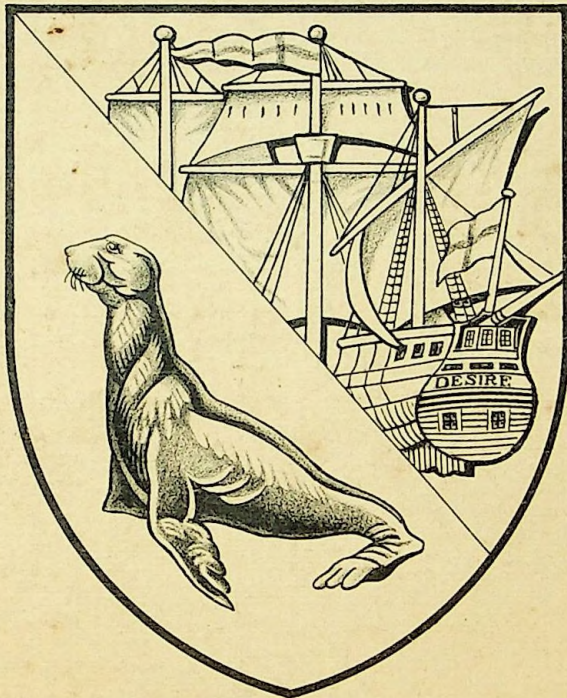


R/CUL/ANN/1#01

FALKLAND ISLANDS



CENTENARY

1833-1933

A short notice, historical and descriptive,

in regard to the

FALKLAND ISLANDS

prepared on the occasion of the Centenary of the Colony

in 1933 by

J. M. ELLIS, Colonial Secretary.

Printed at the Government Printing Press, Stanley,
by CHARLES GOSS ALLAN.

Price - One Shilling.

THE FALKLAND ISLANDS.

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I. WHERE THEY ARE AND HOW TO REACH THEM.

Many of those who have not been so fortunate as to visit the Falkland Islands will be at loss immediately to place them on the map : for some they lie off the north coast of Scotland having usurped the mooring of the Farøes while for others Fiji affords a comfortable refuge in their dilemma. In fact they are almost as far removed from the latter as from the former being found, according to the text book, in the South Atlantic ocean about three hundred miles to the east by a little north of the eastern end of the Straits of Magellan between 51 and 53 degrees south latitude and 57 and 62 degrees west longitude. Neither by physical definition nor in actual experience can the Falkland Islands lay claim to the doubtful distinction of being subantarctic although they cling close in winter to the skirts of the pack-ice and are chastened at all seasons of the year by the frosty breath of the Great White South. It is not a light matter to take ship for Stanley, the capital of the islands. One company only, the Pacific Steam Navigation, has direct sailings from the United Kingdom and these sailings are now infrequent and irregular and for the most part of cargo vessels with limited accommodation for passengers. The time occupied on the voyage runs from twenty-six days up to six or even seven weeks. The voyage itself is interesting as such places as Rio de Janeiro and Montevideo on the mainland of South America are ports of call and the cargo vessels touch also at Bahía Blanca, the important grain exporting centre in the Argentine Republic. When the Pacific Steam Navigation's service is not available communication between the Colony and the outside world is maintained by a local steamer of some three hundred and fifty tons burden which covers the thousand and fifteen miles of storm-swept seas between Montevideo and Stanley in an approximate period of five days. The passage is not one for the timorous or the squeamish as midway the "roaring forties" have to be encountered and in this desolate turmoil of waters man and the mightiest of his works seem but of small account. The sailings of this steamer are arranged to fit in with those of the Pacific Steam Navigation's vessels so that opportunities for mails and for passengers to reach and to leave Stanley occur on the average once a month although the exact intervals may be either longer or shorter.

Contact with the "coast" of Patagonia is effected from time to time through Magallanes in Chile and is again dependent for the most part on cargo vessels of the Pacific Steam Navigation on their way round South America in either direction. The journey from the United Kingdom to the Colony is not to be accomplished without a considerable outlay. A first-class passage costs from £70 to £90 and a second-class passage about £50. It is not yet possible to arrive at the islands by air.

II. A NOTE ON THEIR EARLY HISTORY.

As is to be conjectured from the geographical position of the Falkland Islands their known history opens up no new vistas of distance or of shadow. Lacking in mystery may be that it is lacking also in romance; yet for all that the tale is plain it is full of the pulsating interest of life in the raw.

Discovery and first settlement at Port Louis.

The honour of discovering the Falkland Islands is assigned to John Davis who sighted the group, but did not land, in the "*Desire*" on the 14th of August, 1592. Sir Henry Hawkins in the "*Dainty*" reports having seen them on the 2nd of February, 1594, and the Dutchman Sebald Van Weerdt appears to have visited some of the outlying islands, probably the Jasons, in 1598. Sir Henry bestowed on the islands the picturesque title of "Hawkin's Maidenland" in homage to the Virgin Queen, while more prosaically after Van Weerdt they were also styled the Sebaldines. Their actual name is taken from the well-known royalist Lucius Cary, Lord Falkland, who was killed in 1643 at the Battle of Newbury, and was given in his memory by Captain Strong who sailed in the "*Welfare*" between the East and West Islands in 1690 and called the passage the Falkland Sound. It does not appear, however, that this name was applied to the group as a whole earlier than 1745. Among other names by which the islands have been called are the Isles Malouines by the French (de Bougainville having sailed from the channel port of St. Malo with his colonists) and the Islas Malvinas, as being interpreted into Spanish.

The first settlement permanently established in the Falkland Islands was that of de Bougainville, who with his Acadian emigrés from Nova Scotia founded, in February, 1764, a little town, to which he gave the name of Port Louis and traces of which can still be seen, at the western extremity of the inlet now known as Berkeley Sound on the north-east coast of the East Falkland Island. In the following year a further contingent of colonists arrived bringing the total number up to seventy-nine.

The first British settlement at Port Egmont.

As early as 1748 the British Government in consequence of the representations made by Commodore Anson had conceived the project of establishing a base at the Falkland Islands for vessels on their way to and from the Pacific, but had abandoned it in view of the attitude adopted by the Spanish Government. The project was revived, however, about the same time as de Bougainville was preparing his plans and in June of the same year, 1764, Captain Byron was despatched, in apparent ignorance of de Bougainville's expedition, with the object of seeking some spot suitable for use as a base. Accordingly Captain Byron, after examining several harbours, landed on the

23rd of January, 1765, at Saunders Island, which forms the western side of a large bay on the north coast of the West Falkland Island, and took possession of it and of all the neighbouring islands for his Majesty King George the Third. Captain Byron named the harbour Port Egmont after the Earl of Egmont, who was then head of the Admiralty, and leaving Captain Macbride with a sloop-of-war in charge of the establishment and with instructions to survey the group continued his voyage to the Pacific. Captain Macbride proceeded thereupon to circumnavigate the islands and to his surprise discovered the French settlement of Port Louis less than a hundred miles distant in a direct line from Saunders Island. He warned the colonists to depart from the territory of His Britannic Majesty and subsequently himself departed for England to give his report. Upon the receipt of which report and of Captain Byron's recommendation the British Government decided to found a settlement at Port Egmont and Captain Macbride returned thither immediately with about one hundred persons in the "*Jason*" frigate reaching the harbour in January, 1766. By dint of great exertions the settlers were able to make ready their houses, which seem from their remains still surviving to have been built principally of stone, against the advent of winter and thus during the year 1766 two settlements, one British and one French, were in being in the Falkland Islands with a united population approximating to two hundred. For he it remarked there were then no indigenous inhabitants, nor has any evidence of previous human life in the islands so far been discovered.

The arrival of the Spaniards and the seizure of Port Egmont.

Spain had been jealous always of any interference in the Pacific or in neighbouring waters and determined to resist the attempts of Great Britain and of France to appropriate these islands. Representations were made therefore against the continuance of the settlements to the Courts of St. James and of Versailles. After an angry correspondence Louis the Fifteenth of France finally consented to withdraw his subjects from Port Louis provided that they should receive indemnification for their expenses from Spain. Accordingly Port Louis was delivered up at the end of 1766 for a payment of a sum equal to about £24,000. The colonists returned to France and the Spaniards took possession of the place changing its name with due solemnity to Soledad. A garrison was stationed there under the authority of the Imperial Governor at Buenos Aires. The endeavours of the Spanish Government to induce the British to withdraw were not so successful and orders were sent therefore for their expulsion, if necessary by force. Letters in civil but positive language were passed between Captain Hunt of the British frigate "*Tumar*" and the Governor of Soledad in which either expressed his surprise that the other should be where he was and summoned him to desist from his trespass and quit. So matters rested until on the 4th of June, 1770, the Spanish frigate "*Industria*", commanded by Don Juan Ignacio Madariaga entered Port Egmont and two days afterwards four other Spanish ships of similar size anchored in the harbour opposite the settlement. The only British vessel there was the sloop-of-war "*Favourite*" of sixteen guns and the only fortifications on land were a blockhouse and a mud battery, mounting together four 12-pounders. Captain Farmer, the Acting Governor of the Colony, prepared to defend himself but when the "*Favourite*" attempted to move her position nearer to the shore two shots were fired over her by the Spanish frigates and she was obliged in consequence to remain quiet. The British Captains then wrote to the Spanish Commodore requesting him to depart as

soon as he should have obtained the necessary refreshments. In answer to this they received a letter from Don Juan stating that he had come with a very large force, comprising 1,400 men, besides the crews of his vessels, and with an ample supply of artillery and ammunition, under orders to expel the British from the islands; and that unless they prepared immediately to depart he would compel them to do so, and they themselves would be answerable for the consequences. Captain Farmer refused to comply with this summons and continued his preparations for defence: whereupon Don Juan addressed to him another letter on the 9th of June declaring that unless within fifteen minutes of its receipt he should give evidence of his readiness to abandon the islands an attack would be made on him by sea and by land. The British persisted, however, in their determination not to yield until the Spaniards had landed and opened fire: when, finding all attempts at resistance vain, Captain Farmer capitulated. The place was occupied by the Spanish troops on the 10th of June, 1770, and the British settlers were embarked on board the "*Favourite*", being allowed to take with them such property as they cared to carry away. Finally the "*Favourite*" sailed on the 14th of July and reached England on the 22nd of September.

The restitution of Port Egmont and the withdrawal of the British and later of the Spaniards.

The British Government did not allow the expulsion of the garrison from Port Egmont to pass without protest: indeed so strong was the feeling aroused by this action on the part of Spain that for a time the two countries were on the verge of war. Consequent on protracted negotiations Port Egmont was restored formally on the 16th of September, 1771, by the Spanish Commandant Orduna to Captain Scott of the British frigate "*Juno*" who had been sent with three ships of war to receive the possession.

This second settlement was also short-lived. In 1772 the British force in the Falkland Islands was reduced to one small vessel with about seventy-five men, and in 1774 the islands were entirely abandoned by the British, who left an inscription behind them stating that the Falkland Islands belonged to the King of Great Britain. Port Egmont after its evacuation by the British remained deserted. The Spaniards continued to maintain their settlement at Soledad until their withdrawal in the first quarter of the nineteenth century: the exact date of their departure is uncertain but there is some evidence to show that in 1812 criminals were being sent there from South America; another authority, however, gives 1808 as the date up to which rights of possession were exercised.

No distinct accounts have been preserved of the extent of the settlement at Soledad. The remains of the town show that though small it was tolerably well-built and was provided with a Government House, a church, and store-house and forts, all of stone. It was under the superintendence of an officer entitled "Commandant of the Malvinas" who was dependent on the Viceroy of La Plata.

The first chapter in the history of the Falkland Islands closes with their abandonment by Spain. For a period of years they were left once more without permanent inhabitants although sealing and other vessels made convenient use of their many and excellent harbours.

III. LATER HISTORY AND PERMANENT ESTABLISHMENT OF THE COLONY.

The second chapter in the story of the islands starts with the endeavours of Louis Vernet to revive the settlement at Port Louis or Soledad. Louis Vernet was by origin a German from Hamburg who had resided long in the United States and had removed thence to Buenos Aires. Under the authority of the Government of the Republic of Buenos Aires after two unsuccessful attempts in 1824 and 1826 he took possession publicly of Soledad on the 30th of August, 1829, in the dual capacity, it would seem, of Governor of the group and of proprietor of the East Falkland Island. The British Government had already protested against the measures adopted by the Government of Buenos Aires in regard to the Falkland Islands and Vernet's action was the occasion for a further protest. The situation remained quiet, however, until in November, 1831, Vernet in virtue of his powers as Governor seized three United States vessels which were engaged in the seal fishery on the coasts of the islands. After a lengthy altercation between the two Governments concerned the United States warship "*Lexington*" sailed from the River Plate for the Falkland Islands, destroyed the small fort which stood at Port Louis and retook the property taken from the seized vessels.

The Argentine Government persisted nevertheless in claiming jurisdiction over the islands and on the appointment of a new Commandant to act as Governor in the absence of Vernet the British Government decided to re-assert its sovereignty. Accordingly Captain Onslow was despatched at the end of 1832 in command of His Majesty's ship "*Olio*"; he visited Port Egmont on the 20th of December and discovering it to be unoccupied went on to Port Louis where he arrived on the 2nd of January, 1833, and found a settlement with twenty-five Argentine soldiers and a schooner-of-war flying the Argentine colours. He acquainted the Argentine Commander civilly with the object of his mission and requested him to haul down the flag on shore and to embark his force. The Argentine Commander then called upon Captain Onslow and requested him to allow the Buenos Aires flag to fly on shore until the 5th of January when he would sail and take with him the force and such of the settlers as were desirous of leaving the islands. Captain Onslow replied that, as far as related to the flag, his request was inadmissible. The Commander then consented to embark his soldiers and left Captain Onslow for that purpose. He, however, still kept the Argentine flag flying on shore, whereupon Captain Onslow landed and hoisted the British flag, sending an officer to haul down the foreign flag and deliver it on board the schooner. The Commander sailed on the 4th of January, 1833, taking with him the soldiers and several of the inhabitants who wished to return to Buenos Aires. On leaving Port Louis himself a few days later Captain Onslow entrusted Mr. William Dickson with the care of the British flag instructing him to hoist it when any vessels anchored and on all holidays and to acquaint the commanders of His Majesty's vessels who might touch at the settlement with all acts of insubordination in the Colony.

Mr. William Dickson was in the employment of Vernet as storekeeper and appears to have been considered by Captain Onslow as the most respectable British subject in the place. Vernet's agent, Mr. Matthew Brisbane, was absent from the islands at the time having been removed to Buenos Aires by the "*Lexington*".

IV. MODERN TIMES.

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

When the news of the crime became known Lieutenant Henry Smith R.N., was sent to the Colony as Governor and was succeeded as such by other naval officers until a civil administration was formed under Lieutenant R. C. Moody, R.E., in 1842. Governor Moody laid out a township which he named Anson and then removed in 1844 to Stanley, the present capital. After difficult times in the beginning further settlers and fresh capital gradually were attracted by the possibilities of the new Colony and in 1846 that part of the East Falkland Island lying south of the isthmus at Darwin was conceded by sale to Samuel Lafone of Montevideo; Lafone, however, did not long continue to farm the property on his own account and in 1851 transferred it to the Falkland Islands Company which was incorporated by charter that same year. The Falkland Islands Company besides owning Lafonia has extensive tracts of land in the northern half of the East Falkland Island and carries on a large business as shipping agents and general merchants in Stanley. In 1849 the small garrison composed of sappers which had been maintained in the Colony was replaced by a detachment of Chelsea Pensioners. Not many of them remained and in 1858 they were replaced in turn by a garrison of marines, thirty-five in number and all married. About this time the South American Missionary Society founded a training settlement on Keppel Island for Indians from Tierra del Fuego. The settlement did not succeed as the Indians proved unadaptable to the refinements of civilization and sickened physically and morally so that eventually the experiment had to be abandoned. Bishop Stirling who was consecrated first Bishop of the Falkland Islands in 1869 came out to Keppel Island as superintendent of the settlement in 1862. In February, 1871, His Royal Highness the Duke of Edinburgh visited the islands and in January, 1881, Prince (now King) George entered Port William together with his brother Prince Albert Victor on board H.M.S. "*Bacchante*" but was prevented from landing by the receipt of sudden orders to proceed to the Cape of Good Hope.

The early industry of the Colony was the exploitation, mainly for their hides, of the wild cattle running freely over the East Falkland Island. These wild cattle were descendants of the cattle introduced by de Bougainville and of later importations during the Spanish occupation: they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor. Sheepfarming was attempted first by the brothers Whiting-

ton on the East Falkland where by the year 1860 a considerable number of sheep was being run and shortly afterwards a start in this direction was made on the West Falkland. Between 1870 and 1880 a definite change over from cattle to sheep took place and subsequently the wild cattle were killed off by degrees and have now become to all intents and purposes extinct. For some years there is little of special interest to be recorded. The Colony enjoyed a steady prosperity from the proceeds of its wool but few landmarks of positive progress stand out other than that in 1885 the Colony became entirely self-supporting and that in 1912 a wireless station was opened. Indeed the Falkland Islands were but little remembered until the 8th of December, 1914, when they sprang into fame as the scene of Sturdee's brilliant victory over Graf von Spee. Not long before they had bade farewell to Cradock on the eve of Coronel. The 8th of December has been adopted in the Colony as a national day and is annually celebrated by a religious service and by a public holiday.

During the Great War development perforce was further retarded and although much has been done in recent years to make up the leeway life in the Falkland Islands in many respects still remains somewhat primitive. In 1927 the publication of a daily newsheet under the style of the "*Penguin*" was successfully launched and in the following year a system of broadcasting both local and overseas programmes over telephone wires was inaugurated in Stanley. Previous to the "*Penguin*" the only publication produced in the Colony other than the official Gazette had been the "*Falkland Islands Magazine and Church Paper*" founded in 1889 by Dean Lowther Brandon who served as Colonial Chaplain for thirty years from 1877 to 1907 and has left behind him a notable record.

A list of the Governors of the Colony is given below:-

1842-1847	Lieutenant R. C. Moody, R.E.
1847-1855	G. Rennie.
1855-1862	Captain T. E. L. Moore, R.N.
1862-1865	Captain J. G. Mackenzie, R.N.
1866-1870	Sir W. C. F. Robinson.
1870-1876	Brevet Colonel G. A. K. D'Arcy.
1876-1880	T. F. Callaghan, C.M.G.
1880-1886	Thomas Kerr, C.M.G.
1886-1887	A. C. S. Barkly.
1887-1891	Thomas Kerr, C.M.G.
1891-1897	Sir Roger Tuckfield Goldsworthy, K.C.M.G.
1897-1904	William Grey-Wilson, C.M.G.
1904-1915	William Lamond Allardyce, C.M.G.
1915-1920	Sir W. D. Young, K.B.E., C.M.G.
1920-1926	Sir John Middleton, K.B.E., C.M.G.
1927-1931	Arnold Hodson, C.M.G.
1931-43	Captain Sir James O'Grady, K.C.M.G.

V. THE FALKLAND ISLANDS TO-DAY.

Stanley is at once the capital and the only town in the islands. Outside Stanley there are smaller settlements, some thirty in number, established as the headquarters of the farm stations into which the Colony is divided. For the most part these settlements consist of six or eight houses besides the woolshed and farm buildings and the cookhouse for the station hands and have a population varying between twenty and forty persons. The largest of them is Darwin, the headquarters of the Falkland Islands Company's farms and named after the great naturalist Charles Darwin, who during his visit to the islands in 1833 on board *H.M.S. "Beagle"* rode over to this locality and spent the night there. Darwin is situated on the isthmus dividing the northern half of the East Falkland Island from the peninsular of Lafonia and is distant sixty miles from Stanley. Its residents number approximately one hundred. On the West Falkland Island the principal centre is Fox Bay where there are two farm settlements and where the Colonial Government maintains a wireless telegraph station.

Communication between Stanley and the farms is carried out on horseback or by boat. There are no railways and no roads beyond the immediate vicinity of Stanley; nor has the aeroplane as yet been introduced although the possibility of development in this direction is engaging attention. An average distance between settlements may be taken at from twenty to thirty miles or, by the prevalent method of reckoning, from four to five hours' ride. In dry weather the journey between certain of the settlements can be performed by motor car — caterpillar wheels being an essential except over specially hard stretches of "camp"² — but a strong flavour of adventure still attaches to such an enterprise. It is difficult to conceive the circumstances in which metalled roads across the islands will become an economic proposition. Apart from the cost of their construction the advantage to be gained from their use for commercial purposes, that is for the carriage of wool, appears problematical. All the settlements are situated actually on the edge of the sea and the sheep are driven in to be shorn at the woolsheds. The fleeces are then baled and loaded direct into the local steamer which conveys them into Stanley again for direct shipment to the London market. Experiments are being conducted at the present time as to the practicability of developing communications by the laying of ribbon tracks on the lines of the Rhodesian method. Socially no doubt such roads or tracks would be of great amenity and convenience and they might serve also to open up the less known or used parts of the camp.

On the farm stations sheep are run to the almost total exclusion of other kinds of stock. Some cattle survive but they are diminishing in number and are always subordinated to sheep. There is no cultivation except around the settlements and the outlying shepherds' houses where gardens are tended and a limited quantity is grown of hay and of oats which, however, do not ripen but are cut green for fodder. The area of a good sized property exceeds a hundred thousand acres with a carrying capacity of twenty-five or thirty thousand sheep; the total sheep population is slightly more than six hundred thousand while the ratio of acres to sheep throughout the islands

²The term "camp" is in common usage in the Falkland Islands and means all the country outside Stanley. It is taken from the Spanish "campo" denoting, e.g. in the Argentine, open grazing lands or pampas.

works out at not less than five to one, and of sheep to human inhabitants at nearly two hundred and ninety to one, this latter ratio probably constituting a record. The type of sheep which has been evolved and found to be generally most suited to conditions in the Falkland Islands is a hardy cross-bred with a strongly predominant strain of the Romney Marsh. No trade in frozen or canned meat is in existence at the present time and except that mutton is an important factor in the local food supply the sheep are bred solely for their wool which compares very favourably with that produced by other crossbred types, for instance in Patagonia. The annual production of wool approximates to four million pounds and the average weight of a fleece is seven and a quarter pounds; practically the entire clip is exported in the grease. The United Kingdom is virtually the sole importer but about one-half is re-exported to other European countries. Sheep-farming remains, as it has remained for many years, the sole industry of any importance. In the past whaling has been conducted and some sealing; the former was abandoned, however, twenty years ago and has not been again started while the fur seal rookeries though flourishing by total protection are not sufficiently numerous to permit of exploitation. A company has been recently formed with local capital for the purpose of producing oil from the extensive herds of hair seals, termed sea lions and sea elephants, which frequent the coasts of the islands; given favourable conditions of sale there seems to be no reason why a profitable secondary industry should not be developed out of these resources.

The nature of the soil throughout the greater part of the islands is peaty and for this reason and because of the constant high winds and lack of sun no trees grow and the vegetation generally is sparse. No foodstuffs are produced other than meat and vegetables and in consequence the community is almost entirely dependent on overseas importations so much so that in Stanley tinned milk and preserved butter are consumed; all fruit comes from abroad. The cost of living accordingly is high, averaging twenty or twenty-five per cent. more than in the United Kingdom, and the diet available is strictly limited in variety. Climatically the Falkland Islands are characterised by no extremes but the seasonal changes are less noticeably defined than in northern Europe. The winters are slightly colder and the summers much cooler, for example, than in London which lies about as far north of the equator as Stanley lies south. As a statistical fact the average midsummer temperature at Stanley is lower than the annual mean in London. Snow, sleet and hail may be expected in any month of the year but even in winter seldom stay long. The rainfall is not excessive averaging only twenty-six inches annually but as precipitation occurs on two out of every three days the atmosphere is usually damp. A large proportion of the days are overcast and stormy, clear settled weather exceptionally outlasting twenty-four hours. In the severity of their climate the Falkland Islands possess a valuable protection against contagious disease; on the other hand a robust constitution is needed to stand up to it and mental depression is readily induced and aggravated by the protracted periods of indoor confinement which are inevitable.

"Healthy but rigorous" may be taken as summarising in a phrase this matter of climate.

It will have been inferred already that opportunities for outdoor recreation are very restricted. Some rough shooting may be obtained but

except for snipe game is rare and the abundant wild geese make better eating than sport. A number of wild duck, principally teal, and of hare are to be found in certain areas. There is practically speaking no fishing. The most popular pastime is rifle shooting, and the standard reached is such that in 1930 the Falkland Islands' team succeeded in winning the Junior Kolapore Cup at Bisley. Football is played throughout the year but little cricket. When the weather allows the Stanley golf course provides a pleasant alternative to badminton under cover. There are golf courses also at some of the farm settlements and notably at Darwin. Tennis is scarcely attempted.

On the political side the Colony is constituted as a Crown Colony under Letters Patent dated the 25th of February, 1892, with a Government of the usual type, having at its head a Governor and Commander-in-Chief who is advised by an Executive Council consisting of three official and one unofficial members. The Legislative Council is composed of four official and two unofficial members, the latter being nominated by the Crown. The Colony has no public debt and maintains itself entirely of its own resources. Owing to its invested funds the burden of taxation is light; there is no income or land tax and the only customs duties levied are upon imports of alcoholic drink and tobacco and upon exports of wool. The budget is made to balance even in these hard times. The Falkland Islands are an isolated outpost of Empire and though there is no garrison of regular troops the volunteer Defence Force is an efficient and well-equipped body. It is the proud boast of the Falkland Islands that they are the most British of all the Colonies; the population, including the Dependencies, numbers three thousand and is almost exclusively of British descent and one hundred per cent "white". The only language spoken is English. The monetary units of weights and measures are the same as in the United Kingdom and Imperial gold, silver and copper coinage alone is in circulation. The Colony issues its own currency notes based on sterling but Imperial notes are without distinction legal tender at par. More than four-fifths of the total trade of the Colony is direct with the old country. The keynotes of the Falkland Islands today are loyalty and liberty: loyalty to King and Empire, liberty of life and conscience.

VI. A DESCRIPTION OF STANLEY.

The capital town of Stanley lies along a narrow and sharply-rising strip of land forming the southern shore of an inlet from Port William (itself an inlet on the north-east coast of the East Falkland Island) with which it is connected by a passage locally termed the Narrows upwards of three hundred yards in width. To this inner harbour is given the name of Port Stanley, Lord Stanley having been Secretary of State for the Colonies when in the year 1844 the settlement was transferred from Port Louis by Governor Moody. Previously it had been known as Jackson's Harbour. The transfer was effected at the advice of Captain Ross R.N., of the "*Erebus*" and "*Terror*" Antarctic expedition by reason of the superiority of Port William to Port Louis as a harbour, being at once easier of access in the days of sail and affording better and larger accommodation for ships of His Majesty's Navy. So far as regards the nature of the surrounding country it is doubtful whether a worse choice could have been made. For a compass of many miles the "camp" is some of the wettest and roughest in the islands consisting of little else than marshy flats and rocky heights of a uniform grey in

character. John Bull Whittington who was one of the first to take up land in the neighbourhood of Port Louis was disgusted at the decision and expressed his opinion in no uncertain language - "of all the miserable bog-holes". Again from the point of view of internal communication its disadvantage is apparent as compared with the convenience of various alternative sites on the Falkland Sound. Peat deposits, however, abound and are to be placed on the credit side as offering an almost inexhaustible supply of firing ready to hand - so ready to hand indeed that in 1878 and again in 1886 peat slips occurred the latter of which caused considerable damage to the church and school. The growth of Stanley has been especially marked in recent years both in respect of population and of area. At the census of April, 1931, the number of residents in the town was returned as exceeding twelve hundred of whom about three hundred and fifty were children, the sexes being almost equally divided. The sea frontage taken from the cemetery at the east to the hospital on the west approximates to a mile in length and the houses reach in places as far inland as half a mile with an average depth of five hundred yards. The town has been provided during the last decade with a good system of roads which is being steadily extended; the principal thoroughfares are lighted by electricity and are laid with underground sewers. An ample quantity of water for domestic purposes has been made available through the construction of a pipe line from a catchment basin at the foot of Mount William, three miles distant, and of adequate storage reservoirs. Distribution mains run through most parts of the town and the levels are such that there is no house which cannot be connected to the service. Outside Stanley no road at present exists other than that leading to the western end of the harbour; the making of a road in the opposite direction to Surf Bay on the south shore of the open sea is in actual progress.

It must be admitted that there is not much of outstanding interest for a visitor to see in the town. Besides the Cathedral, in regard to which a short note is added, there are two places of public worship, a Roman Catholic chapel and a Baptist tabernacle. There are two schools, both elementary, the one maintained by the Government and the other by the Roman Catholic Mission. The Town Hall, constructed of timber with asbestos tiled roof and iron sheeted sides, is imposing in appearance and in addition to housing the offices of several Government departments and the Museum contains a fine main hall which is used for functions of varying description and for dances; the floor is well-sprung and can hold up to two hundred and fifty couples at a time. Next to the Town Hall stand the modern, and it may be said model, public baths and gymnasium with the electric light power-house adjacent. At the west end of the town are situated the offices of the Colonial Secretary, immediately behind them is the King Edward VII Memorial Hospital which is fully equipped and possesses an up-to-date operating theatre, and further again to the west stands Government House a conglomerate of structures of different dates and styles, not unpleasing in its general effect, and from certain aspects giving the impression of a comfortable English country house. There are many shops and stores conducting general business to be found in Stanley prominent among which are the West Store belonging to the Falkland Islands Company, Limited, and the Globe Store; the former is lodged in a new and spacious building close to the Cathedral while the latter dates its establishment back to the year 1863. On the fringe of the town immediately to the west of Government House rises the Memorial to commemorate the

Battle of the Falkland Islands. A short description of the Memorial is also added. Further to the west runs the road to the wireless telegraph station which was originally constructed during the Great War by the Admiralty and is now operated by the Colonial Government. Its seven steel masts stand up boldly in their elegant height of over three hundred feet. South of the road the race course stretches out a half-mile straight and makes a brave display of stands and rails and starting-gates. Beyond the race course and over a sharp crest lies the rifle range with modern butts and with firing points for all the usual distances up to a thousand yards. The rifle range is situated on the common which spreads over a considerable area around Stanley in every direction except that of the harbour on the north. In the neighbourhood of the town the common is much used for the winning of peat and a visit to the banks where this form of fuel is cut in a semi-liquid state and later is stacked in rickles to dry will well repay the toil of a tramp over the bogs. At the head of the harbour opposite to the wireless telegraph station is to be seen a good example of the rivers of stones which are frequent throughout the Falkland Islands and which are one of the most noticeable peculiarities they have to offer. The origin of these rivers of stones is scientifically disputed; Darwin ascribes their formation to volcanic action but more recent opinion inclines to agree that the cause is rather of an evolutionary nature while differing as to the actual process. Across the harbour to the north the Admiralty maintains an oiling depot and the names of certain of His Majesty's ships which have visited the Colony are picked out in large letters of rock on the hillside.

In the eastern portion of the town there is little remarkable but on an elevation above this end of the harbour can still be seen the observation hut used by *H.M.S. "Canopus"* for control purposes in the famous battle. From the observation hut the peninsula juts out to make the southern shore of Port William with Cape Pembroke at its extremity eponymous of the lighthouse for the upkeep of which the Board of Trade is responsible. A few cables off the Lighthouse in the entrance to Port William the Billy Rock marks the last resting place of a number of ill-starred vessels. A graphic illustration of the perils of navigation in these waters is given by the story of the "*Sidney Dacres*" which in the year 1886, bound from Liverpool to San Francisco, put into Stanley for repairs and after a stay of five months in the port on leaving parted her tow rope, struck the Billy Rock and became a total loss. On the Billy Rock too in 1912 the *R.M.S. "Oravia"* went to her doom when entering on the outward voyage from home with passengers returning after leave.

Inside the entrance of Port William are set two islands covered with the luxuriant tussac grass. Another tussac island, known by the name of Kidney Island, lies close to the coast just outside and to the north of the entrance and is a veritable sanctuary of wild life and in particular of penguins, seals and seabirds. Higher up Port William on the southern shore the magnificent sand beaches of Yorke Bay unfold themselves and on the northern shore in Sparrow Cove and near Mangeary Point populous rookeries of the gentoo and the jackass penguin clamorously protest against intrusion.

A final impression of Stanley on a clear day after rain will be one of fresh-washed roads and red-roofed houses nestling snug under the lee of the protective slope on which it is built with the peat reekie rising softly

pungent in a tonic air and the derelict hulk of many a fair ship painting that streak of gentle melancholy which seems inseparable from the islands. Of these hulks, used as jetty-heads and for the storage of merchandise, first and foremost but sadly fallen from her pride is the "*Great Britain*", to whom he paid a tribute in such terms as follow.

The "Great Britain".

Once queen of the seas the "*Great Britain*" was built at Bristol to the design of Brunel and was completed in 1843. Until the launch of the "*Leviathan*", afterwards called the "*Great Eastern*", in 1854 she was the largest ship afloat with a registration which at different times varied from 3,500 tons to 2,640 tons. She was the first ship to be built of iron and one of the first to be propelled by means of a screw, her engines developing about 1,500 horse power. Originally she was a six-masted sailing ship with auxiliary steam power; in the course of her life she was altered on more than one occasion finally finishing as a full-rigged three-masted sailing ship. She started her career on the North Atlantic run but the greater part of her service was spent in the Australian trade and it was while so engaged that she paid her first visit to Stanley in 1853. Her second visit to Stanley in 1886 proved to be the end of her last voyage, the story of which is told by a member of her crew still living in the town.

The "*Great Britain*" left Cardiff, having been towed from Liverpool, on the 5th of February, 1886, with a freight of coal for Panama. Her crew numbered fifty-six in all. When off the River Plate fire broke out on board as a result of the heating of the coal. It was extinguished, however, and the vessel went on her way to the Pacific. Off Cape Horn she met with exceptional weather and after fighting a gallant battle against the mountainous seas for three weeks she was compelled to own defeat. By this time the crew were worn out, the provisions had become damaged by the salt water, and the vessel had lost her fore and main topmasts, a number of her sails had carried away and she was leaking badly. In the circumstances the master had perforce to yield to the insistence of his crew and shaping course for the Falkland Islands he made them on the 24th of May, one hundred and nine days out from home. On entering Port William the vessel grounded between Cape Pembroke and the lower or eastern tussac island where she remained three days and then was towed into the inner harbour. The crew stood-by in Stanley for six months awaiting orders from England. The outcome of the orders when at last received was that the vessel and her cargo were sold to the Falkland Islands Company, Limited, and the crew were paid off and the majority sent home.

The "*Great Britain*" lies to-day at the eastern end of the harbour where she continues to render useful service as a floating warehouse for the transshipment of wool and the reception of goods imported from abroad.

The Cathedral.

Christ Church, Stanley - named after the mother Church of Canterbury - is the Cathedral Church of the diocese of the Falkland Islands which extends the whole length of the west coast of South America from the Panama Canal to the Straits of Magellan and includes the Colony. The present building was consecrated in the year 1892 by Bishop Stirling and was designed by Sir

Arthur Blomfield. It is of red brick and has a simple dignity in full harmony with its setting.

It contains of special remark in the sanctuary an oak reredos beautifully carved with five panels representing the symbols of the Passion and surmounted by a canopy also of carved oak and richly decorated with gold and crimson, a full-size altar with frontal panels worked and given by the people of South Stanley, Yorkshire, the Bishop's throne with his arms crested by mitre in armorial colours, and a monk's chair fashioned out of wood which once formed part of Canterbury Cathedral. The chancel has a two manual organ and front choir benches of linenfold carved oak and is separated from the nave by a high and graceful screen likewise of carved oak. The east window erected in memory of Bishop Stirling is delicate and ornate.

There are several memorials in the nave which reward closer study. Near the font a handsome tablet on the south side is engraved with the names of Falkland Islanders who gave their lives in the Great War; on the same side opposite the pulpit is a smaller tablet in black and white in remembrance of Rear Admiral Sir Christopher Cradock and the officers and men of the Royal Navy who fell at Coronel and close to this tablet is a photograph of the memorial to Sir Christopher Cradock which stands in York Minster. On the north side close to the pulpit a brass plate sets out the names of the seven members of the Falkland Islands Volunteers who were drowned while on active service at Stanley on the 1st of December, 1914.

The Battle Memorial.

On a low bluff rising from the water's edge about half a mile to the westward of Stanley and commanding a prospect over the inner harbour stands the memorial which was erected by public subscription and unveiled in February, 1927, "in commemoration" as is stated in the inscription which it bears "of the battle of the Falkland Islands, fought on the 8th day of December, 1914, in which the British Squadron, *Invincible, Inflexible, Carnarvon, Kent, Cornwall, Glasgow, Bristol, Canopus, and Macedonia*, "under the command of Vice-Admiral Sir F. C. Doveton Sturdee, K.C.B., "C.V.O., C.M.G., destroyed the German Squadron under Vice-Admiral Graf von Spee, thereby saving this Colony from capture by the enemy".

The memorial was designed by Mr. Frank Ransome at Sir George Frampton's studio and is hewn from Cornish granite. It is of delicate and distinctive beauty with an especial grace of line and proportion. The pedestal, which is thirty-five feet in height, has a base of twenty-two feet square composed of three flights of steps. It is surmounted by a mould in bronze of a tall-ship of Elizabethan days. This is the type of ship contemporary with the discovery of the Falkland Islands and is intended to symbolize the beginning of the British Navy. The main face of the memorial is set towards the East and over the commemorative inscription sits a figure of Victory looking out in the direction in which the battle was fought. On the northern and southern sides are tablets showing battleships at anchor and in action representing the Navy in peace and in war and on the back is a panel depicting by a wheel and a compass the constancy of the Navy.

The Museum.

The Museum is accommodated in a single room in the Town Hall. It

contains a small but interesting collection illustrative for the most part of the natural life and resources of the Colony and of the Dependencies. Noteworthy exhibits include the figurehead of the "*Foam*" which faces the main entrance. The schooner "*Foam*" was originally a yacht belonging to Lord Dufferin and sailed under him to Spitzbergen and the far north; she ended her days carrying mails between Stanley and Montevideo and around the islands. Relics of the once famous "*Great Britain*" are also to be seen.

The collection of mounted birds may be justly described as of outstanding merit. The local birds are almost complete and included in the collection is an example, possibly unique, of the albino Cape Pigeon from the South Shetlands as well as examples of several semi-albino birds. In addition there is a good collection of eggs. Specimens of the local flora are also almost complete while the insects are well represented. Of special interest too are the whaling exhibits which include harpoons, guns and other implements of both past and present use.

Mention should be made moreover of the plan model of Stanley to illustrate the opening phase of the Falkland Islands battle, which was made at the War Office for the Wembley Exhibition, and of the relics of that nearly extinct people, the Yargan Indians of Cape Horn numbers of whom were brought to the Colony at one time by the South American Mission for training on Keppel Island.

THE ARMS OF THE COLONY.

The Arms of the Colony, as displayed on the cover of this brochure, were granted by Royal Warrant dated the 16th of October, 1925. Heraldically their description reads as follows: "per bend Azure and Or sinister a representation of the Ship "*Desire*" dimidiated and issuant Argent Flag and "Pennon charged with a Cross Gules, and dexter a Sea Lion proper with the "Motto "Desire the Right".

The "*Desire*" is intended to portray the Elizabethan tall-ship of that name in which John Davis first discovered the Falkland Islands, while the Sea Lion species of the hair seal genus frequents their shores in abounding herds. The wording of the motto contains a punning allusion to the southern right whale which is still found in the waters of the Dependencies. The leather strap on which the motto is inscribed has no special significance but is appropriate to a Colony where much of the horse-gear is hand-made.

The original badge of the Colony, known to have been in use as early as 1846 and still in use as the public seal and for flags, bears a bull and a full-rigged ship and symbolises the beginnings of the present era when the staple industry centred in the wild cattle and in the business of the seas. In 1903 an alternative badge was adopted on which figured as devices a penguin, a seal and two upland geese typifying the local fauna. This badge was used only for the public seal and was discontinued on the accession of His Majesty in 1911.

