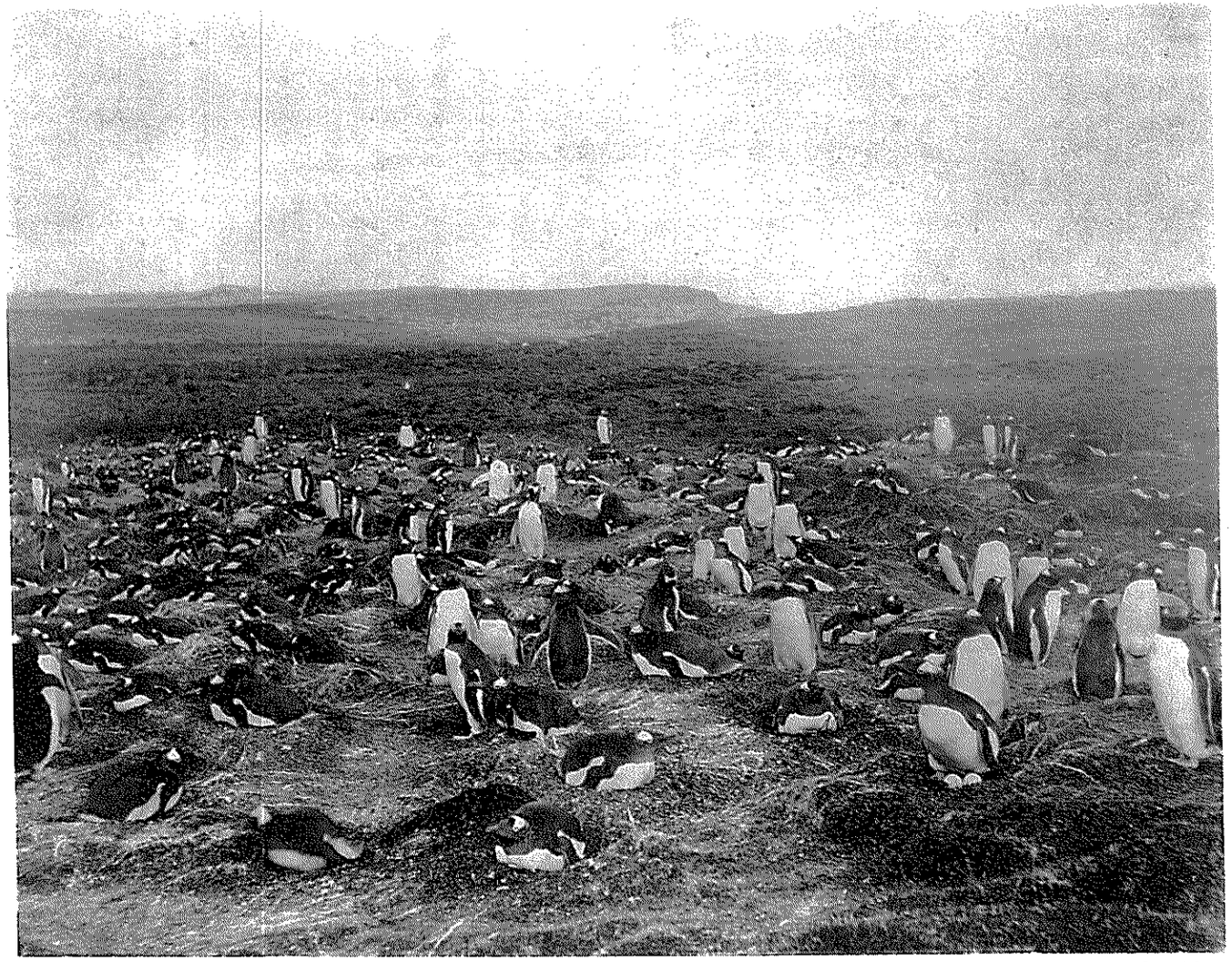
Port Stanley, Harbour and Narrows.



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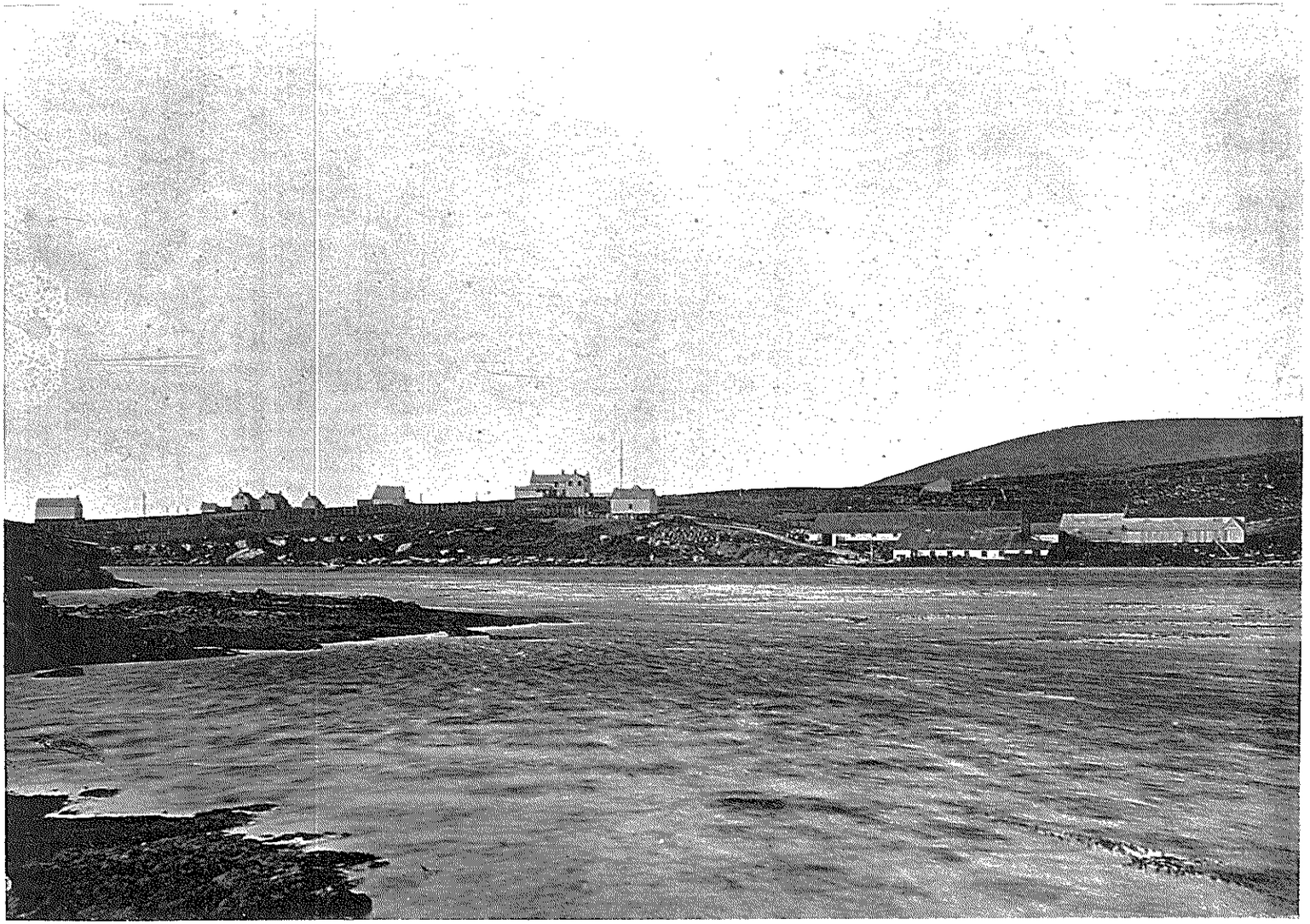
Penguïns.



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Port Stephens.

No. 1

Falkland Islands.

South-America

Illustrated by

Gust. Schultz

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