The Falkland Islands
South America.

Furthest South! Our hearts respondent
Motherland, we love thee yet!
True to Empire, God and Country.
Furthest South, we'll ne'er forget.

By
The Rev. C. McDonald Hobley,
Church Cathedral.
For Stanley.
Do you recall that sweep of savage splendour,
That land that measures each man at his worth?
And feel again in memory half fierce, half tender,
The brotherhood of men who know the South!
R. S.
The Falkland Islands
South America.

The entire profits on this work will be given to the General Purposes Fund of Christ Church Cathedral, Port Stanley.

By
The Rev. E. McDonald Dobley,
Christ Church Cathedral.
Port Stanley.
Foreword.

The question of a small popular guide and history of our Colony is one which has for many years been raised, both by our local people, and also by the many visitors that pass through in the Mail Steamers. In presenting this little work to the general public, I do not wish to lay claim to any originality, but have simply written and compiled this as a slight souvenir of the Colony, and also as a mark of the great esteem in which I hold those numbers of Britons who pass their lives within its sea-girt walls. To know the Falkland Islands— one must live in them, and little justice can be done, in a work so small as this, to the local people who live here, and who have done so much to make my stay in their midst such a happy one. In closing, I wish to acknowledge the kindness of the loan of the pictures from Mrs. Dean and also the Cathedral Press, and for many facts etc. given me by Mrs. G. M. Dean, Mr. G. Bennett, and others. Also, for quotations and dates etc, which have been taken from the following books:— "The Falkland Islands" (Sullivan) ditto (Mr. Gustaf Schulz,) "The Story of the Falkland Islands" (Sir W. L. Allardyce), "Geology of the Falkland Islands," (Darwin) and "In the Wilds of Patagonia." (Scottsburg).

C. Mc Donald Hobley.

The Church House, Port Stanley
March 6th 1917.

Be it known to all Nations.

That Falkland Islands, with this Fort, the Storehouses, Wharfs, Harbours, Bays and Creeks thereunto belonging, are the Sole Right and Property of His Most Sacred Majesty, George the Third, King of Great Britain, France and Ireland, Defender of the Faith, etc. In witness whereof this plate is set up, and His Britannic Majesty's colours left flying as a mark of possession, by S. W. Clayton, Commanding Officer at Falkland Islands.

A.D. 1774.

[Copy of the Inscription, engraved in lead, which was fixed on the door of the block-house at the British Settlement Saunders Island on May 20th, 1774.]
EARLY historians are at great variance as regards the original discovery of the Falkland Islands. It has been said that the Portuguese explorer, Amerigo Vespuccius, sighted the place in 1502, while others historians have named Magellan in 1520, but the latter does not mention the islands at all. On two Spanish charts dated 1527 & 1529, they are shown as the Ascension Islands, and in Gutierrez's chart in 1562, and in the Map of Ferens Vas Donzela (1571), they are likewise named. On Schöner's globe (1520) they are called "the Maiden Group", and even then shown as seven islets. Franciscus, in 1594, also terms them as the Ascension Islands. In 1592, however, Capt. John Davis, of the Desire, which formed one of the five vessels that sailed under Admiral Cavendish on an expedition to the Philippines and the coast of China, via Cape Horn, undoubtedly visited the group under necessity, owing to weather, on August 14th. The next year, Admiral Benney called them "Davis' Southern Islands". In 1594, Sir Richard Hawkins arrived at the Falklands, and unaware of Davis' discovery, named them "Hawkins Maiden Land", having reached them in the reign of Queen Elizabeth. They were again "discovered" in 1598 by the Dutch explorer, Schilder de Wert who called the group after himself. The name soon became corrupted into the Sebaldine Isles, which term is still to be found on all the old Dutch maps. In 1690 Capt. Strong, in the Welfare arrived and not only named a few places in the islands, but also surveyed the Sound, giving it the name of "the Falkland Straits", after Lord Falkland, the Treasurer of the Navy at that time. Soon after this, some French ships trading with Chili and Peru, and belonging to S. Malo, were accustomed to call in occasionally at "Port S. Louis" for water, with the result that the group was termed by the French, "Les Malouines", hence the phrase - Malvinas. On Sept. 8th, 1763, two ships left S. Malo

![Moonlight View of Allanbrooke Range.](image)
with a view to colonizing the islands as a slight recompense to France for the loss of Canada. They were equipped by, and under the command of Colonel de Bourgaviolé, a noted French Officer. The expedition arrived on Jan. 31st 1764, and founded Fort du Roy, now known as Port Louis. They re-named the group - "The New Islands of S. Louis."

When, however, Spain heard of this, they laid claim to the Falklands as forming part of their South American Colony, and France finally ceded her rights in 1767 for an indemnity of £25000. The Spanish took possession of Fort du Roy, and once again the islands were renamed, — this time, — Islas Malvinas.

Meanwhile, in 1765, Commodore Byron sailed to the West Falklands, and after hoisting the Union Jack, took possession of them on behalf of England, and in the following year, Capt. McBride arrived in H.M.S. Jason, and commenced a settlement at Saunders Island, stationing a small garrison there.

In 1769, the Spaniards heard of this move, and demanded the immediate evacuation of the Colony; the little British Settlement refused, but, on June 10th 1770, Commodore Madariaga landed his forces on Saunders Island, and the English were bound to surrender and leave the settlement. This hostile act caused very great comment at home, and almost led to a rupture between England and Spain; the latter, however, after a time, felt forced to submit rather than go to War, and so Port Eglinton (the settlement on Saunders Island,) was restored in 1771.

On April 23rd 1774, the English Colony was withdrawn, and the Spanish Colony at Port Louis (or Port Solidad, as they called it) was given up about 1800: remained inhabited until 46 years previously.

A German, named Mr. Louis Vernet was appointed by the Buenos Aires Government to be Governor of the Colony.

The Islands are the only considerable dustcjV in the South Atlantic Ocean, and are about 300 miles east of the Straits of Magellan. The colony consists of two larger Islands, and...
2315 feet above sea level: the next is Mount Oscoi, in the est Island, which is 2450 feet. There are several ranges, of which the Hornby Hills (average 1000' to 900' feet) and the Wickham Heights (1850 feet) are the largest. The climate, though extremely bleak, is usually considered very healthy, sickness being almost unknown. The hottest part of the year is in December, when the thermometer averages 40°, though in recent years quite hot days have occasionally been known. The coolest portion is in June and July, when the average is between 10° and 15°. The prevailing winds are S. or S.W. The summer months, a strong wind is generally experienced during the day, continuing at 8 a.m. and ceasing about 6 p.m. The prevailing winds are S. or S.W. The wind in summer generally means cold, and often snow or hail. The average rainfall is 2 inches, but though it is reputed to rain, on the average for 230 days in the year, yet owing to the high wind the climate is not damp.

The Group is situated between 57°15' - 53° S. Latitude and 67°40' - 62° W. Longitude. The Dependencies of the colony consist of South Georgia (1000 sq. miles), The South Orkneys (1200 sq. miles), The South Shetlands (880 sq. miles), The Sandwich Group, and Graham's Land, part of the Antarctic continent, together with a large portion of over 60 miles sea frontage on that continent recently discovered by Sir Ernest Shackleton.

The Islands were surveyed in 1833 by Capt. Fitzroy and Capt. Sullivan, when Darwin accompanied the surveyors as Naturalist to the expedition. The place was again charted in 1841. The general aspect of the country is mountainous, and chiefly bog land upon which the sheep seem to thrive well. The highest peak is Mount Adam, in the West Island, which rises nearly 1500 feet above the sea, comprising the aggregate 4000 square miles.

The POPULATION.

The Islands were colonized, for the final time, by the British in 1840, and some Pensioners from the Royal Marines were brought out to commence the English population. In 1845, Mr. Lafon brought across from the coast 270 people, mostly Spanish gaudies, but these have either left the Colony, or have died out. The West Island was uninhabited till 1871 when some British pioneers obtained grants of land from the Government, and settled there. In 1871, the population was 800, and in 1879, 1250. In 1880, it was 1450 including 571 men. At present 1917, the population (including South Georgia) stands at 220, of whom 2277 are males and 973, females. The birth rate in the
The main industry of the Colony is Sheep Farming, and there are nearly 800,000 sheep in the islands. This number was greatly exceeded a few years ago, but large numbers have been used for canning purposes these last few years. It is generally estimated that five acres are allowed for each sheep. The products from the animals are wool, tallow and hides, and there are large canning works at Goose Green, in the East Falkland, which account for about 40,000 sheep annually. There are also smaller canning works at San Carlos North. The local whaling industry is at the present time, the greatest in the world, and the revenue from this during 1916 amounted to no less than £4500. In South Georgia alone there are four Norwegian, one Argentine and two British, Whaling Companies at work for a greater part of the year. There was, until recently, a good market for seal and penguin oil, and a fair number of seal skins have also been exported from the Colony.
The Falkland Islands Company is very similar to the East India Co. with like purposes and desires, and so far, with excellent results. They are the sole shipping agents in the Colony, and their tugs, lighters and jetties control most of the commerce in the place. The early history of the F.I.C. dates back to 1845, when Mr. F. Lafone, a gentleman from Buenos Aires, who was interested in cattle and hides, obtained a concession from the British Government for the lower part of the East Falklands. This portion, (now known as Lafonia,) abounded in wild cattle, and Mr. Lafone colonized it with 270 people, mostly Spanish Gauchos. The relics of these abound all around Lafonia, the corrals, the old stone houses, the “Boca wall,” together with the local names, such as, Urquita, Tranquilidad, etc. etc., are to be met with everywhere, while the Spanish terms are still in daily existence throughout the Colony, such as the names for horses, horsegear, etc. etc. Mr. Lafone gave the Government £10,000 down for his grant of land, (which consisted of 630,000 acres), and a promise of £20,000 to be paid within ten years. In 1851 the F.I.C. was chartered in London, and they bought Mr. Lafone’s interests for £150,000. These consisted in the 630,000 acres on the main East Island, together with some smaller islands. Since 1852, under the guidance of the F.I.C., Lafonia has prospered tremendously. The formation of the Company was the making of the Islands. The chief Settlement in Lafonia is Darwin, which is 112 miles away from Stanley by sea, and 82 by land. The settlement possesses its own Church and Day School, and fine up-to-date Cookhouses, built on the New Zealand system. It has also a good general Store, and is in direct communication with Stanley by the telephone. The doctor for the whole F.I.C. camp district lives here. Goose Green is about a mile further east, and is also a growing settlement, with large cookhouses, etc. A Social Club has been proposed for each settlement and will possibly soon be erected. North Arm is the next largest Station, in the Company’s Camp, and Walker Creek makes the third.
In the well known book of Dr. Scottsberg's entitled "In the Wilds of Patagonia,"—when writing about the Falklands the author says—"The third Great Power, the Press is closely connected with the Church as the name of the only newspaper—"the Falkland Islands Magazine and Church Newspaper"—issued once a month, bears incontestable witness."

After such an extract from the pen of so famous a writer, further comment from the present author especially is needless. Suffice it to state that the above extract is certainly true, and the Colony has to thank the good Dean Brandon (who worked in these parts for over 30 years) for the initiative he took in starting the Falkland Islands Magazine. The first number was produced on May 1st, 1889. The periodical is issued monthly in an attractive cover, and occasionally contain local photographs, (of which many issued in this book have played their part.) The entire work is produced at "the Cathedral Press" by the local Cathedral Clergy, aided by two of their girl choristers; the present book is a sample of what can be done by girls who have never, as yet, left the Colony. The C.P. do not profess to be first class printers, they only endeavor to carry on in their humble way, the scheme adopted by Dean Brandon, and which is so greatly appreciated by the many subscribers to their local periodical, which finds its way all over the world.

KELP.

Mariners generally regard kelp as Nature's danger signal and it has frequently proved a safeguard to local shipping. The amount of Kelp (macrocystis pyrifera) that abounds around these coasts is immense. The Tree Kelp has a trunk diameter of 9 inches, and its branches grow from 5 - 50 feet long. The weed forms a natural breakwater.
The little Cathedral city of Port Stanley, which is the Capital of the Colony and its Dependencies, stands on the site of a perfect land locked harbour on the N. E. of the East Island. The outer Harbour consists of a fine stretch of water, well enclosed, at the entrance of which Port William Lighthouse is erected. The inner Harbour is approached by the Narrows at the East of the town, and is a big stretch of water, 2½ miles long by ½ of a mile broad. The channel bottom is of soft mud. The population of Port Stanley in 1885 was 800; in 1916, it was estimated at 900. The town itself, which reminds one of a Scottish village lying on the side of a loch, consists mainly of wooden houses, with a few built of stone or brick. A local feature is that almost every house has its porch conservatory, often filled with the most beautiful flowers; one has heard that the main object of these porches, however, was primarily that of utility, as a prevention against the high winds which are generally so prevalent. The first important building one approaches from the Public Jetty is the Cathedral.

The Foundation Stone of this lofty edifice, which stands out well as a landmark, was laid on March 6th, 1890 by H. E. Governor Kerr, and consecrated for worship by Bishop Stirling on Feb. 21st, 1892. It stands on the site of the original Church, which was dedicated to the Holy Trinity. This building was probably erected in or about 1842, and was originally intended for a Corn Exchange; such a building, however, seemed superfluous, so the East end became the Church, and the West end, the Government School. A serious peat slip occurred, in June 1886, and damaged the building to such an extent that it had to be pulled down. The Government then granted the land, and allowed the present Cathedral to be built on the site. The first meeting of the new building Committee was held at Stanley Cottage, the residence of Mr. G. M. Dean, who was the chief mover in the question, and to whom (together with Mrs. Dean) the Cathedral owes an everlasting debt of gratitude. The building was erected with the stone of the old Church, covered with red slate and stone from England was used for the windows and doors. The original estimate was £6000, but more than double that sum was expended on its erection. The interior is lined with a wood dado, and paved with patent wood blocks: the length is 114ft. by 50ft. wide; the height of the Tower is 98ft. The Screen, Pulpit, Lectern, Choir Stalls and Community Rails were given by friends in England. The grand west window (by Cox, Druce and Co.) was given by Mrs. G. M. Dean, who also made the munificent presentation of the peal of five bells and the four faced clock, which strikes the quarters on the Canterbury chimes. There are also three other fine stained glass windows, (by Moore) which were presented by Mrs. Hauser, the family of Mr. G. Bonner, etc. The Organ is a two Manual instrument by Telford & Sons, Dublin, and was opened in Feb. 1893. It has 166 pipes (242 on the Great, and 224 on the Swell), and twelve sets of stops. The funds for the lower were mainly got together through the energy of Mr. W. C. Girling, who was for many years one of the strongest Church supporters. The Cathedral is heated by an excellent hot water system, which was completed in November 1915. We stated above that the Cathedral was built on the site of the old Church, and possibly it may not be out of place to mention here a few facts about the very first Church in Stanley. This latter was a wooden building situated on the east side of William Street, and the North Side of John Street. It contained four rooms, two small lobbies and a loft. The first room was used as the Church and school: this measured 27ft. by 18ft., and contained a "sabrette maniplepiece, two long and two short benches, six narrow benches," and a temporary pulpit covered with red bason. There was a piece of "carved and carved" at the West end, on which the Church Bishop was placed. The second room was used as a Hospital; it measured 18ft. by 14ft, a small portion was partitioned off as a Vestry. The third room...
was used as a Bath room: this had no fixtures, and measured eight feet square.
The fourth room was the Dispensary, measuring about 18ft. by 14ft. This building was erected about 1844-5. In 1853, the Church and Hospital were thrown together, making one room 42ft. long by 18ft. wide: this was used for Divine Service on Sunday, and on weekdays as a School. The Hospital, Dispensary and Bathrooms were then transferred to a building 21ft. by 16, at the corner of Villiers Street and Fitzroy Road. As regards Holy Trinity Church in its earliest days, the history is equally as interesting. The Tower was about 55 feet high, and was divided into three stories: the lower serving as the entrance hall; the middle containing the clock, which had a four foot dial on the outside facing on to the Harbour, (the clock itself and bell are still preserved in the present Tower.) The upper storey contained the Bell, and striker of the Clock. The clock was "placed on a strong oaken stool" and was cased in. The upper storey was fitted on the four sides with wooden shutters in place of windows, so that "the striking of the clock could be heard."

In the main building, (as seen in the picture), the left wing formed one large room 42ft. long by 17ft. wide having two fire places. It was occupied by His Excellency the Governor, the furniture from Government House being there. The right wing was divided by a wooden partition into the following rooms:—From the Hall, a door led into a small ante-room, with a fireplace, out of which led two bedroom. A door from the ante-room led into the passage to the kitchen: on one side of the passage was a staircase leading to the attic in the roof, and a small room between the staircase and the kitchen. This wing was hooded over and divided by partitions into rooms, lighted by sky-lights in the roof. Opposite the Tower itself a wooden jetty projected into the Harbour from the Ross Road. The ground the Corn Exchange Booms being higher than the road, it was sustained by a retaining wall of masonry, cope with York Stone. The building was subsequently converted into Holy Trinity Church.

Immediately behind the Cathedral stands the Church Hall, a large wooden building, which can seat 300 people. It is equipped with a good stage, dressing rooms, etc, and is largely used for Concerts and Dances. Behind the Hall is the Printing Office of the Cathedral Press, and at the back of it is School. The Church Hall, Dispensary and Bathrooms were then transferred to a building 21ft. by 16, at the corner of Villiers Street and Fitzroy Road. As regards Holy Trinity Church in its earliest days, the history is equally as interesting. The Tower was about 55 feet high, and was divided into three stories: the lower serving as the entrance hall; the middle containing the clock, which had a four foot dial on the outside facing on to the Harbour, (the clock itself and bell are still preserved in the present Tower.) The upper storey contained the Bell, and striker of the Clock. The clock was "placed on a strong oaken stool" and was cased in. The upper storey was fitted on the four sides with wooden shutters in place of windows, so that "the striking of the clock could be heard."

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This is one of the most up-to-date buildings in Stanley; though the site was selected, and the project started by Governor Kerr in 1886, yet the School was not erected till 1900 mainly through the energy of Sir W. L. Allsopp, late Governor. The School is
...staffed by seven teachers, and educates about 200 children, and is thoroughly modern in every way. It is at present a very linear building than is generally found in England in villages twice the size of Stanley.

Passing along the front Road after leaving the residence of the Manager of the F.I.G, (a fine brick building) and Stanley Courtage on our left, we come to the Ship Hotel, where Miss Ellaline Terris was born.

Close by is the Deacony, one of the very first houses ever built in Stanley, and possibly the oldest. The house is faced with shingle, i.e. wooden slats about 14 inches by 4, which are vertically lapped the one over the other. The Goal is the next building, this is of local stone. Opposite is the Fort Stanley Fire Station; the Engine is a "Gend" steam Fire Engine, built by Messrs. Merryweather, and capable of pumping 300 gallons a minute.

Immediately opposite is St. Mary's Church & Convent Schools.

The original R. C. Church was situated in Dean Street, but it was taken down, and its site is marked by a stone monument. The present Church was dedicated in 1899. Attached to the Church is the Convent School, which educates about 80 children. The school is in charge of the Sisters of the Mary Help of Christians Society, and under the direction of the Priest-in-charge.

The R. C. Mission was commenced here in 1874, and has been worked by the Salesian Fathers; it was mainly through the united efforts of Fr. Diamond and Fr. O'Grady, two Irishmen, and Fr. Migone that the present Church was established. The work of the present priest, Fr. Migone, who is now in charge, cannot be overestimated. For 25 years, on and off, this devoted priest has been in the Falklands, and he is popular with everybody no matter what their denomination may be.

We now turn to our left, and proceed up S. Mary's Walk. On our right is the Tabernacle. This is the centre of the Nonconformist body in the Colony. Their first place of worship was a room at Speedwell, (on the middle road) where the Rev. G. Harris, in the time of Governor conducted Services on Sunday, and held during the week, a very successful Day School of between 80 - 90 scholars. Mr. Harris was one of the pupils of, and sent out by the famous preacher, the Rev. C. H. Spurgeon. When he left, another of Mr. Spurgeon's colleagues, the Rev. Good, came out to carry on the work. The present building is of wood and was erected by subscription at a later date; it consists of a Church and School combined; the latter has a good stage, and is often used as a place of entertainment. Until recently, the Rev. R. Johnson was pastor, and worked here for a period of six years,
for subscriptions to erect a well equipped Hospital as a Memorial in the Colony: It was also decided to incorporate the Queen Victoria Memorial Cottage Home with the main building, which was finally erected in 1912. The general arrangement of the Hospital was suggested by Sir W.L. Allardyce, Late Governor. The final plans, including structure, heating, domestic hotwater after which he resigned owing to ill health.

Immediately in front of us stands. 

**The Public Library and Museum.**

Originally, this building formed the Barracks for the first pensioners of the Royal Marines, who came out to help colonize the Falklands in or about 1845. The small cottages on the right being for the married men. The first record one can hear of any Public Library was in May 1889, when Dean Brandon had one in circulation: on his proposition on March 17th. 1894, the present Public Library and Reading Room was inaugurated. In 1908, Bishop Golding Bird, (the Dean) transferred all the Library from the Cathedral Vestry to the Government, and it was placed in its present position. The entire Library, Reading Room and Museum was started through the energy of Lady Allardyce, who took the greatest interest in it. It contains many local exhibits which are extremely interesting. Turning to the right, and passing along the Middle Road, we come to Government House,

the residence of His Excellency the Governor and Commander-in-Chief of the Colony and its Dependencies. The original Government House may have been the Deanery, but we know that very soon afterwards, the Governor lived in the building, afterwards converted into Holy Trinity Church. He then lived at the Quarters, a low bungalow building, faced with shingle, which stands near the present Residence. Government House is a small building when compared with similar Residences in Colonies of less importance: it has been rebuilt and added to several times. A portion of the South side is built of locally made red bricks, which seem to be of a fairly good quality. There is a fine conservatory on the North Side, and the House possesses excellent gardens.

Retracing our steps back to the town, we pass on our right.

**The King Edward Memorial Hospital.**

At a public meeting held after the death of King Edward VII, it was decided to call for
The patients are admitted on payment of fees.

Leaving the Hospital, we pass by the Colonial Offices, Court House, etc., some of the oldest buildings in the city. On our left we come to the F. I. V. Head Quarters.

This place has passed through many transitions: rumour says that originally it was the Government Coal Shed: from that, we know definitely, it passed to the dignity of a theatre, with stage and gallery complete. The building was then used as the Government School, and afterwards transformed into the Queen Victoria Memorial Cottage Home, thus serving as the local Hospital. At present, it is fulfilling a very useful service in acting as Head Quarters for our local Volunteer Force.

The Government Jetty and workshops are all situated on our left. In the earliest days of Stanley, the Gaol and Guardhouse stood here as well: now both have been converted into dwelling houses. The whole lot was fenced in, at that time by a close wooden paling 8ft high, in which was a cart and three food entrances, with a shifting board for additional entry if required. Close to the palings was the Town Bell Post (afterwards removed to the present gaol). This was 40 feet high, with a bell of 100lbs weight on top: this served, and still serves, as the "Work bell", and on all occasions as the Alarm bell, and on Sundays as an additional Church Bell.

The Cemetery. This originally comprised an acre of land, but has lately been extended. In the early days a small Chapel stood in the centre, for the performance of Service in bad weather, and the deposition of the bodies before interment. The Chapel had buttresses at the angles, a rose window over the door, and a small steeple and Cross. It was built of wood, and had no fixtures. In later days, the building was ultimatively transformed into the Infants' School. It was again moved, and found a final resting place at the head of the Public Jetty, where it was partitioned off into cells, and served as a guard-house.

The Town Hall. This magnificent building came into existence on Jan. 25th 1913. The Town Hall is a two-storied building of wood, the upper floor being mainly occupied by a large well-lighted Hall, capable of seating 1000 people; it has an excellent stage, having a try bag of 34 feet, and containing 844 square feet. It is also well equipped with dressing rooms, etc. etc.

A Whale and Whalers.
A year or so later it was burned down. In the Cemetery may be seen the graves of those who fell in the Battle of the Falkland Islands, on Dec. 8th, 1914.

We now keep straight on, and in the distance, see

The Wireless Station.

The first foundation plate of the Wireless Station (which is situated about three miles south of Stanley), was laid on March 27th, 1912. The plant and apparatus was procured from the Marconi Co., the general erecting being supervised by Mr. P. Burrows (Marconi Engineer) Mr. R. Bruce acting in the interests of the Colonial Government. The plant consists of a 7.5 K.W. set, its prime mover being a 15 H.P. "Campbell" oil engine; it has communication with Cerro (Uruguay) and the Straits of Magellan. It was first used for an urgent message on Nov. 12th, 1912 at the wreck of the "Owenin."

One of the greatest features that strikes the visitor to the Falkland Islands is the very large amount of bird life that abounds in the Colony; but in spite of the big numbers, the species are limited, for there are not more than fifty, which are common in the islands, with between 80 or 40 more or less accidental or stray species on account of migration or circumstances of weather.

Not more than ten known common birds of the Falklands can be described as being known to undergo a regular migration. The visitor to the shores is greeted by swarms of shags—P. nigrogularis and King shags—P. albiventer, whilst inland there are large flocks of upland geese—C. magellanicus. Birds that are endemic to the Islands include the brent goose—C. rubrica, the robin, which is in reality, the meadow starting—T. fulicatus; the dusky bird—C. dehli, and the sparrow—P. pyrrhula melanochroma, the thrush—T. falklandica; turkey vulturn—O. magellanicus; the guan—G. antarctica; the hay catcher or blue bird—M. annulata; the wren—T. cobbi; the sand plover—A. falklandica; the logger duck—T. cincicus; the dolphin gull—Z. serrata; the kelp goose—C. hybrida; and the skua, which is also peculiar. It should be noted that the above names are entirely local, and the birds are absolutely different to those of the same name in England. When travelling in the Camp, birds that abound, apart from the above include snipe—G. paragua; dotterel—Z. modena, together with large numbers of waterfowl, including grebe, ducks and many species of Polyboiidae. Along the coast line one may see three species of gulls, skua, terns mollymawks, Diomedea antarctica; giant petrels, a very interesting daytime petrel, Polamnastes ariostera;
several species of blue petrels, Wilson's storm petrels, cape pigeons, and the wandering albatross. There are four kinds of penguins,—the King Penguin,—Aptenodytes patagonicus, (which is not common),—the Gentoo,—P. papua; Jackass,—S. magellanicus; and Rockhopper penguin,—C. threemasoni; the last three species are to be found during the summer in countless millions throughout the Colony. In lagoons, one comes across fair numbers of the pretty black necked swan,—C. melchiori; the beautiful white American egret, the giant heron, and the Chilean flamingo have been seen. Along the shores one also sees many night herons,—Nycticorax, commonly called quarks; close at hand may also be seen the interesting waddled sheath bill, and Kelp pigeon; together with flocks of oyster catchers, H. ater & H. leucopus (locally named curlew). A notable occurrence during the summer 1916—17, (when a big drought took place in the Argentine,) was a large influx of essentially Chilean birds, especially among the duck family. For the above information I am indebted to my friend, Mr. A.G. Bennett, who has not only devoted the majority of his spare time to natural history researches in the Colony, but who has compiled a very valuable list of the birds that abound in the Falklands.

LOCAL SHELLS.

In this locality the marine life is remarkable and enormous both in species and abundance of both animal and vegetable life—considering the scarcity of land life. Recent researches have proved that the surrounding seas are extremely rich both in mollusca & crustacea. In the journal of the well known "Annals & Magazine of Natural History," we find that no less than 25 shells have been proved to be entirely new species;

of these, 16 have been discovered by Mr. A.G. Bennett, of Port Stanley, and the remaining nine by Mr. A. F. Colb, of Bleaker Island. These new discoveries have been designated and named by Messrs. T. E. Cooper and H. B. Proctor, F.Z.S. The following:-

- Malvinia arthuri
- Chiloea folklandica
- Davisia cobbi
- Cyamus bennetti
- Davisia bennetti
- Pedilitorina bennetti
- Stenophras bennetti

It is interesting to note that many of the new shells discovered by Mr. A.G. Bennett, were taken from the stomachs of fish.

THE GOVERNORS OF THE FALKLAND ISLANDS.

R. C. Moody. 1842 - 1847.
G. Remere. 1848 - 1853.
J. Moore. 1855 - 1862.
W. F. C. Robinson. 1866 - 1870.
G. D'Arcy. 1870 - 1876.
T. F. Callaghan, C.M.G. 1876 - 1880.
T. Kerr, C.M.G. 1880 - 1891.
W. Grey Wilson, C.M.G. 1897 - 1904.
W. L. Allardyce, C.M.G. 1904 - 1915.
W. D. Young, C.M.G. 1915.

THE FALKLAND ISLANDS' SHEEP.

The Sheep in the Colony are mainly of the Romney Marsh breed, for after years of experimenting, this breed has seemed to suit the climate better than others. Records show that in 1847, the total number of sheep in the colony did not exceed 200. In the following year, the number fell to 78. In 1852, the number had risen to 1000, and in 1862, to 15399. The year 1867 has been stated as the date when the first strenuous efforts were made to establish the industry on a permanent footing. In 1871, the number was 78400, which increased in the following year to 124700, from which time there was a yearly increase until in 1883, it reached 432000. In 1893, it was 771300. From the year 1863, the number has fluctuated between 750000, and 800000, which would appear to be the standard sheep stock of the Colony. The industry is carried on only in the Falklands, the Dependencies being unsuited for it.

The Whaling Industry.

The Whale Oil industry, which is almost entirely carried on in the Dependencies of the Colony, forms a notable feature in the development of the resources of the Colony, other than pastoral, during recent years. At the beginning of the century, the industry was practically non-existent. In 1897, it had established itself to the extent of 14,400 barrels of oil valued at £15,720, exported from the Colony during the year. In 1896, the industry increased to an output of 1,540,600 barrels of oil valued at £1,720,769.
THE LOCAL CANNING INDUSTRY.

Although the death rate among the sheep in the Colony has always been very high, owing to the bad country, and the severity of the climate, — the stock has been greatly improved by the canning industry, which came into existence about five years ago; this has taken the surplus from many of the local stations. There are works at San Carlos North, but during the past few years they have been closed. The largest centre is at Goose Green, Darwin, and is owned by the F.I.G. The premises cover a space of nearly two acres, and employ about 120 men in the season, who account for 100 sheep a day. During the past five years over 150,000 sheep have been canned at this Factory. The machinery employed comes from America, Australia, and England. The actual process is extremely interesting, and is a marvel of rapidity and cleanliness. On the average, two men kill and dress 220 sheep a day: the "boning," i.e., taking all the flesh off, and leaving the bare skeleton, is done by hands in the extraordinary time of three seconds a sheep. The tin of meat passes through 60 hands before the process is complete; the tins are shipped away and are sold in London. The Government tax is 1d per pound, and a further tax upon tongues and skins. The Meat Extract process also occupies a big part of the industry; this extract is made from the soup of the meat that is boiled down, nothing else whatever being added. The F.I.C. also can a number of bullock, which form the surplus of the local stations; this is sent to England as Boiled Beef, and Beef Extract. The Falkland Island Company and their Managing Expert in Goose Green, are to be very highly congratulated on the fact that for the past three years the Tinned Meat and Meat Extract from Goose Green have gained the very highest prices in the English market, in the face of all competition. This seems especially praiseworthy, when the fact is known that the price of a sheep has gone up during the past five years to 200% more than it originally realized. The Directors propose enlarging the canning factory and are hoping this year to introduce a Fertilizing plant, and also a Skin drying apparatus.

HERE are two forms of plant in the Falklands that prove of more than usual interest, the first being the Balsam Bog, (or Bolus globosa). In a popular paper these have been described as trees growing upside down. In reality, they are mounds covered with innumerable hexagonal markings, which are the leaf buds, or the extremities of the branches, which ever since the plant started as a single root, have been branching out dichotomously. So slow has this process been that the branches have widened out more than they have lengthened, the result is a solid mass of plant life, each branch of which continues to divide, and each division growing in width to fill up the intervening space. The transverse growth being greater than the vertical, — the branches begin to press against one another; the more the plant grows, the greater becomes the pressure, and the branches become hard, in fact so hard that it is almost impossible to cut. The bog exudes a pale yellow gum, which is reputed to be useful for wounds. Balsam bogs are practically unknown in any other part. The Tussock plant also forms a feature, for the exception of a few small islands in Terra del Fuego, the grass is almost unknown. It is a species of the Carex (dactylis cespitosa), and belongs to the natural order of Cyperaceae. The Punge grows from 12-20 feet high, and is invaluable for fodder. There is a total absence of Trees in the Colony, — with the exception of a small cluster at Hill Cove, and one or two odd ones here and there, all of which have been planted, and are well fenced in, to protect them from the winds: these attain no height whatever. The largest bush is the Fuchsia, (senecio candicans) but a low resinous shrub, (Juncaginum rubrum) locally called diddy-dee, is very prevalent over all the colony, and is used for making the necessary smoke signals for intercommunication between the islands. There is also a low creeping myrtle (myrtus nanoceros) bearing sweet berries, and is known as the Tea berry.
THE STANLEY HULKS.

Quite a notable feature in the Harbour of Port Stanley is the large number of hulks and lighters that are anchored in its waters. Many a tale of the sea could they tell, and many have been their strenuous voyages, often times through the treacherous waters which invest the dreaded Cape Horn.

First and foremost is the Great Britain, which arrived in the Falklands on May 1880, under the charge of Captain in Strap. She originally a passenger boat plying between England and Australia, and was once the largest ship in the world. History tells that she made the record passage of her time in 50 days. When fully fitted she carried six masts, and had steam as an auxiliary. She was purchased by Messrs W. E. Leyland and Co, and previous to her resting place in Stanley Harbour, traded around South America.

The Hulk which terminates the West Jetty is the Great Cooper, an American ship which was bought by Mr. G. Dean. The Egina, another American vessel, lies at the end of the East Jetty. The J. P. Smith was a Canadian ship which reached the Falklands with a load of wood, but as she was leaking badly, she was bought by the F.I.C., and is at present a hulk. The two other collier hulks are the Pisa and the Capricorn, the latter being Swansea vessel built entirely of teak. The Natural was originally a fruit vessel, traded between London and the Azores. The Fretting was a finely built ship of English and green-heart; she was formerly at Port Madoe. The Row Docker was formerly Canadian Whaler. One of the most notable of the smaller lighters is the Fairy, which was originally Schooner rigged, and once performed the voyage to Monte Vide fro Stanley in 4 days. The Lady Elizabeth arrived in the Falklands in 1913 with a cargo of wood, but she had such a bad journey round the Horn that her sailing days were considered finished and she too was bought by the F.I.C., to whom also the majority of the above hulks belong. For a great deal of the above information I have been indebted to my old friend Capt. Thomas, to whom I am extremely grateful.

OUR ILLUSTRATIONS.

The illustrations in this book have been taken by Messrs J. Linton, J. Binyon Wilson, T. B. Monk, L. Beck, W. Biggs and G. Stevenson etc. etc. The thanks of the compiler are due to the above gentlemen.
One of the most extraordinary local phenomena is the presence of the Rivers of Stone that abound in many parts of the Colony. The width of these deposits varies from 300 feet to a mile, and often slope at an angle of ten degrees. The blocks of quartz rock vary in size from about three feet in diameter to often twenty times as large. They show no sign whatever of being waterworn, but are only a little blunted through concussion one with another. The Stone Rivers generally extend in a level sheet or great stream. Nobody has ever ascertained their depth, but nearly every one has a river of water rushing along several feet below the surface. There have been many conjectures as to their origin: some have ascribed it to a volcanic upheaval. Sir Wyville Thomson's theory, however, seems to be the most generally accepted, and that is: that the blocks of quartzite come from the bands of quartzite in the ridges of the mountains above; these ridges are of different hardness, in fact, some are so soft that the weather wears away a band until it is merely crumbling sandstone. In process of time the uppermost part of the rock gives way, and falls over the side of the hill. This process going on for ages, causes the valley between the mountains to become gradually filled up, until the "river" eventually connects the two mountains together, and becomes practically a level sheet between the two. Recent examples of this process of nature are to be found in Stephen's Peak, the West Head of Fox Bay. Present examples of the decay in the bands of the quartzite ridges may be seen near Sapper's Hill Port Stanley, Port Stephens, Port Albermarle, etc. It has been well established in the scientific world by Prof J.G. Audersson, however, that the Glacial Epoch was marked in the Falklands by an unusual development of solifluxion, caused by the extreme severity of the climate, and through his researches it has been thought these Stone Rivers are the washed out remains of ancient mud streams, unusually rich in large quartzite boulders.
THE STANLEY SPORTS.

"Probably the most notable event in the social life of the little community of Port Stanley is the Annual Meeting of the Stanley Sports Association. This consists of two days horse and foot racing, and in both fields, some excellent contests are witnessed. The Race Course is at the west of the Town, and has, in latter years, been greatly improved and brought up to date. Horses come in from most of the neighbouring Stations, and great rivalry exists. In spite of this however, the meeting has been described as "one of the cleanest Race Meetings in the world." The picture shows the 100 yards Foot race in a recent gathering.

THE FALKLAND ISLANDS BATTLE.

Probably few events in our National history have brought a practically unknown Colony into the public limelight of the world more than the Naval Action which took place off these Islands on Dec : 8th 1914. The timely arrival of the British Squadron, under the command of Admiral Sir F. H. Doveton Sturdee, not only saved the Colony from a certain capture and probable destruction, but also put an end to the German hopes of sea domination in the Atlantic and Pacific Oceans. The story of the Battle is too well known for a lengthy capitulation in this book, but our Falklanders are always proud to point to the fact that a local man was the first to sight the approach of the enemy's cruisers. The day previous to the Battle was a memorable one, for in the early morning the British Fleet hove in sight, and anchored in Port William, and later in the day commenced to coal. Early in the morning of the 8th, one of the local men stationed on Sapper's Hill sighted smoke in the South West, and immediately reported the fact: the fleet were still coaling when the large German cruisers came into sight, and steamed up quite close to the Islands, training their guns upon the Wireless Station. H.M.S. Canopus, which was stationed in the inner Harbour fired a few rounds over the low lying hills to the East of the town, and the Germans were so taken by surprise that they turned and fled for dear life. Our own ships were not long in the pursuit: one after another they steamed out of Port William, and ere long the dull booming of the cannon in the distance told the inhabitants..."
Cemetery on Dec 11th, the actual service taking place in Christ Church Cathedral. The Band of H.M.S. Invincible is seen in the picture, leading the cortège. The Band, at the time the photograph was taken, was playing Beethoven's Funeral March. The British Ships afterwards searched the surrounding seas for the Invincible which escaped, but only very shortly later on March 14th 1915 she was discovered near Juan Fernandez and sunk. The Naval Battle off Horn Reef, generally known as the Falkland Battle, brought back some of our Fleet again into action, and on May 31st, the Invincible was sunk, thus adding glory to the fame of the British Fleet, with which she kept flying till the last.
This is the largest station in the West Falklands, and belongs to Messrs. Dean & Co. There are 41,500 sheep on the Farm, but in earlier days, this number was greatly exceeded.
### Furthest South!

*Our hearts respond to the Empire, God and Country; Furthest South, we'll never forget.*

*Though some here have never seen thee,*

**Truly British is our heart,**

*Motherland, each one still loves thee,*

**Furthest South, we'll play our part,**

*Chorus, Furthest South etc.*

*When the Empire cry of Duty*  
*Rings through all the calm still air,*

**And the Motherland is calling,**

*Furthest South! We'll do our share,*

*Chorus, Furthest South etc.*

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### The Progress of the Colony

The following dates are from 1843, two years after the British Government was finally established in the Colony:

<table>
<thead>
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<th>Year</th>
<th>Parliamentary Grant</th>
<th>Revenue</th>
<th>Expenditure</th>
<th>Value of Imports</th>
<th>Value of Exports</th>
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<td>1843</td>
<td>£2000</td>
<td>£1816</td>
<td>£4542</td>
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<tr>
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<td>6655</td>
<td>336</td>
<td>6544</td>
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<td>3356</td>
<td>6653</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Includes Land Sales.*

*Year by Year, these Grants were gradually reduced to £500 in 1884, & ceased in 1885.*

1885.

1890.

1895.

1896.

1899.

1900.

1905.

1910.

1915.

1920.

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1985.

1990.

1995.

2000.

2005.

2010.

2015.
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1917.