

The

Falkland

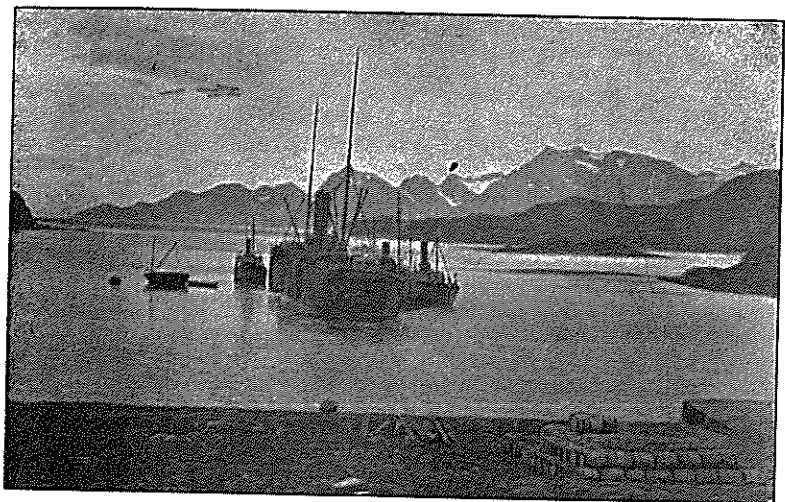
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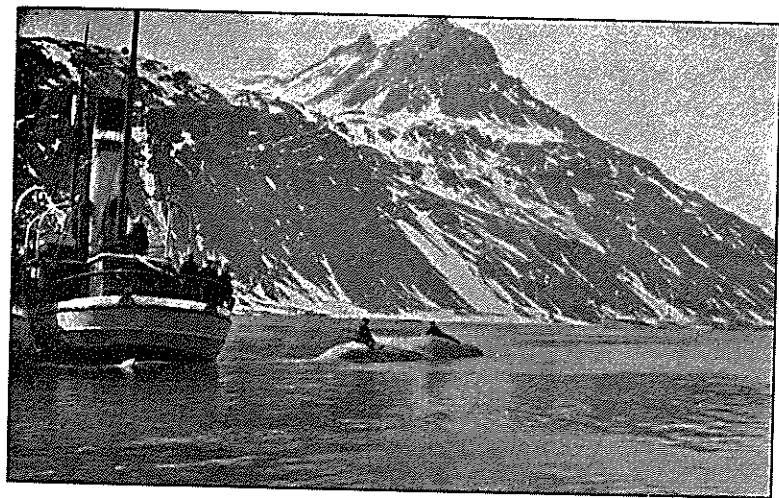
DEPENDENCIES.

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L03

THE WHALING INDUSTRY,



A FLOATING FACTORY AND ATTENDANT WHALE CATCHERS.



WHALE-CATCHER AND CAPTURED WHALE.

THE FALKLAND ISLANDS  
(AND DEPENDENCIES).

AN ILLUSTRATED HANDBOOK

BY

T. R. ST.-J.

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### Situation and Area.

The Falkland Islands lie in the Atlantic Ocean, about 300 miles from the South American Coast and extend from Latitude  $51^{\circ}$  to  $53^{\circ}$  South and from Longitude  $57^{\circ}$  to  $62^{\circ}$  West. Although the Latitude only corresponds with that of Southern England the Colony is nevertheless the most southern one of the British Empire, while its Dependencies include Graham's Land and a triangular area, mostly unexplored, reaching down to the South Pole itself.

There are two main islands in the Colony, called East Falkland and West Falkland respectively, separated by a few miles of water; while the most important of the Dependencies are South Georgia, the South Shetlands and Graham's Land, and the South Orkneys.

The total area of the Colony is about 6,500 square miles, or about  $1\frac{1}{2}$  times as big as Jamaica; while the area of the Dependencies has not yet been ascertained, since much of Graham's Land is still unexplored, but is probably not less than 300,000 square miles. This vast area, however, is as yet of no especial value except as affording land stations for the whaling industry, and for the possibilities of its mineral resources.

## Climate.

The Colony, apart from the Dependencies, is much like parts of northern Scotland, both in appearance and climate; though quite hot days occur in the summer time. Were it not for the very frequent winds the climate, taking the average throughout the year, would be milder than that of England, but the strong gales make it appear colder than it really is. These winds usually spring up about 10.0 a.m., and continue until 4.0 p.m., and are most frequent from September to May; though even during those months several quite calm days in succession often occur. In the remaining months, - the winter season in the southern hemisphere - calm bright sunny days are much more frequent; while throughout the year there is a distinctly bracing effect in the atmosphere, reminding one of the air of the Swiss mountain districts.

Illness of any sort is very rare; and though to those having a predisposition to any weakness of the chest or eyes the severity of the winds is antagonistic, the general vital statistics of the Colony point to its being on the whole a remarkably healthy one. The shepherds and outdoor labourers are often exposed in their ordinary duties to very severe weather conditions, but they seem to be but little affected, while to any one who can avail himself of shelter when he wishes the climate need cause no apprehension.

The average rainfall for the past few years has been only about 27 inches; and though snow may fall on cold days the sunshine usually disperses it in an hour or two. In winter the minimum temperature seldom falls below 30°, in summer the thermometer rises to 65° or more. The official sunshine recorder in Stanley, the capital, shews considerably more "sun hours" per annum than in England; while the humidity of the atmosphere is remarkably little, owing to the rapidly drying effect of the winds.

The death rate for many years has only varied from 7 to 10 per thousand (England being over 20).

## General Description.

As one approaches the Islands in the steamer after calling at the South American ports one is at once struck by the "homely" appearance of the low-lying grass-covered hills, reminding one of a

Scottish moorland. Deep bays open up into land-locked harbours, and beneath the blue sky the rugged gray hills have a beauty and grandeur all their own. Occasionally a seal can be seen disporting himself in the water, while the swimming sea-birds, penguins, and "logger" ducks barely trouble themselves to move out of the ship's way. As one passes the "Narrows" of Stanley Harbour, made famous for being the scene of the opening shots of the Falkland Islands Battle, one sees among the shipping the "Great Britain," once the largest ship in the world and now used as a store-hulk, and in the back-ground the cheerful red-roofed houses of the little capital, nestling on the sunny slope of the hills leading down to the bay. On closer inspection Stanley proves a larger town than one at first imagined, and its straight, regular streets, stores, and well kept comfortable houses, (each with its flower filled porch or glass conservatory,) give it an air of prosperity and well-being which later acquaintance amply confirms. Beyond the town lies "the camp" which is the general name for all the country district, and the "camp" can be best described as mile after mile of springy turf, dotted about with gray stone boulders and scattered clusters of browsing sheep contentedly grazing on the succulent grasses that everywhere abound. Occasionally a shepherd's homestead may be seen, comfortable four-roomed houses with little patches of kitchen garden, and at longer intervals the more imposing house of the owner of the "farm", the farms being great tracts of country ranging from some 2,000 acres up to perhaps 100,000.

The land is of a gentle undulating nature, though there are some mountain ranges which, though not of great height, yet offer all the excitement of Alpine climbing. The best known range is that of the Wickham Heights, running across the centre of East Falkland Island; while Mount Adam, (about 3,000 feet), on West Falkland, is actually the highest known peak.

The country is well watered by streams (in which trout abound), but the only ones worthy of the name of river are the San Carlos and Murrel on East Falkland, and the Chartres on West Falkland. The last two named rise respectively from the slopes of Mounts Vernet and Moody.

## History of the Colony.

The Colony is full of historical associations, and the memories of the old days are perpetuated in the names scattered all over the map, of which San Carlos, Chartres, Vernet, and Moody are instances in point.

The first discoverer of the Falkland Islands is unknown, but the group is marked on Schoner's globe (now in Nuremberg) which was constructed in 1520; and in 1527 it is shewn on the old Spanish charts as the "Ascension Islands".

In 1591 there set out from Plymouth that historical - and to him fatal - expedition of Cavendish, the circumnavigator, to make the Philippines and the Coast of China, "Three tall ships and two Barkes" comprised the fleet; but off the coast of South America the "Desire" and "Black Pinesse," under the command of Captain John Davis, were blown out of their course and were "driven in among certain Isles never before discovered by any knowen relation." And thus it was this burly Devon sailor who added one more jewel to England's Crown. The group was for a time known as Davis's Southern Islands.

Two years later there also sailed from Plymouth another great Elizabethan, the famous Sir Richard Hawkyns, who had commanded the "Swallow" against the Armada. He set forth this time in the "Dainty", on a roving commission against the Spaniards, and on his way to Valparaiso (not far from which place he was captured) he stumbled upon the Falkland Islands. Not knowing that Davis had already discovered them he called them "Hawkyn's Maiden Land" after the Virgin Queen.

In 1598 Sebald de Weert, the Netherlands explorer, sailed past what are now known as the Jason Islands; a few miles off the north-west coast of the Colony; and the Dutch therefore called the group "The Sebaldines."

The next explorer of note to sight the group was that bold spirit Dampier, delightfully described in the Dictionary of National Biography as "Pirate and Captain R.N." He it was who rescued

Alexander Selkirk (Robinson Crusoe) from Juan Fernandez, the first island in the Pacific after rounding the Horn. Cowley, who sailed with Dampier, called the land they had seen Pepy's Island, after the famous diarist and Secretary of the Admiralty; but owing to an error in latitude he set people hunting for it four degrees farther north. This was in 1684.

In 1690 Captain Strong sailed, the first known man to do so, between the East and West Falklands, in his ship the "Welfare," thus proving them separate islands. To this channel he gave the name Falkland's Sound, after Lord Falkland, the then Treasurer of the Navy; and largely owing to the interest brought about by this definite survey of Strong's the islands gradually came to be known as the Falkland Islands; though curiously enough the name of Strong himself has never been preserved on the map.

In 1699 Beaufort, the French explorer, discovered Beaufort Island, south of East Falkland. And about the same time French ships from St. Malo were beginning to do a rich trade with Chile and Peru, and were wont to take their bearings from the Falkland Group, which they called the Malouines, after their home port, (corrupted by the Spanish to Malvinas).

On Christmas Eve, 1708, Captain Woodes-Rogers, author of "A Cruising Voyage around the World", was running along the north coast and carefully recording the longitude and latitude of the group, when he spied "a French homeward-bound ship from the South Seas" at which his sporting instinct was aroused and he gave chase. But the brief records he had already taken did much to help the accurate locating of the islands.

The French were also busy at this time in reconstructing their charts, and Frezier, the navigator, called the group Iles Nouvelles, "because they had been discovered since 1700". He also states that a French India Company's ship, the "St. Louis", took in fresh water near Port St. Louis, which he marked on the chart. This is no, doubt, the origin of the name of the first French settlement, Port Louis; which name was doubly confirmed by being likewise the first name of Louis de Bougainville, its founder, and of Louis the then reigning King of France.

That brilliant genius de Bougainville, who in turn had been a lawyer, a Musketeer, a mathematician (he published a standard treatise on the integral calculus), an attaché at the Embassy in London, a Fellow of our Royal Society, and who had fought honourably against us, as Montcalm's A.D.C., in Canada, decided, after the conclusion of peace between England and France, to found a settlement in the Falkland Islands. So in 1764 he fitted out a frigate and a sloop (the "Eagle" and the "Sphinx") at his own expense, and brought out, - in addition to two Nova Scotian families, - horses, cattle, sheep, pigs, rabbits, fowls, and vegetable seeds. Decendants of the original livestock and vegetables are to be found here to this day, although the settlers themselves all left when the Spanish, three years later, bought them out for £25,000; de Bougainville and his men going on across the Pacific and so round the world, the first Frenchman to circumnavigate the globe.

Within a few months of Bougainville's first arrival Commodore the Honourable John Byron was sent out with H.M.S. "Dolphin" and "Tamar" and the following instructions:—

"And whereas His Majesty's Islands, called Pepy's Island and Falkland Islands, notwithstanding their having been first discovered and visited by British navigators, have never yet been so sufficiently surveyed, as that an accurate judgment may be formed of their coasts and product, His Majesty taking the premises into consideration, and conceiving no juncture so proper for enterprises of this nature as a time of profound peace, which his kingdoms happily enjoy, has thought fit that it should now be undertaken."

Byron formally claimed the whole group by right of the earlier British discoveries and visits, and hoisted the Union Jack on Saunders Island, at a place he called Port Egmont, after the First Lord of the Admiralty. The next year Captain MacBride was sent out in H.M.S. "Jason" to start a settlement (the stone ruins of which may still be seen) and he brought with him various livestock, and also a number of small trees. The young colony, like the French one at Port Louis, struggled on against the climate for some four or five years; neither apparently realizing the existence of the other. In 1769, however, a Spanish schooner came over from Port Solidad, (which was the French Port Louis under its new Spanish name), and Captain Hunt of the "Tamar" courteously explained to the Spaniards that the islands were, as they had always been, British, and that no foreigners could establish themselves without permission.

The schooner withdrew, but the next year five large Spanish frigates and 1,400 troops appeared and threatened the settlement, and since H.M.S. "Favourite" (Captain Maltby), - which had now succeeded the "Tamar" at the station, - could not hope to stand up against them the little colony was evacuated, and with all the honours of war, after a brief but heroic attempt at defence. The greatest indignation was aroused in England, the Houses of Parliament and the Press took up the question, and "the affair of the Falkland Islands" became the subject of those famous but bitter letters between Dr. Johnson and "Junius." Diplomatic pressure was brought to bear, the British fleet was mobilized (and young Horatio Nelson got his chance of going to sea) but at the last moment Spain gave in and issued orders for the restoration of Port Egmont.

In November 1772, therefore, the "Endeavour" was sent out to re-establish the settlement, and took with her a small gunboat, the "Penguin," to be left to guard the station. Lieutenant Clayton was placed in charge; but his stay was only a short one, as the settlement did not flourish; and two years later the "Endeavour" came back again to take home the settlers, who, however, affixed the following notice to the door of the fort before leaving:—

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 Brittanic Majesty's colours left flying as a mark of possession,

by, S. W. CLAYTON,  
Commanding Officer at Falkland Islands.

A. D. 1774.



In 1820 a Captain Jewitt of the "United Provinces of South America", ignorant of the above plate at Port Egmont, hoisted the colours of his Government at Port Louis; and Lewis Vernet, a German, started a cattle-run there under that flag. This action was hardly realised in Europe until, in 1829, Vernet was established as "Governor of the Islands", - when Great Britain made a formal protest. In 1831 Vernet illegally imprisoned some American sealers, and in consequence he himself was removed and his settlement broken up by Captain Duncan of the United States corvette "Lexington"; and twelve months later H.M.S. "Clio" and "Tyne", under Commander Onslow, were sent to restore the British flag in the islands, Matthew Brisbane, an Irishman, being left in charge to represent British interests.

On the 26th August, 1833, Brisbane and several of the whites were murdered by gauchos and Indians who had been brought over from South America to look after the cattle, but soon afterwards Lieut. H. Smith, R.N., of H.M. Surveying vessel "Arrow", was sent out to punish the culprits and at the same time to establish himself as the new "Resident", and to carry out survey work.

From that date till 1842 continuous Admiralty surveys were being made round the coast-line of the group, and the Naval Officers in charge at the time were likewise appointed as Residents. In this way Lieut. Lowcay, R.N., of H.M.S. "Sparrow" succeeded Lieut. Smith in 1838, and Lieut. J. Tyssen, R.N., replaced Lieut. Lowcay in 1839.

On 15th January 1842 Richard Clement Moody, a young officer of the Royal Engineers (afterwards General Moody) arrived in the "Hebe" as the first Governor under the Colonial Office, the total population at the time being 49; and in October of the same year Commander Sullivan of H.M.S. Philomel came out to carry on the survey work.

On the 23rd June, 1843, a Charter under the Great Seal was issued defining the constitution of the new Colony. The seat of Government was at first placed at Port Louis, now re-named Anson after the famous Admiral Lord Anson, the explorer, who had so strongly advocated, just a hundred years previously, the establishment of a colony in these Islands, a group so important from a strategic point of view.

But when, three months after the arrival of Governor Moody, Sir James Ross put in to the Falklands to winter between his Antarctic expeditions, he urged the removal of the capital from Anson to the inner harbour of Port William, and this was done the next year, the new capital being called Stanley, after the Secretary of State for the Colonies at the time. Sir James Ross had as officers with him Thomas Moore (afterwards Rear-Admiral and Governor of the Falkland Islands) and John Sibbald (afterwards Commander and Registrar of the Court, Falkland Islands). With the issuing of the Charter the Civil Service or the Colony was established, various officials being sent out, including Dr. Hamblyn as the first Colonial Surgeon, and his brother-in-law Mr. J. Longden, (afterwards Sir James Longden, G.C.M.G., Governor of Ceylon) as the first Government clerk.

In 1847 Samuel Fisher Lafone, a British subject living in South America, purchased a Crown Grant of the southern half of East Falkland Island, (known henceforward as "Lafonia"), and also certain rights over the wild cattle, which had by this time increased to an enormous extent. He it was who introduced a number of "gauchos" of Spanish descent to help in his cattle business, and for many years the Spanish language was to be heard in all the country districts, though even before this odd gauchos had from time to time taken up their abode in the Colony. The following year Governor Rennie succeeded Governor Moody.

In 1852 the Falkland Islands Company was formed to take over the interests of Lafone, and within a few years this Company began to see that the future of the Colony lay more in sheep than in cattle. A certain amount of trade began to spring up, shipping became more frequent, and in 1854 the first lighthouse was erected, at Cape Pembroke, to mark the entrance to Port William. The same year the Patagonian Mission started, - at Keppel Island, - a farm and religious training establishment for the Indians of Tierra del Fuego, a certain number of whom were brought over each year, taught for a time, and then sent back to diffuse the teaching among their fellows. The next year Governor Moore, who had known the Islands thirteen

years before, assumed the administration of the Colony, and remained at the head of affairs for the succeeding seven years, until the arrival of Governor MacKenzie, another ex-naval officer.

In 1864 a regular mail service was established with Monte Video by means of the Government schooner "Foam", which had once been Lord Dufferin's yacht for Arctic exploration. Two years later Governor Robinson was appointed from Dominica (he was better known afterwards as Sir William Robinson, G.C.M.G., Governor of Victoria), and it was during his administration that a Bishopric was established in the Falkland Islands, the Reverend W. H. Stirling, formerly Missionary to the Patagonians, being the first Bishop.

Colonel D'Arcy, late Governor of the Gambia, was appointed Governor in 1870, and the following year he had the honour of receiving Prince Alfred, the Duke of Edinburgh, who visited the Falklands in H.M.S. "Galatea". A brass plate to commemorate this is let into the side of the Public Wharf. In that year the Census returns showed 811 inhabitants,

Early in 1876 H.M.S. "Challenger" spent a fortnight here during her wonderful voyage of research round the world, and discovered many new things hitherto unknown to science, confirming also many of the observations made by Charles Darwin, the great naturalist, on his stay here in the "Beagle" in 1833. Shortly after the "Challenger's" visit Thomas Callaghan, C.M.G., formerly an Irish barrister, and also, - like Colonel D'Arcy, - recently Governor of the Gambia, was appointed to the Falklands\*, and he took a keen interest in some of the investigations set going by the Challenger's party. Those scientists had drawn attention to the treacherous nature of the peat-bog, and had pointed out that wherever the underlying rock and shale was inclined at a high angle the ground became automatically less boggy. In 1878 a great "peat-slip" occurred in Stanley, damaging many of the houses and necessitating the rebuilding of the Church. A similar but less severe slip occurred a year or two later,

\* There is a carved and inscribed stone pillar, - the only public monument in the Falkland Islands, - to his memory in a little open space off Fitzroy Road, Stanley.

but it is unlikely that it can ever happen again, as with the needs of the population for fuel the peat banks have been cut farther back each year, until now they are quite a mile from the town and beyond the slope of the hill.

In 1880 Thomas Kerr, C.M.G., Administrator of Grenada, succeeded Governor Callaghan in the growing Colony of the Falklands, which at the next year's census showed a population of 1,553 people. The financial condition of the islands was also in a sound state, and the same year the grant-in-aid from the Imperial Government was for the first time dispensed with. The shepherds and labourers began to accumulate their earnings, and, - largely on the advice of the Colonial Chaplain, the Rev. L. Brandon, - a Savings Bank was instituted in 1888, which proved a great success from its very commencement.

The next year saw the first beginnings of a public press, the Falkland Islands Magazine, which is still flourishing, and whose inception was also due to the same energetic spirit; and the Chaplain, too, as Inspector of Schools, did much to forward the education of the rising generation of young colonists. The Government School was filled to overflowing, and the Roman Catholic Priest, Father Diamond, started an additional school as well, so that Stanley was now provided with two educational institutions. In 1890 the new Cathedral was finished, and Mr. Brandon was made first Dean. The same year the Stanley Assembly Rooms were opened, rooms which catered well for the amusement of the public for twenty-one years, only to be ultimately burnt to the ground in the brief space of an hour or two.

The decennial census of 1891 shewed a population of 1,789, and the notices regarding the same were printed in the new Government Gazette, which made its appearance for the first time in that year. The same number of the Gazette published the appointment of Sir Roger Goldsworthy, K.C.M.G., late Governor of British Honduras, as Governor of the Falklands.

The year 1896 saw the establishment of educational facilities for the country districts, and a system of "Travelling Teachers" was inaugurated, a system which is still successfully carried on. An

Ordinance to institute a Fire Brigade was passed the following year, in the Administratorship of Mr. Craigie-Halkett, just prior to the arrival of Governor Grey-Wilson, C.M.G., who had been Governor of St. Helena. Two years later Government Notes were brought into use, and Commissioners of Currency were appointed, the finances of the Colony being now on a sound footing, and the total revenue for the year amounting to some £16,000.

In 1904 Governor Allardyce, C.M.G., Colonial Secretary of Fiji, succeeded Governor Grey-Wilson, and for the first time serious attention was paid to the Dependencies, the South Georgia Exploration Company being formed, and this gave birth to the now very important whale fisheries industry. In 1906 the Victoria Cottage Home, a combination of Hospital and Infirmary, was opened, and in the same year the present Government School was built. The year 1907 saw the inauguration of the Working Men's Social Club, the arrival of the Swedish Scientific Expedition under Skottsberg, and the first cross country telephone to Darwin. Other telephone lines quickly followed this all over the Colony, and five years later the Government Wireless Station was opened, giving for the first time telegraphic communication with the outside world. The first urgent message was sent was in connection with the total wreck, fortunately without loss of life, of the large Royal Mail liner "Oravia" on a rock near the entrance to Port William.

We now come to 1914, which will ever be remembered as the "*annus mirabilis*" in the history of the Falkland Islands. Towards the end of October Admiral Craddock, with H.M.S. "Good Hope" and "Canopus" left this Colony, (the only British port below the equator in South American waters), to meet his doom off the coast of Chile in the action at Coronel. Soon afterwards, on November the 8th, the "Canopus" put back again to help protect the Colony, which exactly a month later, on December the 8th, was to be attacked by the German fleet. But in the meanwhile Admiral Sturdee with his swift squadron had raced across the Atlantic and arrived at the Falklands in the nick of time, a few short hours before the smoke of the German cruisers was sighted. The Germans steamed up, their guns

were trained on the Wireless Station, and they were preparing to attack when they were awakened to a realisation of the state of affairs by receiving some shells from H.M.S. "Canopus," which was in Port Stanley, and hidden from sight by a range of low hills. The rest of the British Squadron at once steamed out for action, and the historical "Battle of the Falklands" commenced. The result is well known. Craddock was avenged, Von Spee was sent to the bottom with his flag-ship "Scharnhorst;" and the "Leipzig," "Gneisenau," "Nurnberg" suffered the same fate. Only the "Dresden" escaped, to be sunk three months later off Juan Fernandez by the "Kent" and "Glasgow,"\* two of Sturdee's Falkland squadron. The other vessels of the British Fleet at the Falklands were the "Invincible" (flagship), "Inflexible," "Cornwall," "Carnarvon," and Bristol." Mrs. Roy Felton, a local lady, and her two maids, received recognition from the Admiralty for transmitting valuable telephonic information regarding the early movements of the German ships.

In 1915 Governor Young C.M.G., Administrator of St. Lucia, succeeded Governor Allardyce; and on August the 29th the same year the first cable was laid, connecting the Colony with the main-land of South America. Sir Ernest Shackleton created some sensation by unexpectedly arriving here in May 1916 on a whale-catcher from South Georgia, having just made his adventurous voyage of a 1,000 miles in an open boat to that place from Elephant Island. During the next two years the large building, which comprises the Town Hall and Government Offices, was gradually completed and put in to general use; and in 1919, to mark the victorious conclusion of the Great War, the ground between the Sea Wall and Ross Road was set aside for all time as "Victory Green," and a Salute of 101 guns fired therefrom to mark the occasion.

\* The piano from the "Glasgow" was subsequently presented to the town of Stanley by Lt-Commander Crawford, O.B.E., with the following inscription on a small brass plate:—

This Piano was in H.M.S. Glasgow, Capt John Luce, C.B., R.N., during the Naval actions off:—

Coronel	- - -	Nov. 1st 1914.
Falkland Islands	- - -	Dec. 8th 1914.
Juan Fernandez Island	- - -	March 14th, 1815

## History of the Dependencies.

To turn for a time to the history of the "Dependencies," we find that Dirk Gerritz, a Dutch navigator, having drifted south from the Straits of Magellan before a gale in 1599, came upon the group which we know to-day as "the South Shetlands," and which were rediscovered and definitely located in 1819, by William Smith of Blyth.

South Georgia Island seems to have first been discovered by La Roche in 1671, but was formally annexed and named by Cook in January 1775, though it was never traversed from coast to coast until Sir Ernest Shackleton arrived on the south-west side from Elephant Island after the loss of the "Endurance".

In the same year that Cook visited South Georgia he also discovered and named the Sandwich Group, after the 4th Earl of Sandwich, in whose honour he also named the other Sandwich Islands in the North Pacific.

The South Orkney Islands were discovered by Captain George Powell in 1821; and with the discovery of Graham Land, (named after Sir James Graham, then first Lord of the Admiralty), by Biscoe in 1832, and six years later of Louis Philippe Land (the eastern portion of the same Antarctic continent) by D'Urville, our history of the Dependencies for the present must end.

## OFFICERS IN CHARGE OF THE FALKLAND ISLANDS.

### (a) As a Settlement

1766-1770	-	-	-	Capt. MacBryde, R.N.
Nov. 1772-4	-	-	-	Lt. S. W. Clayton, R.N.
1833.	-	-	-	M. Brisbane.
1833.	-	-	-	Lt. Smith, R.N.
1838.	-	-	-	Lt. Lowcay, R.N.
1839-42.	-	-	-	Lt. J. Tyssen, R.N.
1842 (Jan. 15th)	-	-	-	Capt. R. C. Moody (afterwards Maj. Gen.)

### (b) As a Crown Colony

23rd June, 1843-6th July, 1848.	Capt. R. C. Moody (afterwards Maj. Gen.)	...	...	Governor.
6th July, 1848-4th Nov. 1855.	G. Rennie	...	...	Governor.
4th Nov. 1855-22nd Nov. 1862.	Capt. T. E. L. Moore (afterwards Rear-Admiral)	...	...	Governor.
22nd Nov. 1862-24th June, 1866.	Capt. J. G. Mackenzie (afterwards Rear-Admiral)	...	...	Governor.
24th June, 1866-2nd April, 1870.	W. F. C. Robinson (afterwards Sir Wm. Robinson, G.C.M.G.)	...	...	Governor.
2nd April, 1870-30th April, 1876.	Col. G. A. D'Arcy	...	...	Governor.
30th April, 1876-15th May, 1878.	T. F. Callaghan C.M.G.	...	...	Governor.
15th May. 1878-20th December, 1878.	A. Bailey	...	...	<i>Administering the Government.</i>
20th December, 1878-6th April, 1880.	T. F. Callaghan, C.M.G.	...	...	Governor.
6th April 1880-24th November. 1880.	Capt. R. C. Pache	...	...	<i>Administering the Government.</i>
24th November, 1880-3rd March, 1886.	T. Kerr, C.M.G.,	...	...	Governor.

3rd March, 1866-16th December, 1886.  
*A. C. S. Barkley* (afterwards C.M.G.) ... *Administering the Government.*

16th December, 1886-31st July, 1889.  
 T. Kerr, C.M.G., ... .. Governor.

31st July, 1889-19th February, 1890.  
*E. P. Brooks* ... .. *Administering the Government.*

19th February, 1890-28th March, 1891.  
 T. Kerr, C.M.G. ... .. Governor.

28th March, 1891-13th April, 1891.  
*F. S. Sanguinetti* (afterwards I.S.O.) ... *Administering the Government.*

13th April, 1891-13th March, 1893.  
 Sir R. T. Goldsworthy, K.C.M.G. ... .. Governor.

13th March, 1893-14th October, 1893.  
*G. Melville* (afterwards *Sir George Melville*, K.C.M.G., C.M.G.)  
*Administering the Government.*

14th October, 1893-18th July, 1894.  
 Sir R. T. Goldsworthy, K.C.M.G., ... .. Governor.

18th July, 1894-4th November, 1894,  
*T. A. Thompson* ... .. *Administering the Government.*

4th November, 1894-17th April, 1897.  
 Sir R. T. Goldsworthy, K.C.M.G., ... .. Governor.

17th April, 1897-20th October, 1897.  
*F. Craigie-Halkett* ... .. *Administering the Government.*

20th October, 1897-1st May, 1902.  
 W. Grey-Wilson, C.M.G., ... .. Governor.

1st May, 1902-1st November, 1902.  
*W. Hart-Bennett* ... .. *Administering the Government.*

1st November, 1902-22nd June, 1904.  
 W. Grey-Wilson, C.M.G., (afterwards *Sir Wm. Grey-Wilson*, K.C.M.G.)  
 Governor.

22nd June, 1904-1st September, 1904.  
*W. Hart-Bennett* (afterwards C.M.G.) ... *Administering the Government.*

1st September, 1904-24th April, 1907.  
 W. L. Allardyce, C.M.G., ... .. Governor.

24th April, 1907-25th September, 1907.  
*H. E. W. Grant* (afterwards C.M.G.) ... *Administering the Government.*

25th September, 1907-29th December, 1909.  
 W. L. Allardyce, C.M.G., ... .. Governor.

29th December, 1909-15th December, 1910.  
*T. A. V. Best*, (afterwards C.M.G.; C.B.E.) *Administering the Government*

15th December, 1910-21st August, 1913.  
 W. L. Allardyce, C.M.G. ... .. Governor.

21st August, 1913-30th April, 1914.  
*Capt. Quayle-Dichson*, D.S.O. ... .. *Administering the Government.*

30th April, 1914-2nd April, 1915.  
 W. L. Allardyce, C.M.G. (afterwards *Sir Wm. Allardyce*, K.C.M.G.)  
 Governor.

2nd April, 1915-15th May, 1915.  
*C. F. Condell* ... .. *Administering the Government.*

15th May, 1915-27th September, 1919.  
 Sir Douglas Young, K.B.E., C.M.G. ... .. Governor.

27th September, 1919-1920.  
*Lt-Colonel T. R. St-Johnston* ... .. *Administering the Government.*

## COUNCILS, COMMITTEES, AND BOARDS.

### EXECUTIVE COUNCIL:—

President - - - The Governor.  
Members— The Colonial Secretary, The Treasurer, The Colonial Surgeon, and One Unofficial Member, (Vacant).  
Clerk of Council - - - T. N. Goddard, M.B.E.

### LEGISLATIVE COUNCIL:—

President - - - The Governor.  
Members— The Colonial Secretary, The Treasurer, The Colonial Surgeon, G. I. Turner, H. C. Harding,  
Clerk of Council - - - T. N. Goddard, M.B.E.

### COMMISSIONERS OF CURRENCY:—

The Colonial Secretary, The Treasurer, Jas. Houston, J.P.

### JUSTICES OF THE PEACE:—

G. I. Turner, Stanley,	J. I. Wilson, Fox Bay, W. F.
Jas. Houston, Stanley,	H. Clement, Roy Cove, W. F.
A. E. Felton, Stanley and West Point Island,	W. H. Luxton, Chartres, W. F.
H. C. Harding, Fitzroy, E. F.	J. Robertson, Port Stephens, W. F.
F. G. Langdon, San Carlos, N, E. F.	S. Miller, Hill Cove, W. F.
G. J. Felton, Teal Inlet, E. F.	A. G. Simon, South Georgia.

### BOARD OF HEALTH (E. F.):—

Chairman - - - The Colonial Surgeon.  
Members— The Colonial Secretary, J. G. Aldridge, R. V. Hardy,  
Jas. Houston, J.P. V. J. Lellmann, J. F. Summers.  
Clerk to the Board - - - T. N. Goddard, M.B.E.  
Inspector of Nuisances - - - D. J. Sullivan.

### BOARD OF HEALTH (W. F.):—

The Stipendiary Magistrate, West Falkland, W. H. Luxton, J.P. and  
*one vacancy.*

### TRUSTEES OF STANLEY CEMETERY:—

Chairman - - - The Colonial Secretary.  
Members— The Colonial Surgeon, The Very Revd Dean J. Stanley Smith,  
The Revd. Father Migone, Hon. G. I. Turner,  
Hon. H. C. Harding, Hon. M. C. Craigie-Halkett,

### GOVERNMENT OFFICERS' CANTEEN:—

Chairman - - - The Colonial Secretary.  
Directors— W. Atkins, L. Newing, W. W. Wilkie,  
A. W. Benton, W. Newing,  
Secretary - - - J. F. Summers.

### KING EDWARD VII MEMORIAL HOSPITAL:—

#### VISITING COMMITTEE--

Chairman - - - Hon. G. I. Turner,  
Mrs. Rowlands *and one vacancy.*

### LIBRARY & MUSEUM COMMITTEE:—

Chairman - - - The Colonial Secretary.  
Members— Hon. M. C. Craigie-Halkett, The Very Revd. Dean J. Stanley Smith.  
Hon. G. I. Turner Jas. Houston, J.P.  
Librarian and Secretary - - - Miss A. E. Felton.

## CIVIL SERVICE.

### GOVERNOR:—

Governor and Commander-in-Chief, Sir Wm. Douglas Young, K.B.E., C.M.G.  
Clerk and Private Secretary ... .. W. E. Conway (Ag.)

### COLONIAL SECRETARIAT:—

Colonial Secretary ... .. W. P. Martin.  
Chief Clerk ... .. T. N. Goddard, M.B.E.

Also an assistant clerk and a typist.

Chief Printer ... .. A. E. Smith.  
Also two assistant printers.

### JUDICIAL DEPARTMENT:—

Chief Justice ... .. Vacant (The Governor performs the duties  
when the appointment is not filled.)

Registrar & Stipendiary Magistrate, East Falklands  
M. C. Craigie-Halkett

Stipendiary Magistrate, West Falkland ... .. J. E. Hamilton, M.Sc.

Stipendiary Magistrate, South Georgia ... .. E. B. Binnie.

Second " " " " ... .. Wm. Barlas.

### TREASURY & CUSTOMS:—

Treasurer ... .. W. A. Thompson.  
Also four clerks and customs officers, and two customs officers  
at South Georgia.

### POST OFFICE:—

Colonial Postmaster ... .. M. C. Craigie-Halkett.  
Also three clerks and messenger.

MEDICAL DEPARTMENT:— (See separate page)

EDUCATIONAL DEPARTMENT:— (See separate page)

### PUBLIC WORKS DEPARTMENT:—

Colonial Engineer ... .. R. B. Baseley, M.I.Mech.E.  
Clerk & Government Storekeeper ... .. J. Milne.  
Government Wireless Operator, Fox Bay ... .. A. Mercer..

Also telephone staff and various foreman, carpenters,  
smiths, and masons.

### POLICE AND PRISONS:—

Chief Constable & Keeper of the Prison ... .. D. J. Sullivan.  
Also a Sergt. of Police and six constables.

### PORT AND MARINE:—

Harbour Master ... .. Capt. G. M. Smith, M.B.E.  
Also crew of Government steam-launch "Penguin".

Principal Lighthouse-keeper ... .. J. Pearce.  
Also two assistants.

### STOCK DEPARTMENT:—

Chief Inspector of Stock ... .. B. A. Brown.

## MILITARY.

A striking testimonial to British methods of colonization is the fact that nearly all our Crown Colonies are able to rely simply upon their own police to keep order, with possibly a local military organization of settlers to be called upon if need arises. And the Colony of the Falkland Islands is no exception to the rule. In the early days of the Colony when the foreign "gauchos" were apt to give trouble it was considered advisable to have a small garrison at headquarters, a mere handful of men, and generally married men selected more as possible colonists than as soldiers.

In this way about a dozen men of the Royal Engineers were sent out with Governor Moody in 1842, and these men also proved very useful in helping in the construction of the first "public works" of the Colony. In 1847 when they were about to be withdrawn a local militia corps was formed, and an ordinance passed to establish it. Two years later the ordinance was repealed, as a number of "Pensioners" time-expired married soldiers from Chelsea and Greenwich, were sent out, partly as a garrison and partly as Colonists. On the termination of the Crimean war some of the wooden stores and huts that had been used by the troops were sent out here for these men, and so good was the timber, and so dry the climate here, that some of them are in use to this day, nearly seventy years afterwards!

In 1858 a small "Garrison Company" was sent out, and the Pensioners disbanded; many of them stopping in the Colony as farmers, to their own ultimate advantage. A detachment of Marines replaced the Garrison Company (it is significant that Captain MacKenzie, an ex-naval officer, was at the time Governor here), and the Marines were the last regular troops in the Colony, as in 1879 the ordinary police force, which is still in being, was started.

There have been two separate Volunteer Corps organizations, one between the years 1854-1857, anticipating by a year or two the great volunteer movement in England, and the other, the existing one, founded in 1892. The Falkland Islands Volunteer Corps, which in August, 1914, quickly swelled to some 160 strong (or about 20% of the available male population, a population, too, that is scattered over

vast areas of country) did sterling service in guarding the Colony, especially at the critical period of the Falkland Islands Battle - when the approach of the German fleet was first notified by one of their outposts - and for the three years following, when the Colony was never free from the possibility of a descent on it by one of the raiders who were roaming the ocean. During the war they were supplied with light field guns by some of the war-ships calling in, and other special precautions were taken. From the ranks of the corps, also, as many went for active service overseas as could get away or be spared.

The present establishment is as follows, but there is a probability of a reorganisation of the force shortly taking place.

### Officers and N.C.Os.

OFFICER COMMANDING ... ..	Captain T. N. Goddard, M.B.E. Lieut. James Houston.
MEDICAL OFFICER ... ..	Lieut. J. Craddock, M.R.C.S., etc.,
CHAPLAIN ... ..	The Very Revd. Dean J. Stanley Smith.
And one Company Sergeant-Major, one Sergeant, one Quartermaster-Sergeant, one Instructor, one Corporal, and a Signalling Corporal.	



## ECCLESIASTICAL.

### (a) Church of England.

When the Falkland Islands became a Crown Colony a Colonial Chaplain was placed upon the establishment, the first holder of the office being the Revd. J. L. Moody, a brother of the Governor. The post of Colonial Chaplain was done away with in 1907 on the retirement of Dean Brandon, the last holder; but a sum of £200 a year is still paid under certain conditions by the Government to augment the salaries of the Cathedral clergy.

The first Bishop of the diocese, the Right Reverend W. H. Stirling, was appointed in 1869, but he had no Cathedral until 1890, when the foundation stone of the present building was laid by Governor Kerr, C.M.G. This edifice, constructed on the site of the old Holy Trinity Church, has an imposing appearance from the harbour, commanding the whole sea front; while the tower, - which contains a peal of bells - rises to a height of 98 feet, so that the large four-faced chiming clock is visible all over the town. Much of the stonework is of local granite, which also has been used in some of the other public buildings in the town. Internally it is panelled throughout, and, there is a fine organ with some 460 pipes. The West window, like the bells and the clock, was presented by Mrs G. M. Dean.

Near the Cathedral is the Church Hall, a building capable of seating 300 people, and used for meetings, concerts, etc. The Deanery, one of the oldest buildings in Stanley, is a comfortable little residence built on a slight elevation in Ross Road, and overlooking the harbour. This house and its adjoining paddock are the property of the Government, but are let on nominal rents of 5/- and 1/- respectively to the Trustees of the Cathedral. The Church House, a more modern building, is the residence of the Assistant Chaplain, and adjoins the Cathedral.

#### Past Bishops of the Falkland Islands.

Right Reverend W. H. Stirling	...	...	1869-1901		
"	"	E. F. Every	...	...	1902-1910
"	"	L. F. D. Blair	...	...	1910-1914

### Present Establishment.

Bishop.	...	...	...	...	Right Revd. N. S. de Jersey, D.D.
Dean.	...	...	...	...	The Very Revd. J. Stanley Smith, M.A.
Archdeacon.	The Ven. C. H. Hodgson, M.A.	<i>(Chaplain of Valparaiso)</i>			
Hon. Canon.	...	...	...	...	The Revd. A. R. A. Nicol, M.A. <i>(Chaplain of Lima)</i>
Assistant Chaplain.	...	...	...	...	The Revd. J. D. D. de Vitre, M.A.
Select Vestry.	T. N. Goddard, F. Hardy, A. R. Hoare, Hon. G. I. Turner.				
Dean's Warden.	...	...	...	...	J. G. Poppy.
People's Warden.	...	...	...	...	R. V. Hardy.
Organists.	...	...	...	...	Miss L. Rowlands, and Miss S. Wilson.
Verger & Sexton.	...	...	...	...	J. F. Summers.

### (b) Roman Catholic.

The first Roman Catholic Chapel was built in Dean Street in 1875, shortly after the arrival of the first priest, the Revd. R. F. Foran. It was afterwards removed to the site where stands the present one, which was erected in 1899. An archway, illuminated by electric light, leads into the grounds surrounding the chapel; while to the south lies the Convent School, conducted by the Sisters of the Society of Mary under the direction of Father Migone, the Priest in charge.

#### Present Establishment.

Bishop	...	...	...	The Right Revd. A. Aguilera, <i>Bishop of Isso.</i>
Parish Priest	...	...	...	The Revd. Father M. L. Migone.
Directress of Convent School	...	...	...	Sister Ussher.

### (c) Nonconformist.

The first chapel was built at the corner of Villiers Street and John Street. The present chapel, a substantial wooden building with a small steeple, was built about 1892 on the west side of Barrack Street, and not far from Ross Road. The first Nonconformist Minister appointed to the Falkland Islands was the Revd. A. Yeoman in 1876. At the time of writing the appointment is vacant.

## EDUCATIONAL.

### The Government School, Stanley.

As early as 1846 it was decided to start a Government School for the rapidly increasing little settlement of Stanley. The first teacher appointed received the munificent salary of £20 per annum! The present cost of maintaining the school is nearly £1,000 per annum, and this is really a very small outlay for the benefits obtained. The school buildings, of which the foundation stone was laid by Mrs (now Lady) Allardyce in 1905, are exceptionally good for a colony of the size of the Falkland Islands, and consist of a large central hall, four smaller classrooms and various vestibules, offices, etc. In the south-west corner of the school ground is a separate building for the Infants' School, and in another corner a recreation room, gymnastic appliances &c.

School attendance is compulsory up to the age of 14, and the parents pay a nominal fee, ranging from 3d. to 6d. a week. There are about 150 boys and girls, and several pupil teachers.

#### Establishment.

Headmaster ...	...	...	...	...	...	A. R. Hoare.
Headmistress ...	...	...	...	...	...	Mrs E. Hoare.
Assistant Master ...	...	...	...	...	...	J. W. Hubbard.
Assistant Mistress ...	...	...	...	...	...	Miss Carey.
Pupil Teachers ...	...	...	...	...	...	Miss Rowlands, Miss Short.

### The Roman Catholic School, Stanley.

This school was started in 1888, and the school buildings are situated on the south side of the Roman Catholic Chapel. The school is open to children of any denomination, and is especially intended for girls from 6 to 18 years, and for small boys. The general manager of the school is the Revd. Father Migone, and the Directress of Education is Sister Ussher. The other convent sisters all help in the general teaching.

### Education in the "Camp".

There is a small school at Darwin for children of the Falkland Islands Company's employees, but apart from this all the remaining children in the country districts are educated by a group of "Travelling Teachers", who are assigned to various areas all over the Colony, five being employed by the Government and two by the Falkland Islands Company. They make a circular tour, spending a fortnight at each homestead or cluster of houses, teaching all the children during the time; and then pass on to the next place, leaving a series of "home lessons" for the children to study ready for their return visit. The system may not be so good as a regular school but in practice it works very well, and is the only scheme that is feasible in the peculiar conditions of the country.

## MEDICAL.

The first resident doctor that we have any knowledge of in the Falkland Islands was one Bernard Penrose, a Surgeon who came out with the 1772 expedition to Port Egmont. He has left a very good description of the settlement as it then was.

But the first official "Colonial Surgeon" was Dr. H. J. Hamblin, who held the appointment for twenty-one years through all the hardships of the early days of the Colony, and then rather tragically, died on his way home to a well-earned retirement. The earliest hospital was a little room, some 18 ft. by 14 ft., to the east of Villiers Street and north of John Street. The second hospital, not much larger, was on the opposite side of the street but at the corner of Fitzroy Road. A combined "Cottage Home and Hospital," situated within the area of the Government Dockyard, was the next improvement; and finally, in 1911, a public meeting having been called to consider what steps should be taken in the Falkland Islands to commemorate the reign of the late King, it was decided to erect a Hospital, to be called the King Edward VII Memorial Hospital.

Subscriptions were raised, the site was presented by George Bonner, Esq., and the building was completed at the end of 1914 just in time for the Battle of the Falklands, the wounded from that action being the first patients received. The hospital is a well constructed building, consisting of a good sized operating theatre with all the most recent appliances, four large wards and several smaller ones, a general patient's dining room, and separate apartments for the nursing staff. There is also a public dispensary where out-patients are treated, and the whole hospital is maintained at the expense of the Government.

## Establishment.

Colonial Surgeon ...	...	...	_____
Assistant Colonial Surgeon	...	...	J. Craddock, M.R.C.S., L.R.C.P.
Second Assistant Colonial Surgeon	...	...	H. Chadwick, M.C., M.B., B.Ch.
Government Dentist	...	...	_____
Matron of Hospital	...	...	Miss K. C. Yule.
Staff Nurse	...	...	Miss M. Layton.

The Assistant Colonial Surgeon is also Medical Officer to the East Falkland Farmers' Medical Association, receiving part of his salary from that body.

The West Falklands Farmers' Association have a doctor of their own; while the Falkland Islands Company have also a Medical Officer, with headquarters at Darwin, so that the Colony is well supplied. The Dependencies also have their medical men, sent out by the big whaling companies to look after the health of the employees.

## INDUSTRIES.

The industries of the Falkland Islands may be briefly summarised as "Wool and Oil;" the sheep farming of the Colony and the whale fisheries of the Dependencies having both been found to be so very lucrative that there has as yet been no inducement to turn to other potential sources of wealth.

### SHEEP-FARMING.

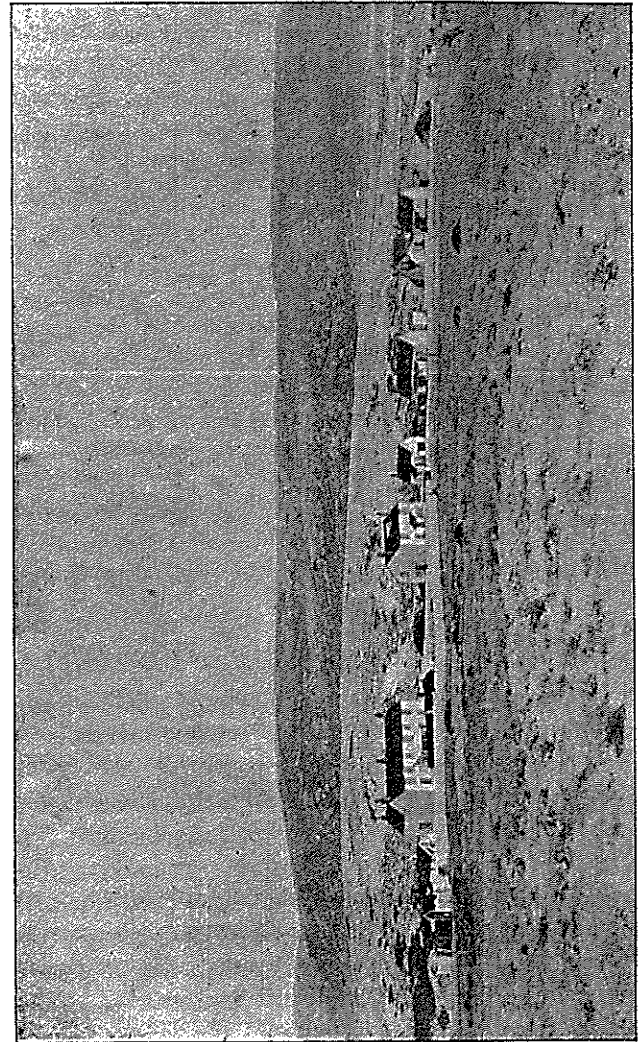
Although such an important industry, sheep-farming is a comparatively modern one in the Falklands. For the first aspirations of the Colony were founded on cattle, and it was not really until the '70s that the Sheep became King. It was then quickly seen what an ideal country the fortunate inhabitants had for starting a sheep industry on a large scale; for very little fencing was required even on the mainland, - owing to the deep indentations of the coast-line, dividing up the farms by natural boundaries, - while the smaller islands required none at all.

The indigenous succulent grasses that abounded everywhere gave a never failing pasturage; there were no droughts, no dangerous rivers, no burrs, and no insect pests. The result was that the industry went ahead in an extraordinarily rapid manner; and quickly made fortunes, and is still making them, for the farmers.

It is only fair to mention what slight drawbacks there are, but they are very slight indeed, and it will be seen how they are being circumvented.

"SCAB." In the first place there was that bugbear of all sheep-farmers, "Scab," a skin trouble due to a small parasite. By 1891 it had begun to spread among all the animals, and the wool in consequence deteriorated and came out. The Government took the question in hand, and Sir Roger Goldsworthy appointed a Commission to enquire into the causes and to suggest remedies.

SHEEP FARMING.



PORT STEPHENS SETTLEMENT, WEST FALKLAND.

The result of this was that special legislation was enacted, various "Live Stock Ordinances" and amendments were passed, until, in 1901, a consolidated act came into force which eventually proved completely successful in eradicating the pest. Government Inspectors of Stock were appointed, with powers to enforce the provisions of the law; a rigid quarantine on all imported animals was carried out; and in consequence the Colony has been for many years entirely free from "scab", a trouble which is unlikely again to recur.

CLIMATE. The occasional blizzards and snowstorms that occur in early spring have in the past proved a somewhat adverse factor to the sheep industry, as the critical period in the life of a sheep, - the lambing season, - coincides with that time of year. But there is no doubt whatever that the climate of the Falklands has been becoming milder during the last eighty years or so. One continually reads, in the old books and reports published about the time when the islands first became a Crown Colony, of the great severity of the climate, of the hard winters, and frequent blizzards. Possibly it is only a local climatic cycle; possibly the whole world may be gradually getting warmer, for the same change has been noticed in the northern hemisphere; possibly it may be due to ice changes at the South Pole; but whatever may be the reason the effect is obvious. Also, - perhaps only a local change in the neighbourhood of the settlements, - there is the absence of those mists and damp fogs that were once so prevalent; and this change has probably been caused by (a) extensive ditching and draining of the surrounding "camp", and (b) the constant cutting away, for nearly a hundred years, of the top layers of boggy peat for fuel. The bad lambing seasons are therefore not so frequent as they used to be, and if only more shelters could be made by the planting of hedges and hardy trees (which *could* be done if the farmers would take up the question in earnest) the worries of the lambing season would be very much reduced.

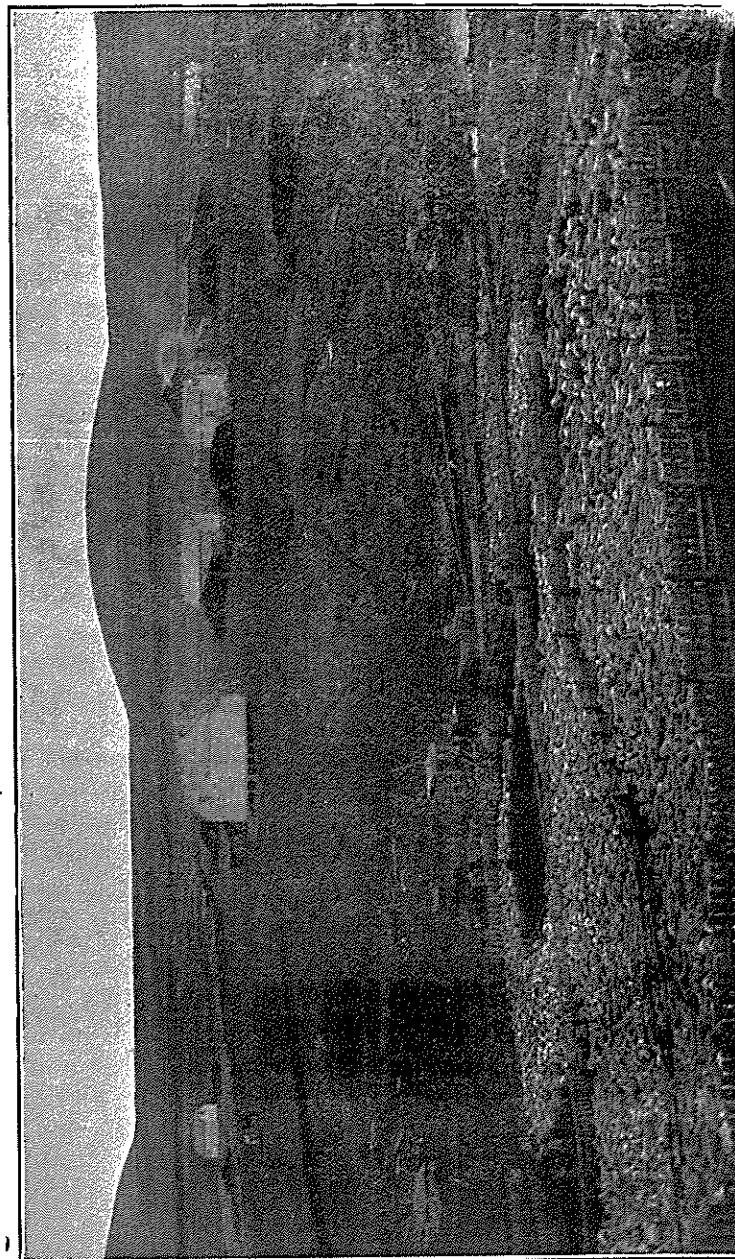
PASTURAGE. The great grass thief in Australia, the rabbit, does very little damage in the Falklands. Although introduced here as far back as 1764 the rabbit has increased but very little. This may perhaps be due to the indigenous grasses, which, though extremely good for sheep are bad for rabbits; for somehow rabbits do not seem to thrive, and in many instances become affected by a liver disease.

The only other serious competitor with the sheep as far as the pasture is concerned is the native goose, seven of which are said to eat as much grass in a day as an adult sheep. And these geese were at one time swarming throughout the colony, and are still extremely plentiful. The Government, in 1905, started a scheme of payment for goose-beaks, which was carried on for a number of years, with the result that today the geese are kept within bounds. They themselves are excellent eating, being fine plump birds of every bit as good a flavour as their English cousins; and they are still so plentiful in the Colony, so easy to catch, and yet so little desired by the farmers, that a good export trade in canned or frozen geese might be started with benefit to all concerned, to say nothing of the valuable "down" which could be utilized in the best class quilts.

BIRDS OF PREY. But enemies more vicious to the sheep themselves used to be "Turkey Buzzards," "Johnny Rooks," and "Coranchos;" the first being a species of Vulture, while the two latter are of the Falcon family. These, like the geese, were all greatly reduced by the system of Government payment for beaks, and are now kept within reasonable limits. Moreover they seldom attacked anything but the weak or sickly sheep, animals that are now more carefully shepherded and looked after than they were in the past.

There are roughly about 700,000 sheep in the Colony, a Colony devoted principally to sheep, and having an area of about 7,000 square miles, or 4,480,000 acres. In other words about one sheep to every six acres! Some day most of the lands that are now useless will, no

SHEEP FARMING.



PASSING THROUGH THE SHEEP-DIP, PORT STEPHENS.

doubt, be all drained and grass-planted, and even the present pasture land will have its grasses improved, so that this wasteful system will cease, to the lasting benefit of the Colony. Already on some of the farms there are sections that used to carry only one sheep to four acres, but that now, after judicious treatment, can support a sheep to every acre and a half.

From these 700,000 sheep and their annual increase there are some 100,000 "surplus" sheep every year. Thirty years ago a spasmodic attempt was made to export mutton in cold storage steamers. The attempt was unsuccessful then, but conditions are very different now. For years after this nothing was done with the "surplus" sheep except to take their fat for tallow and throw the meat away. And even then sheep-farming in the Falklands was a lucrative business! There are now however, two canning factories, one at Darwin and the other at San Carlos. The former cans about one hundred thousand 6lb. tins of mutton per annum, to say nothing of smaller sized tins of tongues, kidneys etc. The latter factory is at present not working. 120 men are employed at the Darwin Factory, and they become wonderfully expert at their work, a sheep being "boned" (all flesh removed from the skeleton) in sixty seconds. Eleven hundred sheep a day are canned in the season, and each tin of meat passes through thirty-three hands before the process is completed. Bullock are also canned, (there are some 8,000 head of cattle in the colony), and a good export trade in Meat Extract has been started. The hides of both sheep and cattle are also exported, and all the residue is now converted by special machinery into "fertiliser". Tallow is prepared for export, both at the canning works and by various individual farmers who still merely "boil down" their surplus stock.

Tallow candles in small quantities are also made for home consumption by some of the old fashioned shepherds, while an occasional spinning-wheel may also be seen making wool for "homespun" cloth. It would seem that there is not thought to be enough wool in the Colony to make profitable a cloth factory on a large scale, although 4,809,000 lbs were exported in 1918, valued at about £320,000.

Sausage casings have been exported in a desultory way, and there has been some suggestion of a soap works; but these, together with glue, bone phosphates, worked horn, etc., might be profitable enterprises for a man with a little capital and the latest methods.

The Falkland Islands Company started stocking their sheep-farms with Cheviots, but since then it has been found that the best wool has been obtained from a cross-breed, with the Romney Marsh strain predominating. New and valuable rams are constantly being imported, and today the farming part, at least, of the industry is run on sound modern lines, with the happiest results to the farmers, many of whom are the sturdy pioneers who bore the brunt of the battle when the industry was still young.

The principal piece of legislation regarding the sheep industry is that known as the Live Stock Ordinance, 1901, which governs the question of "scab" and other infectious diseases, the compulsory methods to be employed to clean infected animals, and the inspection of stock by Government Inspectors. (All the Ordinances of the colony may be purchased from the Colonial Secretary's Office, Stanley, either separately or in a bound volume.)

## WHALING.

The history of the whaling industry in the Falklands and Dependencies reads almost like a romance. In 1905 the whole of the vast area south of the Falkland Islands was a silent waste of waters, with scattered islands empty of all human voice or habitation. In ten short years there had been established there the largest whaling industry the world has ever seen, great factories alive with mechanical power were preparing countless thousands of barrels of oil for the European markets, the seas were traversed in all directions by swift steam "whalers," and a permanent population of a thousand busy people had been settled in South Georgia.

### At South Georgia.

The beginning of it all, as usual, arose from a small thing. A tentative notice had been inserted in the local Falkland Islands "Gazette" stating that the Government would be prepared to lease the Island of South Georgia for mining and general purposes to any responsible person or company. Eventually a little company agreed to make a preliminary trial for two years at a rental of £1 per annum! They also took out a sealing licence for £10.

To quote from the Blue Book Report, 1917, of Mr. Condell, late Colonial Secretary,

..... "The South Georgia Exploration Company, Limited, was an almost entirely British Company, the shareholders being 'small' men, British 'shepherds of Patagonia, who invested their savings in the enterprise, raising in all a capital of some £3,000. There was quite an Elizabethan flavour about the whole adventure and their early undertakings read almost like an extract from the pages of Hakluyt, or an account of the landing of Captain Smith in St. Kitts some centuries earlier. They chartered a small sailing vessel, the 'Consort,' and some of their number embarked at Punta Arenas; then, after touching at the Falkland Islands to get their lease signed up, they made their way to South Georgia. After trying several bays which they found unsuitable, they reached one . . . . . with about 7 acres of good grass land, flatter than any we had yet seen, so we at once landed our ewes, 24 in all, 3 mares, and 1 stud horse, all of which were able to walk on top of the snow and eat grass (which is through the snow)." . . . . .



But this small company found that farming and mining were beyond them, and that sealing in South Georgia consisted only of "hair" seal, valuable for oil, but useless for skins; so they turned their attention wholly to oil, and therefore added whaling to their field of enterprise, taking out, in December, 1907, the first "Whaling License" issued. But they had started with too small a capital, and were obliged to sell out to a Norwegian Company, - Messrs. Bryde & Dahl, - who today hold a leading share in this wealthy industry.

Meanwhile another company "the Argentina de Pesca," - promoted by the well known Captain Larsen, late commander of the "Antarctica" (Swedish 1902 Expedition to the South Pole) - had been floated for sealing and whaling; and, starting with a large capital, was successful from the beginning. This company took up the first "whaling lease," - a small land station at Cumberland Bay, South Georgia, - in January, 1906.

In quick succession other companies entered the field in the following order:—

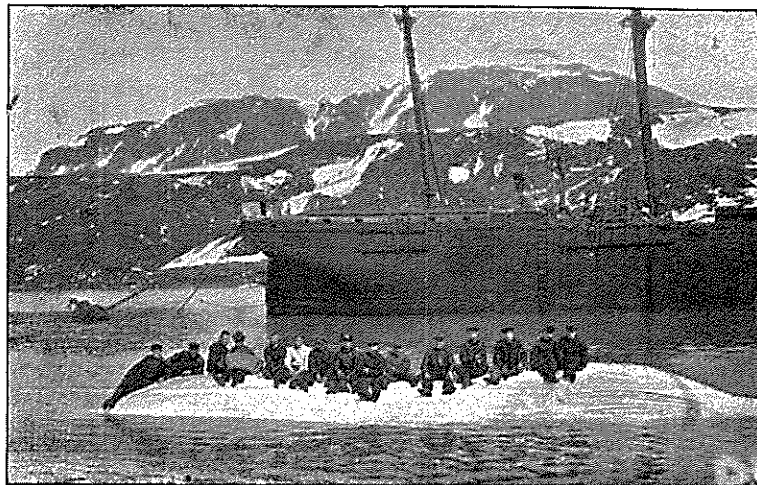
Sandefjord Company,  
Tonsberg Company,  
Bryde & Dahl Company,  
Salvesen Company,  
South Georgia Company,  
Ocean Company, and  
Southern Whaling & Sealing Company,

Each of these companies acquired a lease of 500 acres, (except the Bryde & Dahl Company which has no land factory), and pay an annual rental for 21 years of £250; each lease giving a right to one factory and two small whalers or "catchers," an additional "catcher" being sometimes granted by special license.

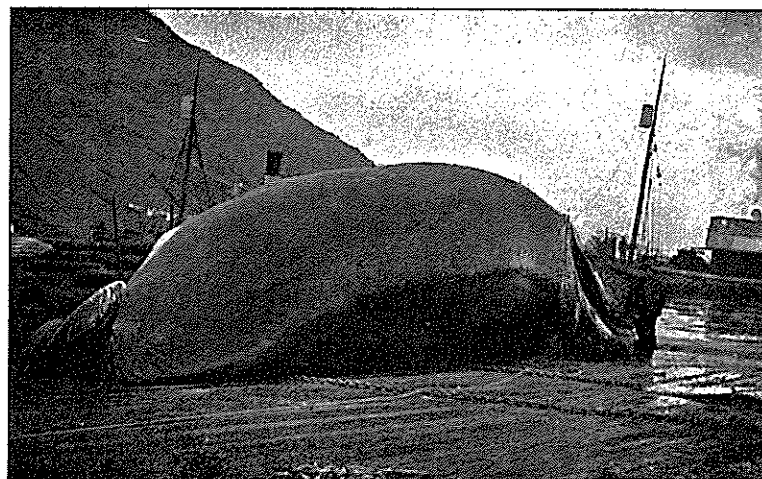
#### At the South Shetlands.

Other Dependancies were then opened up, the South Shetlands being the next group to come under the sway of the whaling activities. Here, however, although there were no less than ten companies operating, only one, the Hektor, had a land station, and that was at Deception Island. This is that extraordinary crater ring discovered by Captain Cook, where there are frequent earth tremors and boiling springs, although the Island is well within the Antarctic ice region.

#### THE WHALING INDUSTRY.



A LARGE CAPTURE.



A WHALE READY FOR FLENCING.

All ten Companies started operations between the years 1909 and 1911; and as in South Georgia, the majority of the firms were Norwegian, the British being in a decided minority. The famous days of the old "Dundee Whalers" seem to be no more, and the local Falkland Islanders, splendid seamen though they are, have no opportunity of indulging in the whaling that appertains to their own territorial waters, except as hired labourers (a position they have no need to take), for modern conditions necessitate a considerable initial outlay, - very different to the days of small sailing "whalers," - and the capitalists of the Falkland Islands are content with the handsome returns their sheep-farms give. The result is that the British sailors get no training in the industry, and practically all the hands employed, even by the few British companies, are Norwegian.

Whaling at all the Dependencies is essentially a "seasonal" affair, and especially so at the South Shetlands, all the "floating factories" going back to Europe with their cargoes of oil at the end of each Antarctic Summer. During the war whaling activities at the South Shetlands were partly for this reason somewhat curtailed, as some of the Norwegian floating factories were torpedoed in European waters by German submarines.

#### **At South Orkneys.**

In 1911 nine companies started whaling here, and continued for a year or two, but the lack of good harbours and the more plentiful harvests round the other Dependencies has for the time being caused this group to be deserted.

#### **At Falkland Islands.**

In the Falkland Islands themselves a large land factory has been started by a British firm, Messrs Salvesen & Co., of Leith, at New Island, but the whales do not seem to be so plentiful as in the colder waters to the south and east, and Messrs. Salvesen have of late been directing most of their attention to South Georgia.

#### **Varieties of Whales caught.**

At the beginning of the whaling industry the Humpback whale (*Megaptera nodosa*) was the one most frequently caught, and was taken in enormous numbers. This is a comparatively small

whale and was more easily handled by the small craft and appliances at first employed; the bigger Fin whales, (*Balaenoptera physalus*), and the huge Blue whales (*Balaenoptera musculus*), being too difficult to grapple with. (The Blue whale may reach a length of over 100 ft., its unborn young have been found to be as much as 23 ft. in length, while the calf will go on suckling till it reaches a size of 50 ft.)

Then, as the industry expanded and larger and more powerful vessels were obtained, the last two varieties - which naturally yielded the most oil - were especially hunted. But apart from this reason there seems little doubt that the Humpback whale is less frequently seen in these waters than it was a dozen years ago; and by analogy it has been suggested that the Fin and Blue whales may before long be hunted out.

The question of migration, too, may be a factor in any annual variation in the number of whales captured. Apart from the possibility of being hunted away from certain neighbourhoods there is always the likelihood that the whales may voluntarily change their feeding grounds. The "whale-bone" whales which are practically the only ones caught in the Antarctic whale-fisheries, feed mostly on small crustacea. The crustacea feed on "plankton" or minute organisms, which in turn must have sunlight, and also that particular salinity of sea water found in polar regions, in which to develop. For this reason the plankton only attains full growth between October and March (the Antarctic summer); and the crustacea, dependent on the plankton, are similarly affected. The whales, therefore, come

south at that season to feed, (just as, it is now generally conceded, they go north to equatorial waters to produce their young). There are vast circumpolar seas other than the area in which the Dependencies are situated, and perhaps the whales may go to them in search of better feeding grounds. But, as far as the actual hunting is concerned, various methods are possible to prevent any undue diminishing of the herds.

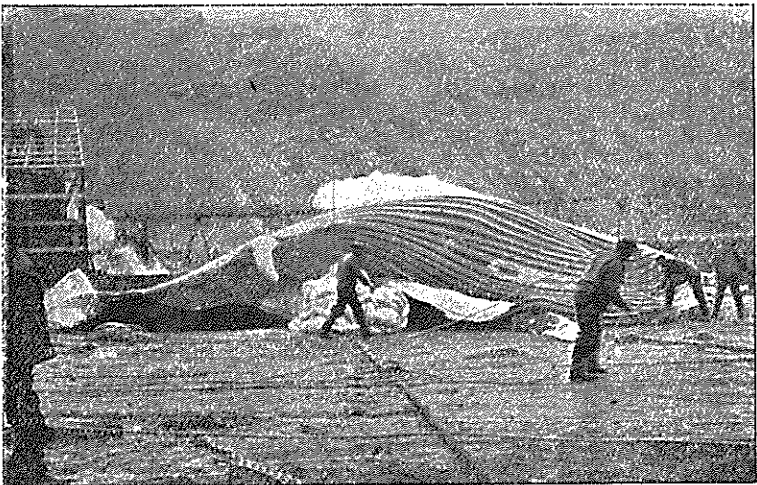
Now the preservation of this valuable industry is a matter of vital importance, not only as part of the general scheme of the development of the resources of the Empire, but also in view of the world-shortage of fats, (and from an aesthetic point of view also

because it might mean the extinction of an interesting mammal). Therefore various protective measures have been suggested, and the Government has taken prompt steps by legislation and strict supervision to keep the fisheries within reasonable bounds. No whaling may be conducted without a license, which also may limit the number of whales to be taken. No whale calf may be killed, nor any cow when accompanied by a calf. And - a very important item, - pressure boilers may be insisted on to ensure the using up of the whole carcass and thus prevent waste. Magistrates and Customs Officers have been appointed to South Georgia and the South Shetlands, and are arranged for when necessary at the other Dependencies, to see that the regulations are carried out, and it is hoped that with care the industry may go on for many years.

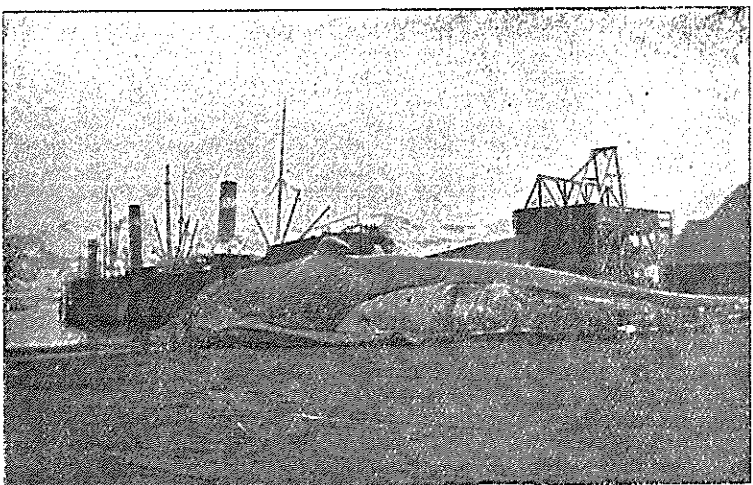
In 1918 the Secretary of State for the Colonies appointed a Committee consisting of Mr. P. C. Lyon, C.S.I., (*Chairman*), Mr. J. O. Borley, Mr. E. R. Darnley, Dr. F. S. Harmer, and Capt. C. V. Smith, R.N., with Mr. H. T. Allen as Secretary, to enquire into questions relating to the development of the Dependencies of the Falkland Islands. This Committee have made it their special business to consider the best means of preservation of the whale fisheries and the development of other industries in those regions, and one may hope for a great increase of scientific knowledge and of British enterprise in those hitherto little known parts of the world.

The following figures will show the remarkable growth of the fisheries. It should be noted that during the War certain additional licenses were granted, as it was imperative to collect for war purposes as much oil as could possibly be gathered together. For this reason the results are high in 1915-16, but after that a shortage of vessels caused a drop again to the more normal figures despite the extra facilities offered.

THE WHALING INDUSTRY.



"FLENCING" A WHALE.



A WHALE ON THE FLENCING PLATFORM.

SEASON.	DEPENDENCY.	Number of Whales Caught.	OIL.		BALEEN.		GUANO.		TOTAL VALUE.
			Barrels.	Value. £	Tons.	Value. £	Bags.	Value. £	
1909 - 10	*South Georgia	3,516	104,316	239,842	63	9,670	3,130	1,565	251,077
1910 - 11	*South Georgia	6,529	189,363	508,526	104	21,277	16,050	9,912	534,715
1911 - 12	South Georgia	6,535	212,262	496,951	173	19,905	48,737	23,056	988,450
	South Shetlands	4,813	148,770	413,622	383	13,360	—	—	
	South Orkneys	248	7,000	18,656	20	400	—	—	
	South Sandwich	28	1,000	2,500	—	—	—	—	
1912 - 13	South Georgia	4,850	212,992	551,062	284	5,436	77,187	33,383	1,198,487
	South Shetlands	5,044	198,410	599,886	309	8,100	950	570	
	South Orkneys	779	26,031	not stated	—	—	—	—	
1913 - 14	South Georgia	3,349	176,487	464,320	148	11,060	85,775	37,480	1,494,064
	South Shetlands	5,259 <sup>†</sup>	221,628	887,712	111	275	10,148	6,187	
	South Orkneys	621	21,750	87,000	20	30	—	—	
1914 - 15	South Georgia	5,097	270,507	731,926	21	1,470	85,393	37,321	1,383,557
	South Shetlands	4,133	206,936	560,000	60	735	11,011	5,505	
	South Orkneys	381	14,000	46,600	—	—	—	—	
1915 - 16	South Georgia	7,361	346,269	1,057,820	6	1,940	83,651	40,128	1,923,247
	South Shetlands	4,431	212,536	778,564	117	1,530	18,952	13,286	
1916 - 17	South Georgia	4,471	268,327	1,010,740	31	1,750	9,705	2,601	1,494,351
	South Shetlands	2,003	92,760	479,260	—	—	—	—	
1917 - 18	South Georgia	2,751	182,310	414,670	6	125	—	—	1,426,54
	South Shetlands	1,114	55,973	—	20	—	—	—	
1918 - 19	South Georgia	2,476	131,794	—	3	—	6,676	—	1,218,316
	South Shetlands	1,763	97,456	—	—	—	—	—	

\* Complete statistics from other Dependencies not available.  
<sup>†</sup> Details not furnished by two Companies whose total catch amounted to 715 whales.

The amount of oil obtained from the various whales has been estimated to be roughly 40 barrels from a Humpback whale, 50 or more from a Fin whale, and anything up to a 100 barrels from a Blue whale. There should also be about a ton of guano or fertilizer to every 5 barrels of oil. The whale-bone, once the chief article for which the whale was hunted, is now of comparatively little importance, though in a recent year this product fetched over £30,000

**THE FOLLOWING ARE THE PRINCIPAL ORDINANCES  
AND REGULATIONS GOVERNING THE  
WHALING INDUSTRY**

(a) Ordinances

ORDINANCE.	SHORT TITLE.	NOTES.
Ordinance 5 of 1908 (as amended by No. 5 of 1912)	The Whale Fishery Ordinance, 1908.	A general Ordinance governing whale fishing. No whales to be taken without a licence. Fees payable for a licence. Regulations may be made under this Ordinance controlling number of licence issued and regulating number of whales to be taken.
Ordinance 9 of 1915.	The Whale Fishery Amendment Ordinance, 1915.	Prevention of use of extra vessels for towing or buoying whales.
Ordinance 3 of 1919.	Tariff (Export duty) Amendment Ordinance, 1919.	Export duty on Whale Oil 1s. 6d. per barrel of 40 gallons. Guano 1½ for every 100 lbs. or part thereof.

(b) Regulations

REGULATIONS.	NOTES.
Whaling Regulations, South Georgia, 1913.	Prohibits killing of calf or any female accompanied by a calf. Prescribes penalties for breaches of regulations.
Whaling Regulations, 1913,	Conditions of licences granted for Dependencies other than South Georgia. Pressure boilers for dealing with residue of carcass after blubber, has been removed, required.

Under the heading of "whaling" may be included also "sealing" for oil, the varieties mostly hunted being the larger species of "Hair" Seal, viz, Sea Elephants (*Macrorhinus proboscideus*), Sea Leopard (*Ogmorhinus leptonyx*), and Weddell Seal (*Leptonychotes weddelli*). This pursuit of seals for oil is only carried on in the Dependencies, though a large hair seal, the Sea Lion (*Otaria jubata*), is to be found in considerable numbers in the Falkland Islands themselves. Since a Sea-Elephant, for instance, will give roughly two barrels of oil, worth perhaps £10, and is an animal extremely easy to catch, it will be seen that the business is a lucrative one. In 1918 at South Georgia the oil from seals alone fetched no less than £30,685.

OTHER INDUSTRIES.

Peat.

There are other industries that might well be developed in the Falklands in addition to sheep-farming and whaling. The enormous deposits of peat might prove a valuable asset if properly utilised. Simply as fuel, the "briquetting" of the peat would very much multiply its heat giving capabilities, and peat briquetts would be eagerly purchased by the coal-less regions of South America. In parts of Europe these briquettes are used to drive locomotives.

Alcohol, an important item in these days of great demand for commercial spirit, can be fairly easily extracted from peat, as can also Ammonia and Nitrates. There is today a large factory in Ireland making power-gas from peat, while that valuable commodity, paper, can be produced from the residue.

Those interested in this subject will find in Gissing's "Commercial Peat" published by Griffen and Co., London, 1909, details of a chemical analysis made by the Imperial Institute showing the high value of Falkland Islands peat.

Kelp,

The sea-weed, Kelp (*Macrocystis pyrifera*), which surrounds the Falkland Islands almost as a solid bank, might nearly suffice to supply the world with potash: while the by-products, Iodine, Bromine, Sodium carbonate, Ammonia, are all valuable; to say nothing of the residue, containing Calcium Carbonate, and Phosphate of Lime (both badly needed on the Falkland farms), which is applied in France to the fields as manure.

Creosote, Varnish Gum, Ivory Black, Alcohol, and Acetone (required so largely for propellant explosives), are also made in America from Kelp; so that there are many uses to which this abundant sea-weed, which grows to its maximum size in the Falklands, might be turned.

## Stone.

The white granular quartz rock, of which formation most of the colony consists, is nearly as good as the best grade of Aberdeen granite, and is very well adapted for many things. Crushed, it makes an excellent road-metal; and in blocks it may be dressed for house-building purposes. This also, like peat, might very well be an article of trade with those parts of South America that are deficient in it.

## Fisheries.

One of the earliest inducements set forward to colonize the Falklands was the fact that in 1828 Louis Vernet had been able, with only a few fishermen, to export over eighty tons of salted fish in less than twelve months. The waters surrounding the Colony teem with fish, especially in the summer season; Rock Cod, Mullet, and Smelt, being especially numerous. In 1842 the suggestion was officially considered of establishing a Government Fishery in the Falklands, but it was eventually decided that all efforts should be concentrated on farming. But with a large Roman Catholic population in the neighbouring South American countries (which have but little fish themselves) an export trade in salted fish might be profitably worked up.

## Guano.

As far back as 1851 the Guano deposits of New Island, to the west of the Colony, were exported under license from the Government, and the vast numbers of Penguins that have made their home in the Falklands from time immemorial would suggest that there may be other deposits as yet untouched which might be of considerable commercial value.

## By-products of the Sheep Industry.

Unlike the proverbial meat yards at Chicago where "everything is used except the squeal" the sheep-industry of the Falkland Islands is not yet developed to its fullest extent, even where the meat

is canned, and there are good openings here for men with small capital to build up a lucrative business in the by-products. At present only some 40,000 sheep per annum are canned out of the 100,000 yearly "surplus," the remainder being merely boiled down for tallow and the flesh thrown away, or else they are exported alive to Patagonia, at a very small profit after the heavy freight charges are paid.

The horns and hoofs of rams and cattle are not made use of at all for horn, ammonia, glue, "calves'-foot jelly," etc; the hides might be tanned and dressed locally; soap and glycerine might be made from the tallow; while sausages might be manufactured and canned, as also might be canned in far greater numbers all the kidneys, sweetbreads, tongues, etc., which fetch such high prices in the home markets. Meat-extract and fertiliser are both prepared to a certain extent by the Falkland Islands Company; but by them alone, and only from the 40,000 animals at present put through the works.

In the Imperial Institute, South Kensington, may be seen show cases containing specimens of the various products of the Falkland Islands and Dependencies.

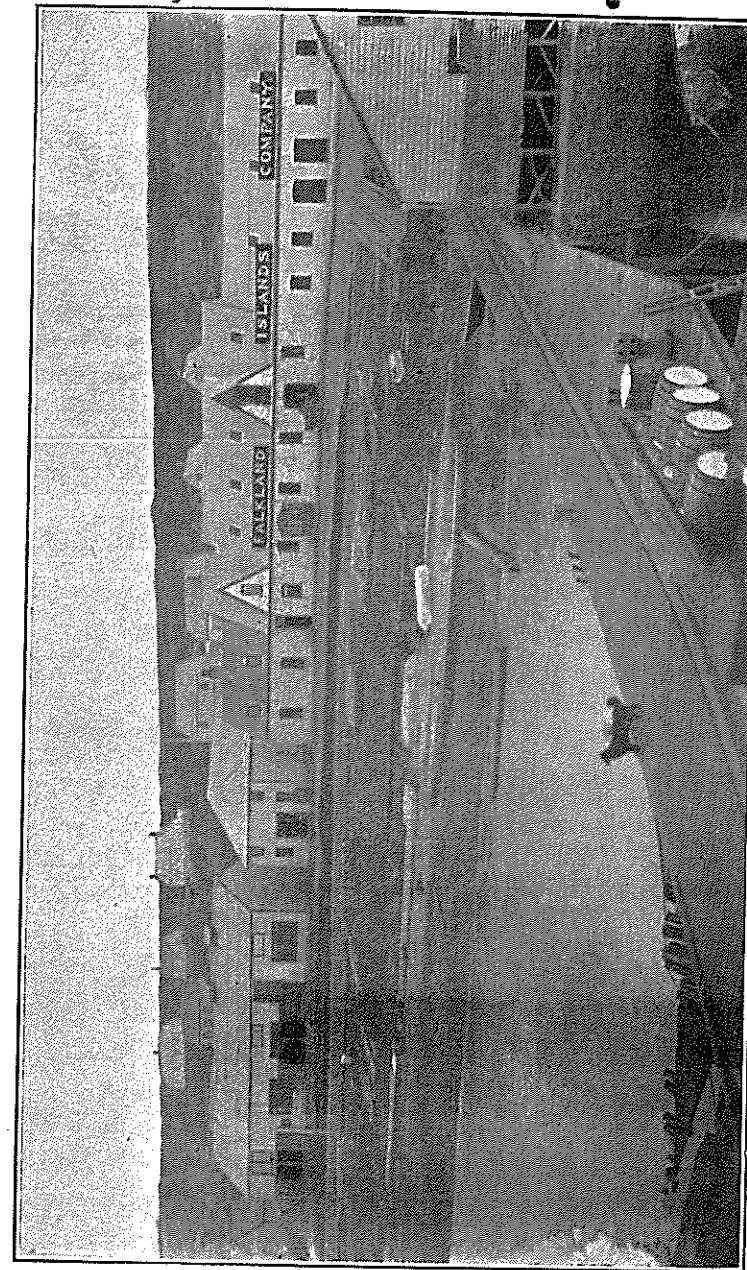
## THE FALKLAND ISLANDS COMPANY.

As in several other parts of the Empire, much of the early development of the Colony was brought about by a "Chartered Company," which was formed in London in 1851, with, for those days, a large capital of £110,000. The main object was to buy out - for 150,000 dollars - Mr. Lafone's interests in the Falkland Islands. These interests consisted chiefly of the freehold of "Lafonia" and of a valuable contract between the Government and Mr. Lafone giving him, for a term of years, dominion over all the wild cattle and other stock of the Colony. At first the Company proposed to export the hides and sell the beef to passing ships on the then busy Cape Horn route, ships which it was estimated might be induced to call at the Falklands at the rate of nearly a thousand in each year. (Five hundred each way, this being the period of the Californian and Australian gold "rushes").

Although this estimate was never reached, and although it was found that the wild cattle were far less numerous than anticipated, the Company never looked back from the start; and thanks to far-seeing men at the head of its affairs it was not long before it very wisely relegated the cattle industry to a secondary position and devoted its energies chiefly to sheep-farming; combined with which it built up, at Stanley, the capital, a flourishing wool and general shipping agency, and a ship-repairing establishment. In 1892 the Company bought out Messrs. Dean, its great rivals in the two latter activities.

Today the Company have in Stanley the largest Stores, a little fleet of tugs, schooners, lighters, and small craft; two wharves; and various blacksmiths' and carpenters' shops in connection with their ship-repairing business.

The headquarters of their sheep-farming industry are at the little township of Darwin, 82 miles from Stanley and centrally situated on the isthmus that joins "Lafonia" with a large area of nearly 100,000 acres in the northern portion of the same island, a tract of country which they subsequently purchased from the Government. Here are also established the Company's canning works, which have



STORES OF THE FALKLAND ISLANDS COMPANY.



been a step in the right direction against the old-time wasteful method of throwing away all the flesh of the sheep. Various by-products from the blood, bones, etc., are also being manufactured there, and it is hoped that other large estates will soon follow suit and utilize all these valuable materials.

The London headquarters of the Company are at 62, Gracechurch Street, E.C., and the Board of Directors is as follows:—

Chairman	- - - -	Frederick E. Cobb,
Members—	M. E. Hughes-Hughes,	W. M. Dean,
	Robert Blake,	Alfred W. Lafone,
	Rhodes Hawtyn Cobb,	
Secretary	- - - -	E. B. Goddard,

## CONSTITUTION AND LAWS.

The Government is administered by a Governor, aided by Executive and Legislative Councils. The former corresponds to the Privy Council, and the latter to Parliament.

The institution of these councils was brought about by an Act of Parliament, passed in 1843, and entitled "An Act to enable Her Majesty to provide for the Government of Her Settlements on the Coast of Africa and in the Falkland Islands". This Act made it lawful for the Sovereign, by Order-in-Council, to establish Laws and constitute Courts and Officers in the Falkland Islands. The Act further made it lawful for the Sovereign, by Commission under the Great Seal of the United Kingdom, or by Instructions under the Signet and Sign-Manual, to delegate to any three or more persons the powers so vested in the aforesaid "Sovereign-in-Council" (though notwithstanding any such delegation it should still be competent for the Sovereign-in-Council to exercise all powers as previously vested).

Under this Act "Letters Patent" were accordingly issued, delegating authority to a Governor and a Legislative Council to make laws for the Falkland Islands and Dependencies, (with a proviso for the right of disallowance by the Sovereign; and also for the right of the Sovereign to make laws for the Colony "with the advice and consent of Parliament or of the Privy Council").

Further, the Letters Patent authorized the Governor to summon as an Executive Council "to advise and assist the Governor in the administration of the Government" such persons as might be named by the Sovereign.

By Letters Patent of the 25th February, 1892, these settlements were made a Colony, and the power of Parliament to legislate was abrogated.

The Acts or Ordinances of the Colony frequently delegate, by special clauses, authority to the Governor-in-Council to legislate on subjects connected with the Ordinance by "Proclamation" and "Regulations".

Draft official measures are, in practice, submitted to the Executive Council before introduction to the Legislative Chamber, and are then published for information in the local Government Gazette.

The Bill passes at the Legislative Council through the same stages as in the British Parliament, viz: First Reading, Second Reading, Reference to a Committee, (either select or of the whole House), Third Reading, and Passing. The Ordinances and other enactments are promulgated by publication in the Government Gazette, and separate copies are published and sold by the Government Printer.

## LANDS.

The first lands sold in the Falkland Islands were disposed of in order to create a fund for importing colonists, half the proceeds being devoted to the payments of immigrants' passages. The Colony was subsequently divided up into farms of six and ten thousand acres each, which were offered for sale or lease at an almost nominal figure; but, strange though it now seems, so reluctant were the people to really settle down on the farms, even on such terms, that a clause had to be inserted insisting on a compulsory purchase of at least 160 acres out of each block. The sale terms were 3/- an acre, of which only 3½d. was in cash, and the balance in thirty annual instalments at 3%; while the lease terms were 1d. an acre. After a few years, however, when it was found that the first experimentalists were already doing very well, there was a general movement towards getting as large holdings as possible, and the people with any capital at all soon succeeded in amalgamating a number of the original blocks, so that today the whole colony is actually held by a comparatively small number of wealthy farmers. In 1891 the moneys from these land sales were placed in a special fund "The Land Sales Fund," which now amounts to £151,695, and will go on increasing until the last of the instalments is paid in; thus forming a valuable Reserve for the Colony, (quite apart from another "Reserve" of nearly £50,000 from surplus revenue). The interest on the Land Sales Fund capital is paid into Revenue.

All the Crown Lands have now been taken up, with the exception of a few Reserves for Colonial Government or Naval purposes, and intending settlers must now acquire land by purchase or lease from the proprietors. Although the farms are such paying concerns, yet occasionally, through death or other causes, a block of land will thus come into the market.

The following is a list of the principal, freehold and leasehold farms, of over 40,000 acres in extent, in the Falkland Islands (acreage roughly estimated):—

STATION.	OWNER.	FREEHOLD.	LEASEHOLD.
<b>EAST FALKLAND—</b>			
Darwin, &c.,	F. I. Company	824,500 acres.	6,350 acres.
Fitzroy, &c.,	V. Packe	95,500 "	7,500 "
Teal Inlet	J. J. Felton	83,500 "	.....
Douglas Station	Estate G. Greenshields	80,500 "	.....
San Carlos, S.	G. Bonner & Co.,	61,000 "	.....
San Carlos, N.	W. K. Cameron	42,500 "	.....
Gibraltar	A. M. Pitaluga	40,000 "	.....
<b>WEST FALKLAND—</b>			
Port Stephens	Dean & Co.,	161,000 "	22,000 acres.
Port Howard	J. L. Waldron	142,000 "	.....
Fox Bay, E &c.,	Packe, Bros.,	110,000 "	1,000 acres.
Hill Cove	Holmsted & Blake	109,500 "	.....
Chartres	Dean & Anson	100,000 "	.....
Fox Bay, W.	Baillon & Stickney	76,000 "	.....
Roy Cove	Bertrand & Felton	65,000 "	.....
Spring Point	Stickney, Bros.	60,500 "	.....

Also the following Islands are held as under:—

<b>ISLANDS—</b>			
Weddell Island	Estate of C. Williams	54,000 "	.....
Pebble	J. H. Dean	34,340 "	160 acres.
Saunders	Estate of W. Benney	21,000 "	.....
Carcass	&c., Mrs. S. Hansen	10,120 "	1,084 acres.

There are also about 50,000 acres held as Government or Naval reserves.

All the above-mentioned lands are the farms, or what are known as "Country Lands." In addition to these are the "Suburban Lands" in the vicinity of Stanley, of which the rent is 2d. an acre; and the "Town Lands" in Stanley itself, of which the rent is £4 an acre.

The principal laws concerning the lands are following:—

ORDINANCE.	TITLE.	NOTES.
Ordinance 9 of 1903 (as amended by No. 7 of 1906)	The Land Ordinance, 1903.	Grant of lease of country land for a period not exceeding 21 years; suburban land, period not exceeding 60 years. Lease and sale of land to be by public auction (unless set aside for public purposes). Rights reserved by Government to enter upon any land for any purpose of mining, sealing, cutting peat, and surveying. Lessee may purchase all his land, 10% down, balance in 30 years at 3%.
Ordinance 5 of 1918.	Land Tax Ordinance, 1918.	Provision for payment of Graduated Land Tax on following scale:— Under 5,000 acres      ¼d. per acre. 5,000 acres and under 50,000      ½d.    "    " 50,000 acres and under 100,000    ¾d.    "    " 100,000 acres and over    1d.    "    "

## COMMUNICATION.

### Overseas.

The Pacific Steam Navigation Company send two classes of steamers to the Falkland Islands, their first-class mail-boats, and also a class of cargo vessels that is usually fitted to carry in addition a few passengers. Up till the middle of the war this line had a regular mail contract with the Colonial Government, thus ensuring a service of vessels - in and out - at fortnightly intervals; but since the termination of their contract the running has been somewhat irregular.

In March, April, November, and December, the large whaling steamers call here en route to and from the fishing grounds. Apart from these there are small steamers that make irregular trips between the Falklands and the American coast, exchanging sheep with horses and timber, but a more regular service would be of benefit to the Colony - and to the company that undertook it - .

### Inter-insular.

Among the islands themselves the steamer "Falkland", owned by the Falkland Islands Transport Company Limited, carries passengers, cargo, and mails; and in fact brings in most of the island produce - wool - to the port of Stanley for export. There are also two well-fitted schooners owned by the Falkland Islands Company, which assist in the wool carrying; and several smaller vessels run by individual owners.

In the out-of-the-way parts of the "Camp" the mails are conveyed by horseback (as, indeed, all cross-country travelling is done, there being some 3,000 horses of a sound and sturdy type in the Colony). If a mail is intended for one of the many islands that fringe the shores of the colony, - and usually separated from it by from one to five miles of water -, the routine practice is to deposit the mail-bag in a box affixed to a post at some recognised spot, and then light fires of the inflammable "diddle-dee" bush - and go away! The island proprietor seeing this will quickly send his cutter over to collect the

mail for himself and his employees, for there is a known series of fire signals throughout the colony understood by all. In contrast to these primitive methods there may come a day, and not so very distant, when mails will be conveyed all over the colony by aeroplane, as has already been started in island groups in other parts of the world. For the winds of the Falklands, though strong, are steady; and therefore not so much disliked by the modern airman as are the unexpected "pockets" found in hotter countries, while there are no unforeseen tree-clumps to cause dangerous landings.

### Post Office.

The revenue of the Post Office during 1919 was £4007 : 7 : 11 and the expenditure was £1667 : 10 : 5. The Falkland Islands are within the Postal Union as regards rates of postage, which are as follows:—

#### INTERNAL.

Letters per oz. ... ..	1d.
Newspapers, books etc. per 4 ozs. ....	$\frac{1}{2}$ d.
Parcels not exceeding 3 lbs. ....	4d.
" exceeding 3 lbs. and not exceeding 7 lbs. ....	8d.
"      "      7 " " " " 11 lbs. ....	1s.

#### WITHIN THE BRITISH EMPIRE.

Letters per oz. ... ..	1d.
Newspapers, Books, &c., per 2 ozs. ....	$\frac{1}{2}$ d.
Parcels, not exceeding 3 lbs. ....	1s.
Parcels, exceeding 3 lbs. and not exceeding 7 lbs. ....	2s.
"      "      7 " " " " 11 lbs. ....	3s.

#### FOREIGN COUNTRIES.

Letters per oz. ... ..	2 $\frac{1}{2}$ d.
every additional oz. or fraction of an oz. ....	1 $\frac{1}{2}$ d.
Newspapers, Books &c., per 2 oz. ....	$\frac{1}{2}$ d.
Parcels as per Imperial Postal Guide with the addition of sea postage.	

Stamps of the following values are issued:—

$\frac{1}{2}$ d., 1d., 2d., 2 $\frac{1}{2}$ d., 6d., 1s., 3s., 5s., 10s., and a £1, the complete set costing exactly £2. There are also post-cards, single 1d, reply 2d.; letter-cards 1d.; postal envelopes 1d.; and registered-envelopes 2d.

Money orders to the value of £4,567 : 13 : 10 were issued in 1919 on the United Kingdom and elsewhere. With the beginning of 1920 a Cash-on-delivery parcels post system was inaugurated. The total number of letters and other postal packages dealt with in 1919 was 54,629.

### Telegraphs & Telephones.

#### (a) Cable.

In 1915 the first cable was laid between the Falkland Islands and the main-land of South America, thus connecting the Colony with the Western Telegraph Company's main line from Buenos Aires to England. A well-fitted Cable Station is established at Stanley with all the usual buildings and offices, private quarters, etc. The staff consists of a Superintendent and two Operators.

Rates for messages are:—

To Monte Video - - - -	1s. 2d. a word
To United Kingdom - - - -	3s. 11d. a word

and to other parts of the world at proportionate rates

Deferred telegrams may be sent at half rates.

#### (b) Wireless.

The Naval Wireless Station, which is one of the biggest in the world, was completed in 1916. Locally, it is in connection with the Government Wireless Station at Fox Bay, West Falkland Island; but it can of course reach most other places within a very wide radius, and has actually spoken to England.

A sum of £6,000 has been placed on the Estimates for 1920 for the establishment of a Wireless Station at South Georgia, thus linking the farthest of the Dependencies with the headquarters of the Government. In addition to this nearly all the large whaling "factories" stationed at the South Shetlands and the other Dependencies during the whaling season are fitted with wireless. Wireless

Operators have so far been trained locally, and very successfully too, for the Government Wireless Station. The rate for wireless messages from Stanley to Fox Bay is sixpence a word.

(c) **Telephones.**

There is a fully equipped Public Telephone Exchange at Stanley, and all the larger houses and stores are connected to the system. From there wires radiate out to all parts of East Falkland Island; while all over West Falkland Island there is a separate telephone system, in connection with Fox Bay, where the Wireless Station is situated. Thus a private message from London to a remote part of the coast of West Falkland Island can now be rapidly sent through, and the morning press news has thus been transmitted over the telephone to shepherds' huts in the Falkland Islands almost as soon as it has been received in country parts of England.

**TAXES, DUTIES, FEES.**

**Paid into the Treasury as Revenue**

The following are the most important:—

**TAXES.**

Local Rates, on all house property in Stanley in the £ s. d. AUTHORITY.  
1. 3. Ord. 4 of 1905.

**Land Tax:** On total acreage of all lands held:

Under 5,000 acres	} per acre. }	1d 1d 4d 1d	Section 2 of Ordinance No. 5 of 1918.
Over 5,000 acres			
Over 50,000 "			
Over 100,000 "			

**DUTIES.**

**Customs Import** (Authority, Ordinance No. 1 of 1900)

	£	s.	d.
Spirits, not exceeding the strength of proof as ascertained by Sikes's hydrometer and in proportion for any greater strength than strength of proof ... ..			
Wine in casks ... ..	per gallon	15	0
Wine in reputed quarts ... ..	" "	2	6
British wines and all other unexempted beverages not liable to spirit duty, in reputed quarts ... ..	" dozen	4	0
Malt liquor, mum, spruce, cider and perry, in casks ... ..	" "	3	0
Ditto, in reputed quarts ... ..	" gallon		6
Ditto, in reputed pints ... ..	" dozen	1	0
Cigars ... ..	" "		6
Cigarettes, cut and manufactured tobacco, and snuff ... ..	" pound	5	0
All other unexempted tobacco ... ..	" "	3	0
	" "	2	0

**Customs Export.** (Authority, Ordinance No. 3 of 1919 entitled the **Tariff (Export Duty) Amendment Ordinance**)

Whale Oil ... ..	per barrel [40 gallons]	1	6
Seal Oil ... ..	" " "	1	6
Guano [of all kinds] ... ..	for every 100 lbs or part thereof		1½

## LICENSES.

		£	s.	d.	AUTHORITY.
Auctioneers ... ..	per annum	5	0	0	Ord. 2 of 1852.
Billiards, or Bagatelle ... ..	per 6 months	2	10	0	Ord. 11 of 1882.
Brewing ... ..	per annum	2	0	0	" " " "
Dogs, for any bitch ... ..	" "	12	0	0	Ord. 6 of 1853.
for any dog ... ..	" "	8	0	0	" " " "
Guns, for each gun ... ..	" "	10	0	0	Ord. 2 of 1908.
Liquor, publican's retail ... ..	per 6 months	10	0	0	Ord. 11 of 1882.
wholesale ... ..	per annum	20	0	0	" " " "
packet ... ..	" "	5	0	0	" " " "
Tobacco, Stanley ... ..	" "	2	0	0	Ord. 10 of 1899.
Country ... ..	" "	1	0	0	" " " "
Sealing, Falkland Islands ... ..	" "	10	0	0	Ord. 1 of 1899.
Dependencies ... ..	" "	50	0	0	Ord. 6 of 1909.
Penguin eggs, to take 1,000 eggs ... ..	" "	5	0	0	Ord. 9 of 1914.
Whaling, for one or two factories [floating] ... ..	" "	200	0	0	Ord. 5 of 1908.
and two whale catchers ... ..	" "	100	0	0	" " " "
for an additional whale catcher ... ..	" "	100	0	0	" " " "

## ROYALTIES, &c.

Auction Duty, on sale of fermented or spirituous liquor	per cent	5	0	0	Ord. 5 of 1853.
on sale of all other goods except in connection with farming	" "	2	10	0	" " " "
Brewing, on every 36 gallons of worts		6	0	0	Ord. 11 of 1882.
Sealing, on each fur seal ... ..		4	0	0	Ord. 1 of 1899.
on each hair seal ... ..		2	0	0	" " " "

## PATENTS & TRADE MARKS.

for the grant of each Letters Patent or the registration of each Trade Mark ...		5	0	0	Ord. 2 of 1903.
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## CUSTOMS BONDED WAREHOUSE.

for receiving and delivering each case, box, keg, or package of non-dutiable goods,		3			Order in Council 13/4/05.
for storing ditto after first week, per week,		1			Ord. 6 of 1903.

	£	s.	d.	AUTHORITY.
for storing a package containing wines, spirits, or other liquids not exceeding 10 gallons, per month ... ..	4			Ord. 6 of 1903.
ditto, exceeding 10 and not exceeding 20 gallons, per month ... ..	8			" " " "
ditto, containing a gallon or fraction thereof in excess of 20 gallons, per month, per gallon or fraction thereof ... ..	½			" " " "
for storing package containing cigars, cigarettes or tobacco, not exceeding 20 lbs., per month ... ..	4			" " " "
ditto, containing 5 lbs. or part thereof in excess of 20 lbs., per month per 5 lbs. or part thereof ... ..	1			" " " "

## POWDER MAGAZINE

for storing each barrel or package containing not exceeding 50 lbs., per month ...	1	0		Order in Council 23/1/05.
ditto, for each subsequent month ...	3			

## FEES.

### Probate and Estate Duties:-

Estate under value of £50 ... ..	2	0		Ord. 9 of 1901.
" over £50 and under £100 ... ..	4	0		" " " "
" " £100 " " £200 ... ..	12	0		" " " "
" " £200 " " £500 ... ..	2	0	0	" " " "
" " £500 " " £1000 ... ..	2	10	0	" " " "
" " £1000 " " £5000 ... ..	3	0	0	" " " "
" of value of £5000 and over ... ..	4	0	0	" " " "

### Land Surveyor's Fees

For marking out on the ground the boundaries of the original lot as contained in the Crown Grant, on any part more than half, with plan, if adjoining a surveyed and enclosed lot or when the marks have not been obliterated ... ..	2	0	0	Gov. in Council 7/11/1889.
if otherwise ... ..	3	3	0	" " " "

	£	s.	d.	AUTHORITY.
for making any division on the ground of a surveyed lot, with plan ... ..	2	2	0	Gov. in Council 7/11/1889.
plan only, shewing boundaries ... ..	1	0	0	" " " "
plan shewing positions of houses, fences, drains, &c. ... ..				according to amount of detail required
				[one third reduction for two or more lots if contiguous]

### Conveyancing

for filling up a printed form of deed	10	0	Ord. 6 of 1904.
for placing a diagram of town lot on deed	5	0	" " " "
for registering a printed deed	10	0	" " " "
for recording a diagram on any deed	5	0	" " " "
issue of title, including registration	2	0	0 " " " "
registering deed after prescribed time			double fees " " " "
registering plans			according to cost of work " " " "
Bill of Health ... ..	10	6	S. of S. Despatch No. 65 of 1/9/93.

### Pilotage Dues payable to Harbour Master

For every vessel anchoring in Stanley Harbour and drawing ten feet or less of water ... ..	3	0	0 Ord. 6 of 1902.
For every foot or part of a foot above ten feet, for inward pilotage ... ..	6	0	" " " "
Ditto for outward pilotage ... ..	3	0	" " " "

### Fees payable to Shipping Master

For engagement and discharge of crews in ships under 60 tons ... ..	4	0	Notice of 21/7/13.
" " over 60 and under 100 ... ..	7	0	" " "
" " " 100 " " 200 ... ..	15	0	" " "
and five shillings extra with every increase of 100 tons or part thereof ... ..			" " "
For engagement and discharge of seamen separately, each ... ..	2	0	" " "
For every desertion certified by the Shipping Master ... ..	2	0	" " "

(67)

	£	s.	d.	AUTHORITY.
For every alteration in agreements made before the Shipping Master ... ..	2	0	Notice of 21/6/13.	
For making endorsement on ship's papers as required by section 257 of the Merchant Shipping Act, 1894 ... ..	2	6	" " "	
For preparing a fresh agreement with crew of a British ship ... ..	10	0	" " "	

### Fees payable to Customs Officers

[a] Overtime Weekdays.	Day 2/3 an hour. Night 3/6 an hour.
Sundays & Public Holidays.	Day 7/6 for first hours 2/6 for each succeeding hour. Night 10/6 for first 2 hours 3/6 for each succeeding hour
	Double rates if the Collector of Customs is required personally for any purpose.
[b] For general entering or clearing.	Weekdays, 10/6 Sundays & Public Holidays, 15/-.

### SUPREME COURT, FALKLAND ISLANDS,

### Fees to be taken and paid into the Government Treasury.

#### CIVIL CASES:—

	£	s.	d.
Petition of Court ... ..	10	0	
Entering Cause, Petition, or Caveat in Action Book ... ..	10	0	
Writ ... ..	10	0	
Serving Writ ... ..	2	0	
Entering Defence ... ..	5	0	
Entering Reply ... ..	5	0	
Writ of Execution ... ..	5	0	
Every person subpoena-ed, including service in Town ... ..	2	0	
Rules of Court ... ..	10	0	
Recording Verdict or Judgment ... ..	2	0	0
For copy of any document, trial, judgment, or cause, per folio ... ..	1	0	

(68)



	£	s.	d.
Leave to appeal to the Privy Council, including Recognizance and Seal of Court	20	0	0
Taxing costs ... ..		5	0
Reviewing Costs ... ..	1	0	0
Power of Attorney under Seal of the Colony	1	0	0

### Registration (Land)

	£	s.	d.	AUTHORITY.
for the registration and recording of every instrument of not more than five folios of 72 words each, including receipt and certificate of registry ... ..	10	0		Ord. 12 of 1883.
for every additional folio of 72 words ...	1	0		" " " "
for every search ... ..	2	6		" " " "
for an attested copy of an extract from any recorded instrument or deposited memorial or notice, for every folio of 72 words	1	0		" " " "
for an attested copy of an extract from the general index, for every line ... ..	6			" " " "
for every search or inspection of indexes, recorded instruments, or deposited memorials or notices ... ..	2	6		" " " "
for comparing, if required, any instrument with the record thereof by reading over the same with the party registering, for every folio of 72 words ... ..	2			" " " "
for every other certificate of any description	2	6		" " " "
for searching Crown Grant book ...	10	0		" " " "
for every certified copy of Crown Grant	2	0	0	" " " "

### FINANCIAL.

From the start of the Colony in 1842 right down to 1855 a grant-in-aid was required from the Imperial Government, *but since then this has all been paid back, and a large reserve fund been established.* Moreover, for a period of 10 years from 1917 one tenth of the whole Customs Revenue of the Colony has been voted as a war gift to the Imperial Exchequer.

### Revenue and Expenditure.

The revenue and expenditure for the past five years has been as follows:—

REVENUE.		EXPENDITURE.	
£		£	
1915 ...	43,627	1915 ...	33,600
1916 ...	48,554	1916 ...	25,460
1917 ...	45,588	1917 ...	29,686
1918 ...	46,365	1918 ...	26,270
1919		1919	
Colony - -	£41,195	Colony - -	£24,287
Dependencies	£10,046	Dependencies	£ 2,215
} 52,000		} 26,500	

and the estimated revenue and expenditure for 1920 is

Colony - -	£34,537	Colony - -	£31,159
Dependencies	£32,576	Dependencies	£28,159
} 67,113		} 59,318	

the increase of revenue being due to the new Land Tax and to the higher export duties on whale-oil.

At the end of the year 1919 the assets and liabilities were, in round figures:—

Assets ...	£350,163	Liabilities ...	£146,329
Excess of Assets	...	£203,834	

and the amounts invested by the various funds were:—

	£	
Land Sales ... ..	150,000	
Savings Bank ... ..	111,391	
Currency Commissioners ... ..	9,890	
Held by Crown Agents (coin portion)	5,500	
And Surplus on deposit		
Westminster Bank (deposit) ...	35,000	}
Advances at Call ... ..	18,000	
		£53,000

The Colony has no Public Debt, there is therefore at present a surplus in reserve of some £53,000, as shown above.

### Trade.

The value of the imports and exports during the past five years was:—

IMPORTS.		EXPORTS.	
	£		£
1915 ...	368,272	1915 ...	1,576,126
1916 ...	591,071	1916 ...	2,053,719
1917 ...	1,256,906	1917 ...	1,870,903
1918 ...	940,000	1918 ...	2,054,000
1919 ...	868,000	1919 ...	2,087,000

(1919 figures incomplete at date of publication.)

These figures are higher than in normal times owing - as regards imports, - to the high price of coal; and, - as regards exports, - to the high prices received for wool and oil; but even apart from this there is no doubt that the Colony generally is in a very flourishing condition, and the excess of exports over imports is highly satisfactory. It will be seen that the rate of production per head of the population is no less than £642, probably higher than any other country in the world.

The following give, in round figures, the imports and exports arranged according to the countries of origin and destination in 1919:—

	IMPORTS.	EXPORTS.
	£	£
United Kingdom ... ..	449,000	1,917,750
British Colonies ... ..	87,000	200
Other Countries ... ..	132,000	169,050

but it should be remembered that during the war restrictions were imposed as regards exporting various commodities to foreign countries.

### Imports:—

Groceries,	Coal,	Glass & Earthenware,
Fruit & Vegetables,	Timber,	Hardware, Machinery, &c.,
Corn & Fodder,	Barrels,	Building Materials,
Matches,	Paint,	Saddlery, Boots, &c.,
Mineral Waters,	Wearing Apparel,	Furniture,
Spirits,	Drapery & Fancy Goods,	Stationery,
Wines,	Bags & Bagging,	Soap,
Beer,	Wire Fencing,	Candles,
Tobacco &c.,	Ship Chandler's Goods,	Kerosene.

### Exports:—

Wool,	Canned Meats,	Meat Extract,	Hides,	Whale & Seal Oil,
Whale-bone,	Guano.			

### Currency.

The currency of the Falkland Islands consists of British sterling and, since 1899, local notes. In that year a paper currency was established under an Order-in-Council, and Commissioners of Currency, to the number of three, were appointed, two of these being always the Colonial Secretary and the Treasurer, while the third is usually a member of the general business community, appointed by the Governor. The Falkland Island government notes are of the

values of £5 and £1; and the total face value of notes in circulation on January 1st, 1920 was £18,000 the coin reserve being £9,000. There is a separate Depreciation Fund amounting to £890.

### Savings Bank.

This was established in 1888. At the close of the Savings Bank year on 30th September, 1919, the total amount deposited was £116,972. Of this amount £104,766 was invested in securities, leaving a balance of £6,907 held on deposit by the Crown Agents for the Colonies. There was a profit on the years transactions of £1,904. 0s. 11d.

The depositors number 781, with an average of £149 each, and although practically all the thousand inhabitants of South Georgia are Norwegians, and invest their money in their own country, it is worthy of note that the average amount deposited in the Government Savings Bank, - and very largely by shepherds and the labouring classes, - is no less than £35 17s. 6d. per head of the total population of the whole Colony, including South Georgia.

## STANLEY.

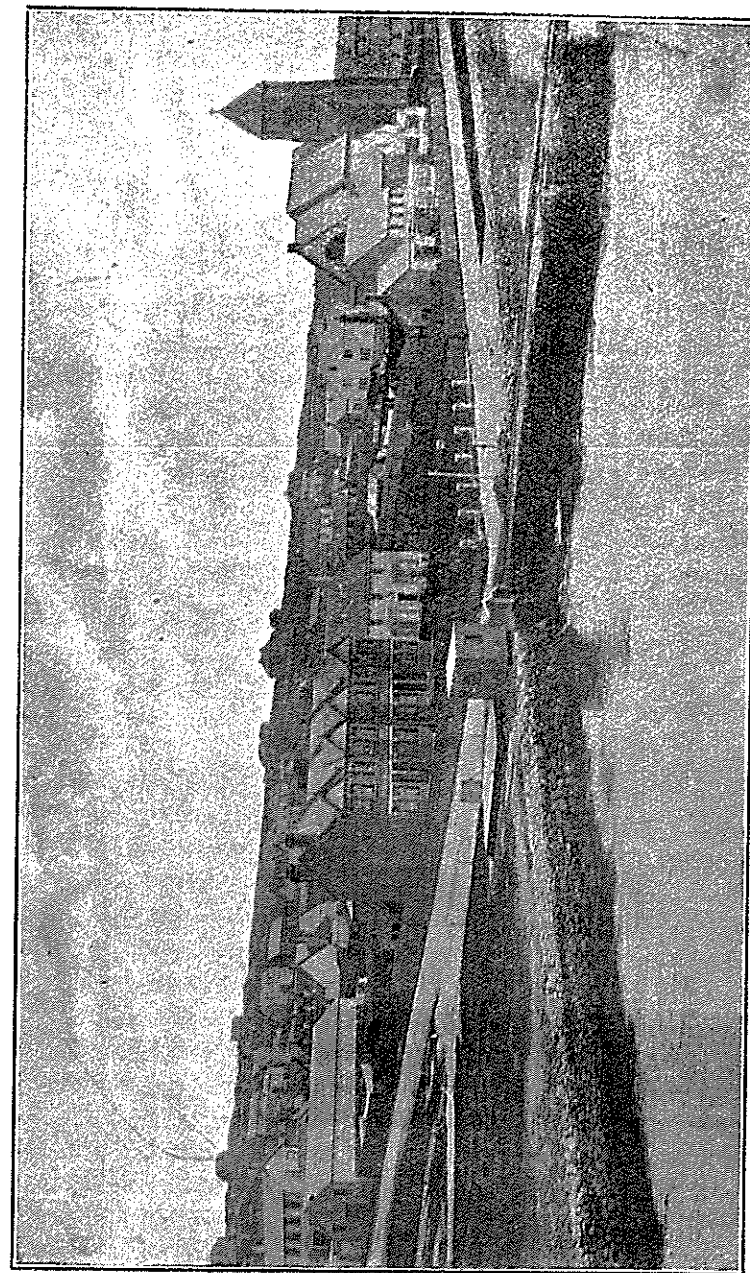
The thing in Stanley that perhaps most strikes the new arrival, especially one who has visited other British Colonies, is the number of white people, "Europeans," in the streets. And then one realizes that here in the Falkland Islands we have the only British Colony (except the Mediterranean ones) with a purely white population. The inhabitants are largely of Scottish descent, a sturdy commonsense type of settler, and though so far from the homeland, loyal to the backbone. Almost without exception the spirit of enterprise which took them, or their fathers, so far afield has paid them "an hundred-fold," for all have done well, and have been able to live within their incomes and put by something for a rainy day. The Colony has no income tax, and no customs dues, - except on spirits and tobacco, - so that all imported goods come in free; Stanley being what is known as a "free port."

The town is on the south side of the harbour, and faces the sun, being built on a gentle slope leading down to the water's edge. There are three main streets, and cross streets at right angles lead up to "the Common" at the back of the town, some 4,500 acres of grazing land, set aside for the benefit of the inhabitants. A small grazing fee of 10/- per annum is charged for horses and cattle. The front street, nearest to the harbour, is Ross Road, called, together with the parallel James Street, after Sir James Ross, the famous Antarctic explorer, who personally helped to choose the site of the town. Towards the eastern extremity of the road, and opposite the Falkland Island Company's offices, is the "East Jetty;" the wharf from which most of their wholesale business and larger cargo-work is done. Continuing westwards the "Public Jetty," is arrived at; a large and spacious wharf, partly masonry and partly timber, 273 ft. long, and ending in a T-shaped extremity 66 ft. across. A depth of over 20 ft. of water can be obtained here at high tide, but there is little difference between the tides in this part of the world. The wharf is the property of the Government, but was erected for the public convenience. At the land end of the wharf are the Custom's House and the Bond Stores.

West of the Public Jetty are the Cathedral, the Church Hall, the Cathedral Printing Press, and the Church House, all grouped together; and at the corner of Dean Street and opposite the Falkland Islands Company's "West Jetty" are the general stores and retail premises of the "Company". Continuing along the sea-front one comes to a row of stone buildings, among them being the Ship Hotel, the birthplace of Ellaline Terriss, (whose father William Terriss, the actor, was out here on a visit at the time, with a view to sheep farming and between these and the Telephone Exchange is the Deanery. On the sea-ward side of the road is "Victory Green", on which is erected a flagstaff, flanked by groups of historical guns, some being from Port Louis, the original French settlement, and some from old-time Stanley. Next to the Telephone Exchange is the Gaol, a massive-looking stone building, happily quite out of keeping with the needs of this particularly law-abiding colony; and beyond the Gaol is the Roman Catholic Church of St. Mary, at the back of which is the school, and also the only Cinema Hall that Stanley possesses. On the opposite side of the road are the Harbour-Master's and Stock Inspector's offices, and the Fire Station, all being in the same enclosure as the new Town Hall.

The TOWN HALL, a large and well-designed building whose red-tiled roof shows up for many miles round, was completed in 1918 at a cost of some £14,000. The ground floor consists of the Government Offices (Treasury, Post Office, and Works Dept.) at the west end, and the Colonial Museum and Public Library at the east end. In the central portion is the big Law-Court, the Judge's room and law library, and one or two offices. The Museum contains an extremely interesting collection of local birds, insects, geological specimens, and shells; also a complete series of the Falkland flora, presented by the well-known botanist, Prof. Skottsberg. There is a good exhibition, too, of relics of the old Spanish "gaucho" days, the Falkland Islands Battle, etc., and some interesting specimens of the local wool and whaling industries.

The whole of the upper floor of the Town Hall is arranged as a set of public rooms, the chief of which is a huge concert and ball-room, capable of seating a thousand people, and having a large stage (884 sq. ft) at one end and a wide gallery for onlookers at the other. The



EAST END OF STANLEY, SHOWING CATHEDRAL.

floor of this room is said to be one of the finest dancing floors "south of the line". There is also a specially arranged suite of rooms for public dinners, with kitchens, serving rooms, etc., all complete.

Preserved in the Town Hall grounds is another battery of ancient cannon, once the guns of "the Fort", mentioned by Snow in his "Voyages". Just beyond the Town Hall is the Government Dockyard, inside which are all the workshops, fitting sheds, stores etc., of the Public Works Department; and also the Harbour Master's residence, with its long green lawn extending to the west. From the Dockyard runs out the Government Jetty, and inside an extension of this is berthed the small Government Steamer "Penguin", (named after that first "armed sloop" sent out to guard the Colony in 1772). A little to the west of the Dockyard and built on rising ground to the south of the road, are the Cable Station, the Colonial Secretary's Offices, and the Headquarters of the Falkland Islands Defence Forces, guarded by four modern light field-guns. Almost opposite this last building is the "Watering Jetty", for replenishing ships from the Reservoir with which it is connected, and beyond this is the east entrance to the Government House paddocks.

GOVERNMENT HOUSE, the official residence of His Excellency the Governor, is a long rambling building that has been much added to from time to time, and was obviously originally designed when the Colony was a much less important one than it is now. The west wing is the oldest portion, as the old style of Royal Arms over one of the gables will show. The newest part, the eastern addition, is of more modern construction, and is well built of local red brick, now covered all over with a beautiful flowering honeysuckle. Here are to be found the dining-room, billiard-room, Governor's offices, and various guest rooms. All the house, except the west wing, is warmed by a central-heating system. The middle portion, with the big drawing-room and some private rooms, is fronted for the whole length of over 70 feet by a glass conservatory, filled all the year round with exotic flowers. In the grounds at the back are the hot-houses, which, among other things, always produce a good crop of peaches and nectarines. Strawberries, gooseberries, raspberries, and currants, as well as all the English

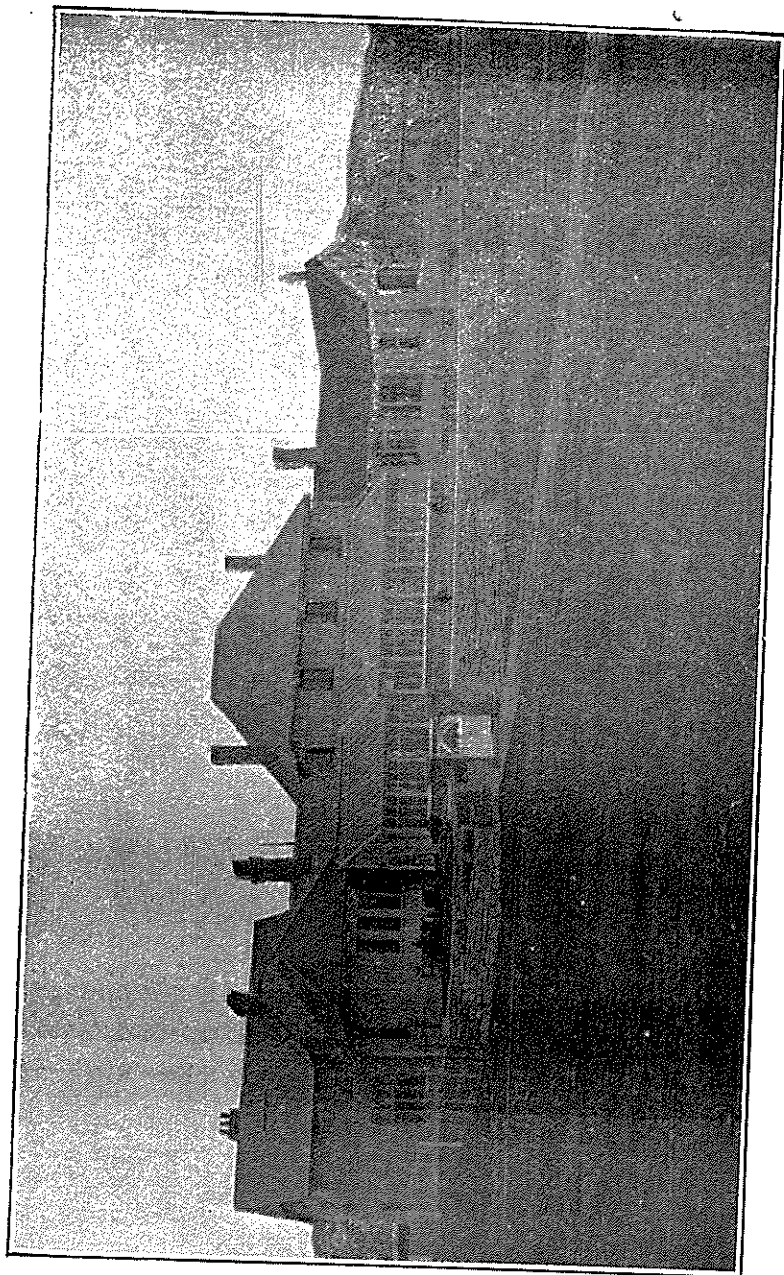
vegetables, do very well out in the open, which shows what can be done in the Falklands climate with a little care. The gardens are under the direction of an official head-gardener from Kew Gardens. Opposite Government House is the Governor's private wharf; and close by, within the Government House grounds, is the Colonial Secretary's House. Not far from this is the Stanley Race-course, lying to the north of the Rifle Range.

Along the middle road, (John Street\* and its continuation St. Mary's Walk), is the Government School, already described. Beyond this and on the opposite side, at the private house of the Hon. G. I. Turner, is the French Consulate; just as the Norwegian, Italian, and Chilean Consulates are at the private house of James Houston, Esq., J.P., these two gentlemen being the respective consular representatives. One or two nice flowering trees are to be seen in John Street, as it happens to be the most sheltered road of the town; but trees, especially firs and willows, are to be found in many other parts of the town, and could in fact be grown all over the Falklands if they were given a fair start.

Forming the eastern wing of Stanley Harbour, and beyond the Cemetery, is "the Peninsula", on which is situated a Government-controlled dairy farm; and at the extreme point of this peninsula is the Cape Pembroke Lighthouse, a solid structure erected and maintained by the Trinity House authorities. The light flashes at 10 second intervals, and is of 105,000 candle power. Its focal plane is 99 ft above high water mark, and it is visible at sixteen miles,

On a portion of this peninsula would be an excellent situation for the frequently suggested Tourist Hotel (see Blue Book reports). There is good shooting in the neighbourhood, a golf links has been made at Whale-bone Bay; and at York Bay, on the other side, is one of the chief homes of the interesting and amusing penguins. Not very far off is Kidney Island, the haunt of the Sea-Lions (and, incidentally, of delicious wild strawberries). The peninsula is adjacent to the harbour for fishing and small boat sailing, and the air is delightful.

\* John Street, and Dean Street which crosses it, were named after John Dean, one of the pioneers of Stanley.



GOVERNMENT HOUSE, STANLEY.

Many enquiries have been made from the English "colonies" at Buenos Aires and other South American places as to whether such an hotel were available at Stanley, to enable them to escape the torrid heat of the South American summer, but so far no company has seriously considered the matter.

Opposite Stanley itself is the Government Quarantine Station, and the Naval Depot; and from there a small-gauge railway, (the only railway in the Falkland Islands,) runs for several miles westward to the Wireless Station at the head of the inner harbour, which harbour is  $5\frac{1}{2}$  miles long by about  $\frac{3}{4}$  mile broad. On the railway are also run, for convenience when the whole train is not required, "land ships," or trollies rigged with mast and sail. A journey on one of these is most exciting, as a sailing speed of nearly thirty miles an hour is sometimes attained. Close to the Wireless Station is a good specimen of the extraordinary "Rivers of Stone" which have been the cause of so much scientific discussion and speculation, and which will be referred to again in the section on "Geology."

## AMUSEMENTS AND SPORT.

The Falkland Islands are well supplied with amusements, as everywhere one can get excellent shooting and fishing.

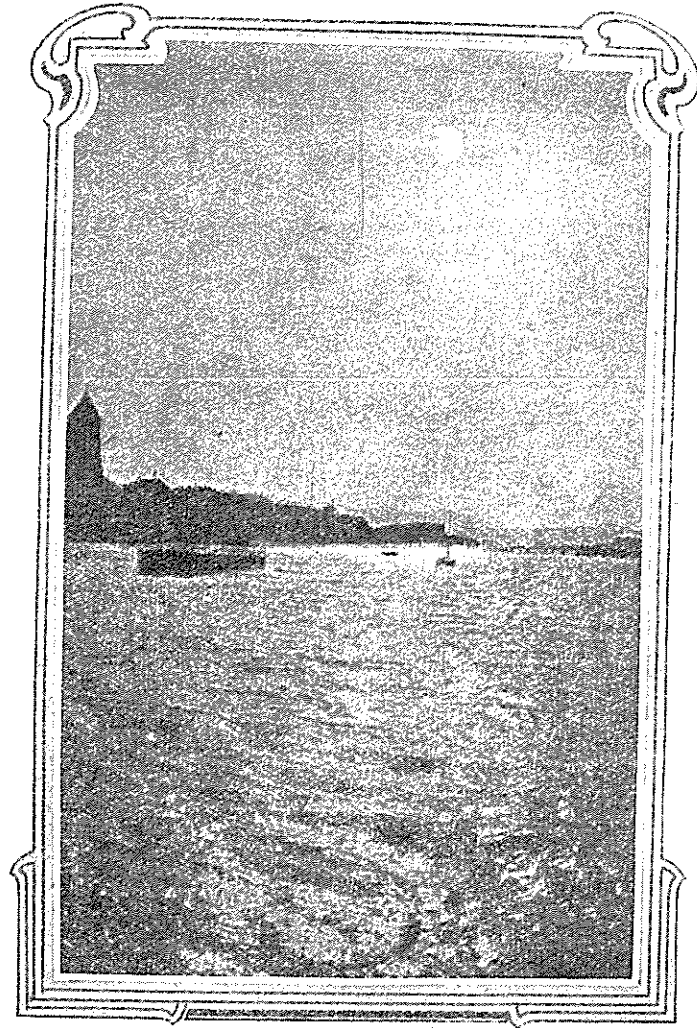
But apart from these there is, in Stanley, an Athletic Club, which produces cricket and football teams; a Badminton Club; and a Sports Association for horse-racing and general sports. In Darwin there is a cricket club, while both there and on the West Falkland Island there is a horse-racing association. For the more sedately inclined there is also, in Stanley, a Literary and Debating Society.

There are three social clubs viz:- "The Falkland Club," "The Defence Force Club," and "The Working Mens' Social Club," the latter being built partly at the expense of Sir William Allardyce, as a gift to Stanley.

But the amusement *par excellence* of the Falkland Islanders, old and young, rich and poor, is dancing. On every possible occasion, and particularly when one of His Majesty's Ships is in port, there is organized a "Dance" at the Town Hall, and very well arranged these functions are. Concerts and amateur theatricals are occasionally to the fore, but the dance is easily first favourite.

As regards shooting: the Snipe, Hare, and Teal-duck give perhaps the best sport, but there are also Rabbits, Wild Geese, and other varieties of duck; and the rarer Plover, and Black-necked Swan. The fierce Falkland Island Wild Cattle are practically extinct, though a few are still to be found in remote mountain regions.\* These were, up to thirty or forty years ago, still lasso'd in large numbers by the semi-civilized Spanish gauchos. There is a close season for Duck, Swan, Plover, and Snipe from October to March, but the remainder can be shot at any time.

In South Georgia there are some introduced herds of Reindeer, which are now doing very well, but are as yet protected. But one may reasonably imagine that the most exciting sport in that part of the world is whale-harpooning from a small "Catcher".



STANLEY BY MOONLIGHT.



Good sea-fishing can be had in the neighbourhood of Stanley for Mullet, Rock-cod, and a particularly large Smelt; but as regards fresh-water fishing the trout are perhaps too plentiful and too easy to give much real sport. Loyal to the staple industry of the Colony, they spurn artificial flies and will only patronize mutton! They prefer it drawn across the surface of the pool at the end of a gut cast, and take it freely. Salmon would probably do well if introduced, but one is tempted to wonder if they, too, would in time acquire a taste for the ovine bait.

## BRIEF NOTES ON THE NATURAL HISTORY OF THE FALKLAND ISLANDS.

### Mammals.

The only large indigenous land mammal, the "Wolf-like Fox," (*Canis antarcticus*), is said to have become extinct over thirty years ago. At one time it was extremely common, and place-names, such as Fox Bay, etc., survive to perpetuate its memory. Hares, Rabbits, Pigs, Cattle, and Horses (all of which became "wild") were said to have been introduced by de Bougainville in 1764. The pursuit of the wild cattle was the object of the first commercial enterprise in the Falkland Islands, and had much to do with the establishing of a settled Government. The ancient arms of the Colony are a Bull and a Ship. The commonest of the local sea-mammals are the whales and seals. Of the former are most frequently found the Humpback, Blue, Sei, and Fin, all "whale-bone" whales; and the Sperm, Killer, Blackfish, and Porpoise, all "toothed" whales.

Of the seals we have the Sea-Elephant, Sea-Leopard, Weddell Seal, Ross Seal, and Crab-eating Seal, all being "earless" seals; and the Sea-Lion and the Fur Seal, both of which are "eared" seals. The Sea-Elephant is the largest of all, and is found up to 24 ft. in length. When roused he roars, opens his cavernous mouth, and extends a thick nasal proboscis not unlike a shortened trunk of an elephant, hence his name; but he is not really so fierce as the Sea-Lion. These latter often attain a size of fourteen feet and weigh three-quarters of a ton, and have a savage appearance as they shake the matted manes of their huge heads and snarl and roar at one. If disturbed they will attack, and have been known to bite off a man's leg. They have their lairs in the long grass of the smaller islands, and can run very fast for short distances, but are less agile on land than on the sea.

### Birds.

The remarkable feature of bird life in the Falklands is the extraordinary tameness of every variety known. And it is not particularly flattering to the genus *homo* when we realize that this



SEA-LIONS.

tameness is due to the comparatively few generations in which they have known his presence. One can still walk freely through the vast "rookeries" of Penguins or of Shags and cause scarcely a flutter of agitation among the feathered population, while the little Plovers, Tyrant Blue-Birds, and Scarlet-breasted Starlings hardly bother to move aside when one comes across them on the "Camp".

Giant and Diving Petrels, Albatross of several varieties, "Sea-hens", and Gulls of all sorts are to be seen swooping down and darting about the sea coasts; and on the sandy beaches the most common sights are the Snow-white Sheathbill, the Loggerduck, the Oyster-catcher, and, - solemnly stalking along, - a Heron, locally called the "Quawk".

Above high water mark the friendly Tussock-bird flits about and will often venture into the house; while the two Grebes, silver and golden, are hardly less tame on any inland pond. Children can with little difficulty secure the delicious Upland Goose for the domestic pot by lassoing it with the "bolas", after the old Spanish style; while Penguin eggs are taken by the thousand to be cooked as omelettes, cakes, and as the homely "breakfast egg".

The three commonest Penguins are the Gentoo, the Rock-hopper, and the Jackass. The first of these is the largest, and looks very grotesque as he breathlessly hurries along with elbows up like a stout white-waist-coated city gentleman scurrying for his train. If one keeps quite still these inquisitive and almost human birds will gradually surround one, gravely scrutinizing one's appearance with their head cocked a little on one side, and then deliberately turn and discuss one with their neighbours. In moving along they march in rows with military precision, all white breasts to the front; and then, if startled, there would seem to be a sharp order "right about turn" and instantaneously white waistcoats give place to black coats. They, like the Sea Lions, are great hunters of fish, and although apparently clumsy on land are marvels of agility in the water, flashing about in zig-zag darts under the surface, every bit as rapidly as the fish they are pursuing.

The Rock-hopper Penguin when out of the water remains faithful to the cliffs or rocks from which he derives his name; and, unlike the Gentoo, cannot be persuaded to set foot on the grass. He springs about the rocks by a series of actual hops or bounds, with his feet firmly together.

The Jackass Penguin receives his name from his disconcerting habit of throwing back his head and contemptuously braying at one, as if he were much amused at one's absurd appearance. He also has the peculiar habit of living in burrows underground, like a rabbit. In fact all the Penguins seem to be freaks of nature, and to have been thrown into the bird species by mistake.

### Fish.

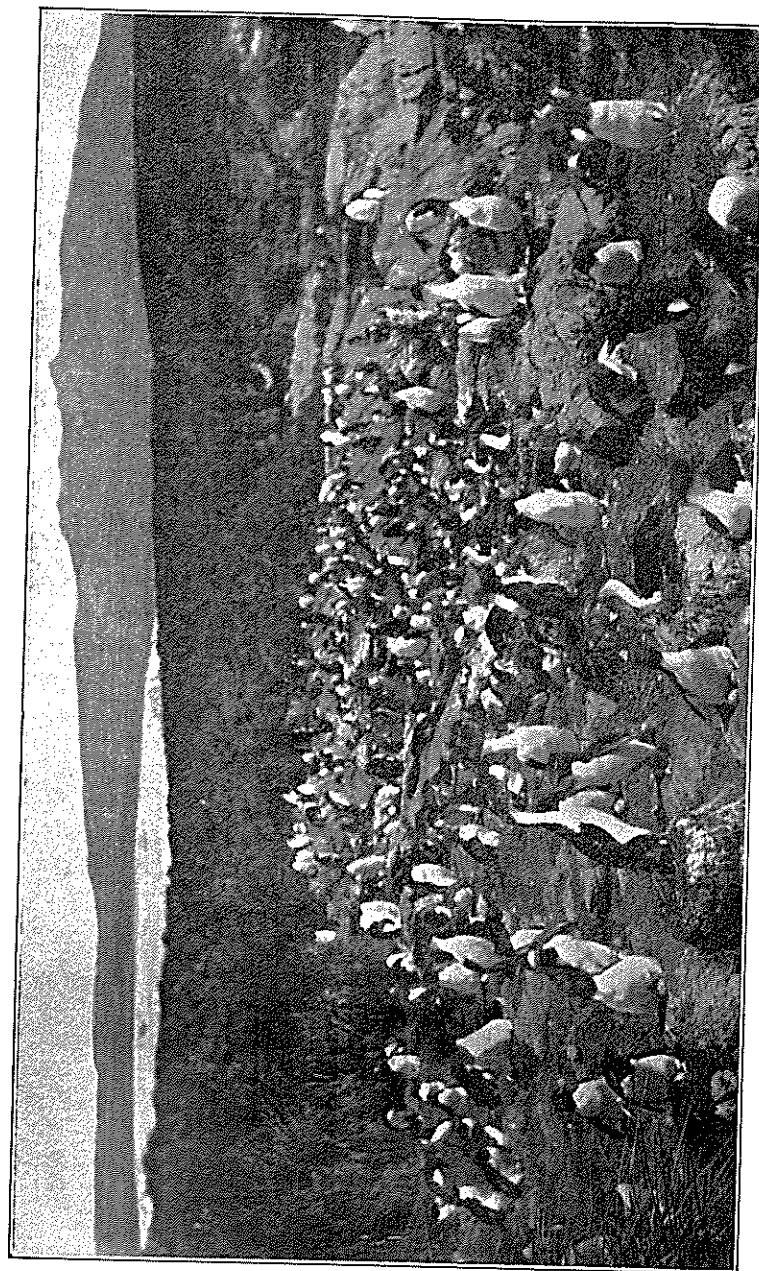
Some of the Falklands fish, - the Mullet, Rock-cod, Smelt, and Trout - have already been mentioned in connection with Sport. The last named of these is, strictly speaking, a *haplochiton*, and not of the true trout family.

Enormous quantities of herring (*Clupea sagas*) occasionally visit the harbours, and boat loads of this rich harvest are then netted in with great ease by everyone.

There seem to be but few crustacea, and no real oysters; but abundant supplies of clams and mussels of excellent flavour take the place of the oysters with the local people.

### Insects.

The Falkland Islands are fortunate in having no noxious insects (just as they have no poisonous or other snakes). There are several varieties of beetles and flies (including an imported "blue-bottle," alleged to have been introduced on the meat-ships in the '80s). Butterflies are not numerous, but include a Fritillary and a Red Admiral, while the moths include some of the larger "hawks". On the whole the insect life of the colony is very little known, and would offer a very interesting field of research for a collector keen after "new species."



A PENGUIN "ROOKERY".

## Shells.

The conchology of the Falklands has been chiefly worked out by two local collectors, Messrs. A. F. Cobb and A. G. Bennett, after each of whom several new varieties have been named. Gastropoda, (many marine and two fresh water), Pelecypoda, and three deep water Brachiopoda, are to be found, very frequently attached to the kelp; and a number of these are scientifically akin to the mollusca found off Patagonia and Tierra del Fuego.

In the far off South Orkneys and South Shetlands the deep sea dredging of the Scottish Antarctic Expedition of 1901-3 added many new species to the world's known mollusca.

## Flora.

The botany of the Colony has been from early times in very able hands, from the occasion when that "Admirable Crichton," de Bougainville, made the first classified collection, down to the investigations of Skottsberg and Wright within the last ten years. Following de Bougainville there came two other French botanists, Gaudichaud, who was here with de Freycinet on the ill-fated "Urainie" in 1820, and d'Urville, the explorer, who was the first to discover, on Mt. Simon, the scanty alpine flora that the islands possess. The next two naturalists, more famous than all the rest, to be associated with the botany of the Falkland were the Englishmen, Charles Darwin, who made a collection here in 1833, and Joseph Hooker, who helped to classify it. In recent years Vallentin, Birger, Skottsberg, and Wright have made the chief investigations into the somewhat puzzling flora of these islands.

Trees, with the exception of those planted within the last few decades, are conspicuous by their absence. But this was not always so, as is proved by the buried forests, too recent as yet to have become coal, of West Point Island. The largest living indigenous plant is a species of Box, the Veronica Elliptica, an ornamental shrub to be found in most local gardens; but the Fachine bush (*senecio candicans*), with its myriad silvery white flowers, runs it a close second. Perhaps

the plant for which the Falklands are most famous is the Tussock-grass, which at one time was thickly scattered round all the coasts. This Falklands Tussock has been said to be the finest grass for stock in the world, and at one time efforts were made to transplant it to the sheep-farms of Scotland, but it never flourished there as in its own country. The grass itself, if left alone, grows to a height of six feet or more, but it is altogether too attractive to stock, and if given over to them for any length of time will get eaten out. This is why it is so much scarcer now than when the Colony was young; but farmers are beginning again to plant up paddocks of it, into which the sheep are allowed for intermittent periods. The thick succulent roots contain an immense amount of nourishment (and a delicate flavour) and it is recorded by Sir James Ross that many years ago two American seamen, deserters, kept themselves alive and in good condition for some twelve months on tussock root alone. Certain owners of small craft in Stanley do a regular trade in bringing in tussock from the islets in the neighbourhood for fodder. This is sold at sixpence a bundle, after the handing over to the Government of a royalty of one bundle in every ten.

The curiously named Diddle-dee (*Empetrum Rubrum*) is one of the most useful plants in the Falklands. It is a small heather-like bush, and is universally used for making fire-signals, as it has the desirable property of burning whether wet or dry. Its red berries from January to March are gathered in great quantities for making an excellent jam, (they also fatten the wild geese), and finally when dead it helps to form most of the invaluable peat with which the larger portion of the colony is covered.

There is another edible berry called the Tea-berry (*Myrtus nummelaria*). This has acquired its name from the fact that the early French settlers used to make a tea out of the dried leaves; and Captain Fitzroy records how delighted he was with the flavour when he followed their example.

Mushrooms, strawberries, and celery grow wild, but most of the vegetables now grown have been imported; as have also some of the grasses which have so greatly improved the farms, especially Cocksfoot, Yorkshire Fog, and Clover. Wheat is now being grown with

considerable success on West Falkland Island, but is hardly likely to do well on East Falkland till protective belts of trees have been grown. As a preliminary shelter for the young trees there is nothing easier to grow than the imported Gorse, which grows in a manner unsurpassed in the world, and whose golden bloom is a blaze of colour from November to February.

The "camp" is carpeted with wild flowers of all sorts, - many of them minute, shy, and only visible on search, - during the summer months; and in the gardens Daffodils, Pinks, Marigolds, Poppies, in fact all the old-fashioned blooms from home, show that they have benefitted by the migration as much as their owners.

### Geology.

The general formation of the Falkland Islands is now regarded as being of the lower Devonian, and consists of a series of sandstone and slate, interrupted by quartzite ranges running in an E. to W. direction; though Professor J. G. Andersson, of the Swedish South Polar Expedition, 1901-3, discovered at Cape Meredith some of the Archæan basement. In the southern portion of East Falkland Island is a newer formation of the Permo-carbonian, containing *glossopteris* flora.

On West Falkland there are subordinate beds of a conglomerate, traces of tertiary and boulder formations corresponding with those of Tierra del Fuego, and also some basaltic dykes. It was on this Island, at Port Sussex, that coal was reported many years ago. Governor D'Arcy requested some of the members of the "Challenger" expedition to investigate it, but it turned out to be merely a very bituminous black slate. There is however, a small bed of undoubted, but impure and soft, coal at West Point Island.

Shales occur at different parts, as might be anticipated in a formation of clay-slate and sandstone, but minerals of any value have so far been very scarce. A little galena, containing silver, has been found; iron pyrites is fairly common; and a general iron-stone is frequently met. Copper has been discovered in the Dependencies,

but gold and precious stones are, as one would expect from the geological formation, not much in evidence.

The "Rivers of Stone," already mentioned, were declared by Sir Wyville Thomson, of the "Challenger" expedition, and later by Professor J. G. Andersson, to be a result of solifluction in that period when there was a general snowcap over the Falklands, (apparently there was never a genuine glacial epoch here). The continuously melting snow softened and washed away the soil, and allowed, in some places, the huge rectangular blocks of quartzite to fall down from the mountain ridges and to fill up valleys; giving today the appearance of broad rivers of glistening white stone blocks heaped pell mell by giant hands. Far down below the surface there is nearly always a running stream to be heard, and at a little distance the "River" looks just like a foaming cascade of tumbling water. Truly a marvel of nature.

Ordinance 1 of 1918 governs mining operations in the Colony, and the following are some of the principal matters dealt with:—

Leases and licenses for the purpose of prospecting and mining, to be granted by the Governor.

Work to be actively carried on, otherwise license shall be declared null and void.

Any minerals taken in contravention to the Ordinance shall be forfeited to the Government, and the person so acting shall be guilty of an offence under the Ordinance.

Regulations may be made providing for payment of royalties and fees.

The Ordinance applies also to the Dependencies.



A "RIVER OF STONES".

## SOME SUGGESTIONS FOR VISITORS AND INTENDING SETTLERS.

### (a) General

#### Clothing.

For the Falklands summer, ordinary tweed clothing such as is worn in England in the spring or autumn is the most suitable; though for those who indulge in athletics the usual flannel clothes would be required. For the winter the ordinary English clothing of that season might be supplemented by a leather waistcoat to keep out the penetrating winds, and caps rather than hats should be provided. A "sou-wester" and an oil-skin coat are useful for a rough day in the "camp"; and stout walking boots and leggings are recommended when walking about the country districts or when riding. It is advisable to wear woollen underclothing throughout the year.

#### Houses and furniture.

Like many other parts of the world, the Colony suffers from a scarcity of houses in proportion to the population, and it is difficult to rent a house; though for the few that are available from time to time the rents asked are not excessive. For passing visitors, or for intending settlers to wait in while a house is being secured or built, there are four small hotels and two boarding houses in Stanley; but they are very small and modest in their ambitions. There are no furniture shops, and if one intends to start house-keeping it is necessary to import one's own furniture, though sales of household furniture sometimes take place locally.

#### Provisions.

In Stanley there are two butcheries; two bakeries; and one or two suppliers of milk and, - occasionally, - butter; though for these last two items (as also poultry and eggs) many of the residents depend on their own cows and fowls. There is a dairy farm which, by arrangement with the Government, may not charge more than a



maximum price of a 1/- a quart for milk, 2/4 a lb. for butter, and 2/6 a dozen for eggs. Beef is 5d a lb, and mutton 3d (maximum prices). The standard rate for geese is 1/- each. Penguin eggs are plentiful in the season at about 8/- a hundred, and are often preserved for use (especially for cooking purposes) throughout the year.

All the ordinary groceries can be obtained at the local stores at about English prices plus the freight and commission out; but for particular delicacies, and wines, etc., it is recommended to place a standing order with one of the big London Stores before coming out. The settler with a sporting tendency will without much trouble supply his own larder, and should bring with him his gun, fishing-rod, etc., though even these are on sale at the local stores. The Falkland collies are very intelligent and are often trained to undertake retrieving duties.

Peat is the universal fuel (and very good fuel, too;) and can generally be cut in the neighbourhood of one's own house; or purchased if one lives in Stanley, at 4/6 a cart-load, cut ready for using. The only "rates and taxes" are a local rate, for Stanley only, of 1/3. There is no income tax

### Literature.

In Stanley there is a well-equipped Public Library and Reading Room, but for those intending to reside in the country districts it is advisable to give an order for a monthly service of books and magazines with the Times Book Club or one of the well known agents who specialize in this. (Smith, Everett, Kirkland Cope, etc.)

### Servants.

Servants are difficult to obtain and their wages run from £2 to £3 a month. For those who can afford it the best way would be to bring out from home a married couple, if one could rely on them stopping in one's service for a reasonable time.

### (b) Openings for Employment.

### Servants.

As just mentioned, there is a great lack of servants in the Colony; and these find good homes, receive many privileges, and are

usually able to put by most of their earnings. Female servants do not, however, remain long in service, as - owing to the disparity of the sexes - they make good marriages very quickly.

### Artisans and Special Tradesmen.

Artisans, especially carpenters, masons, and mechanics (the latter for ship-repairing, canning-works, etc.,) are needed, and can make good money. These workmen get 1/4½ an hour and 2/- overtime, and - in the country districts - free housing, fuel, and meat. There is an opening, also, for one or two market gardeners in the neighbourhood of Stanley.

### Shepherds.

The number of these in the Colony is at present far short of the needs of the sheep industry, and although the wages (about £9, including bonus, a month) seem at first sight very small, yet the shepherds, almost without exception, quickly have good bank balances; as their expenses are practically nil, while they get everything, except English groceries and clothing, provided for them.

### General Labourers.

These can usually find ready employment in Stanley in connection with the importing firms or on public works. The present wages are 1/- an hour and 1/6 overtime. In the country districts they also get free quarters and meat. Boys in training on the farms are paid £3 to £4 a month.

The following numbers of tradesmen were reported in the Colony at the last census:—

Barbers	...	...	1	Laundresses	...	...	4
Butchers	...	...	8	Masons	...	...	10
Bricklayers	...	...	1	Marble Polishers	...	...	2
Carvers & Gilders	...	...	1	Printers	...	...	4
Carters	...	...	3	Painters	...	...	2
Domestic Servants	...	...	81	Sailmakers	...	...	4
Dressmakers	...	...	6	Shoemakers	...	...	5
Electricians	...	...	2	Tailors	...	...	4
Gardeners	...	...	13	Tinsmiths	...	...	4
Ironmoulders	...	...	1	Woolsorters...	...	...	2

and also, chiefly connected with the whaling industry,

Blacksmiths	...	...	29	Engineers	...	...	...	21
Carpenters	...	...	39	Mechanics	...	...	...	70
Cooks	...	...	60					

As has been stated before, the employees in the whaling industry are almost entirely Norwegian, but the two British firms, Messrs. Salvesen of Leith, and Irvin Bros., of Shields, (this latter firm now associated with Messrs. Lever Bros., the soap makers) would no doubt prefer British labour if equally suitable for the work.

## Men whose names are recorded on the Map of the Falkland Islands.

ANSON, Admiral Lord, 1687-1762	...	...	Gave name to first Government town, 1842, [being the Port Louis Settlement re-named.]
BEAUCHENE GOUIN	...	...	Discovered Beauchene Island in 1699.
BOUGAINVILLE, 1729-1814	...	...	French explorer, founded Port Louis Settlement, [Cape Bougainville, E.F.]
BRISBANE, M.	...	...	Officer-in-charge at Port Louis. Murdered there, 1833, [Mount Brisbane, E.F.]
BYRON, Hon. JOHN, 1723-1786	...	...	Commanded "Dolphin" round world 1764-6. Afterwards Governor of Newfoundland, [Byron Sound].
CHOISEUL, 1719-1785	...	...	Minister of French Foreign Affairs, [Choiseul Sound.]
DARWIN, CHARLES, 1809-1882	...	...	Naturalist on "Beagle" Voyage, [Darwin Harbour.]
DAVIS, JOHN, died 1622.	...	...	(Davis' Southern Islands.)
DRURY	...	...	Commanding survey vessel "Pandora" [Drury Street, Stanley.]
EGMONT, 2nd Earl of, 1711-1770	...	...	First Lord of Admiralty in 1763, [Port Egmont.]
FITZROY, 1805-1865	...	...	In command of "Beagle" surveying, 1831-36, afterwards Vice-Admiral and Governor of New Zealand, [Fitzroy Road, Stanley.]
GREY, Earl, 1799-1882	...	...	Secretary of State for Colonies, 1846-52, [Grey Harbour, W.F.]
HOOKE, Sir Wm. JACKSON, 1785-1865	...	...	Wrote up the Botany of Ross' Voyage. [Hooker's Point E.F.]
HAWKINS, Sir RICHARD, 1562-1622	...	...	[Hawkin's Maiden Land].
HEARNDON	...	...	Sergeant of Marines in 1842, [Hearndon Water, E.F.]
KEPPEL, 1st Viscount, 1725-1786	...	...	First Lord of Admiralty 1781. Accompanied Anson round world 1740, [Keppel Island.]
KING, Rear-Admiral, R.N. 1793-1856	...	...	Commanded "Adventure" and "Beagle", 1826-1830, [King Street, Stanley.]
LAFONE, SAMUEL FISHER	...	...	A British resident of S. America. First farmer in the Falklands, [Lafonia, E.F.]
LOW, —	...	...	Was an officer with Fitzroy, [Mount Low.]
MACBRIDE, JOHN, 1740-1800	...	...	Governor at Port Egmont, afterwards an Admiral, [MacBride's Head, E.F.]

MACKINNON, L. B.	...	...	First mate on surveying ship "Arrow." [Mackinnon Creek, E.F.]
MOODY, R. C.	1813-1887	...	First Colonial Governor, [Moody Valley, etc.]
PEPYS, SAMUEL,	1633-1703	...	The Diarist, Secretary of Admiralty in 1686. [Peppy's Island.]
ROBINSON, MURREL	...	...	First Colonial Government Surveyor, [Murrel River.]
ROSS, SIR JAMES,	1800-1862	...	Rear-Admiral. Commanded Antarctic Expedition, 1839-43, [Ross Road, Stanley.]
ROY,	...	...	Lieutenant under Bougainville, [Roy Cove.]
SAUNDERS, SIR CHARLES,	1713-1775	...	With Anson round world 1740. First Lord Admiralty 1766, [Saunders Island.]
SNYLLIE	...	...	American Sealer. First American Consul at Stanley, [Snyllie's Channel.]
STANLEY, 14th Earl Derby,	1799-1869	...	A Secretary of State for the Colonies, [Port Stanley.]
SULIVAN, SIR BARTHOLOMEW	1810-1890	...	Commanded Survey Ship "Arrow" 1838. Lieut. on "Beagle," afterwards Admiral, [Mount Sullivan, W.F.]
TYSSSEN, Lieut., J.	...	...	A "Resident" at Port Louis, 1839. [Tyssen Islands, Falkland Sound.]
VERNET, LOUIS	...	...	The first cattle-breeder in the Falkland Islands. [Mount Vernet, E.F.]
VILLIERS	...	...	One of the two "Land and Emigration" Commissioners, London who supervised the planning of Stanley town, [Villiers Street, Stanley.]
WEDDELL, 1787-1834	...	...	Antarctic Explorer, [Weddell Island.]

### Ships whose names are recorded on the Map of the Falkland Islands.

"ADVENTURE," H. M. Survey Ship	Surveying here 1826-30
(Commodore King)	(Adventure Harbour, E.F.)
"BEAGLE," ...	Surveying here 1831-6, (Beagle Channel.)
"DOLPHIN," ...	Called here 1765, with Commodore Byron to hoist the colours at Port Egmont, (Cape Dolphin, E.F.)
"CARCASS," H. M. S.	(Carcass Island.)
"EAGLE," ...	Called here 1764. One of Bougainville's two ships, (Eagle Point, E.F.)
"HEBE," Brig	Brought Governor Moody, 1842, (Hebe Street, Stanley.)
"JASON," H. M. S.	Called here 1766 with MacBride to start a colony, (Jason Islands.)
"LIVELY," ...	Sealing ship under command of John Biscoe, R.N. the navigator, called here 1830, (Lively Island.)
"PHILOMEL," H. M. Survey Ship	Under Capt. Sullivan, (Philomel Street, Stanley.)
"SPARROW," H. M. Survey Ship	Under Commander Seccombe, (Sparrow Cove.)
"SPEEDWELL," ...	Name of boat built by Commodore Byron after his wreck off Chile, (Speedwell Island.)
"TAMAR," ...	(with Dolphin" q.v.) (Cape Tamar W.F.)
"URANIE," ...	French Frigate under Frecinet, wrecked near Berkeley Sound, 1820, (Uranie Bay, E.F.)

## Historical names associated with the Falkland Islands.

COWLEY, Captain ... ..	Voyaged round the world and discovered what he called "Pepys Island" in 1686 (this was the F. I.)
DAMPIER, Capt R.N. & Pirate 1652-1715 ... ..	Voyaged round world and visited F. I.
FARMER, Capt. George (1732-1779)	Military Gov. at Port Egmont about 1770. Died in action against French 1779.
FREZIER ... ..	French Navigator. Gave name of Isles Nouvelles to F. I. Wrote "Voyage to South Seas".
MALTYBY, Capt. Wm. ... ..	Commanded frigate "Favourite", at Port Egmont about 1770. Warned Spaniards off.
ONSLow ... ..	In command of H.M.S. "Clio" and "Tyne" at hoisting of colours in 1833.
PERNETY ... ..	Historian to Bougainville.
SIMSON, RICHARD ... ..	Sailed with Strong and wrote "Observations during a South Sea Voyage".
STRONG ... ..	Visited the F. I. on "Welfare". Gave name to Falkland Sound after Lord Falkland, Treasurer of the Navy. Sailed between East and West Falklands 1690.
WOODS ROGERS ... ..	Commanded Privateersmen "Duke" and "Duchess of Bristol", charted the Falkland Islands. Afterwards Govr. of Bahamas. Died 1732.

## Men whose names are recorded on the map of South Georgia.

ALLARDYCE, Sir W. L. ... ..	Governor F. I. 1904-15. (Allardyce Harbour).
BARFF, A. D. ... ..	Surveying Lieutenant of H.M.S. "Sappho" which visited South Georgia in 1905. (Barff Point.)
DUSE, Lieut. ... ..	Norrlund Artillery. Cartographer with Nordenskjold's Expedition 1901-03. (Mount Duse.)
HOPE, Capt. H. W. R.N. ... ..	Commanded H.M.S. "Dartmouth", visited South Georgia 1920. (Hope Point.)
LONG, Rt. Hon. W. H. ... ..	Secretary of State for the Colonies. Dec. 1916-January 1919. (Long Point.)
NORDENSKJOLD, OTTO G. ... ..	Born 1869. Commanded expedition to South Shetlands and South Orkneys 1901-03. (Nordenskjolds Glacier)
SAUNDERS, Sir CHARLES ... ..	With Anson round the world 1740. First Lord of Admiralty 1766. (Cape Saunders.)
SPENCER, R. ... ..	Lieutenant R.N., of H.M.S. "Sappho". (Spencer Peak).

**Men whose names are recorded on the map of the  
South Shetlands and South Orkneys.**

ALEXANDER I OF RUSSIA ...	...	Sent Russian Expedition 1820-21 under Bellingshausen to South Shetlands, (Alexander I Land.)
BISCOE, JOHN ...	...	English Sealing Captain discovered Enderby Land, 1832. (Biscoe Islands.)
BRANSFIELD, EDWARD ...	...	English Naval Officer, returned with Wm. Smith to South Shetlands in 1819-20. (Bransfield Strait.)
CHARCOT, DR. ...	...	French Explorer. Commanded the "Pourquoi-Pas" 1908-1910. (Charcot Land.)
DE GERLACHE, Commandant A. ...	...	A Belgian Officer. First man to winter in Antarctica, 1897. (De Gerlache Strait.)
RAILLES-DU-BATTY ...	...	French merchant Captain. (Railles-du-Batty Channel.)
D'URVILLE, DUMONT ...	...	French Explorer. Discovered 1838 Louis Philippe Land & Joinville Is. (D'Urville Island.)
FOSTER, H. (1793-1831) ...	...	Commanded British Scientific Expedition which visited South Shetlands in 1829. (Port Foster.)
JALLOUS, Lieut. ...	...	Second in command of Argentine Corvette "Uruguay" 1905. (Jallous Islets.)
LARSEN, C. A. ...	...	Captain of Nordenskjold's Expedition, 1902. (Larsen Bay.)
PALMER, NATHANIEL ...	...	American Sealing Capt. who sailed with Pendleton, 1820-21. (Palmer Land.)
PENDLETON, Captain ...	...	Commanded American Sealing Flotilla 1820-21. (Pendleton Island.)

PETERMAND, A. ...	...	South Polar chart by, in 1875. (Petermand Is.)
POWELL, Capt. G. ...	...	Visited South Orkneys in "Dove" 1821. (Powell Island.)
ROSS, Sir JAMES (1800-1862) ...	...	Geographical Expedition Antarctic 1839-43. (James Ross Island.)
SMITH, WILLIAM ...	...	of Blyth. Visited South Shetlands 1819. (Smith Island.)
PITT, WILLIAM (1759-1806) ...	...	(Pitt Island) named by Captain Charcot.
SKOTTSSBERG, CARL (born 1880) ...	...	Botanist during Nordenskjold's Expedition (Cape Skottsberg.)
SOBRAL, Lieutenant J. M. ...	...	Argentine officer who accompanied Nordenskjold's Expedition. (Cape Sobral.)
SCOTT, Captain R. F. ...	...	British Antarctic Expedition. (Scott Bay.)
GRAHAM, Sir JAMES ...	...	A First Lord of the Admiralty, (Graham Land) named by Biscoe.
GHERITSZ, DIRK ...	...	Dutch Navigator. (Dirk Gherritsz Land.)
WEDDELL, JAMES (1787-1834) ...	...	Navigator. (Weddell Sea.)

### Books relating to the Falkland Islands.

TITLE.	AUTHOR.	PUBLISHER.	DATE.
Anson, Life of	Sir John Barrow	John Murray, London	1839
Antarctica	Dr. N. O. Nordenskjöld & Dr. J. G. Andersson	Hurst & Blackett, Ltd., London.	1905
America, A Pleasure Pilgrimage to	C. D. Mackellar		
Atlantic & Transatlantic Sketches	Capt. Mackinnon	Colburn & Co., Lond.	1852
British Empire Series, (The Falklands)	W. E. L.		1900
British Empire, Past, Present, Future	A. F. Pollard	League of Empire.	1909
"Challenger," Voyage of	Sir Wyville Thomson		1877
Edinburgh to Antarctic	W. G. Burn Murdoch	Longman, Green & Co., London & New York	1894
Egmont, Port, Account of last Expedition	B. Penrose		1775
F. I. Account of	Lt. W. Clayton, R.N.	Excerpt from Phil. Trans.	1775
Falkland Islands	Gustave Schultz		
F. I., Account of	Woodbine Parish		1833
F. I., Botanical Survey	Carl Skottsberg	Almqvist & Wiksells Boktryckeri-a-b, Uppsala	1913
Falkland Islands	G. T. Whittington		1840
F. I., Brazil and	W. Hallfield	Longman, Green & Co., London	1854
F. I., Description of	S. B. Sullivan		1849
F. I., Geology of,	Charles Darwin		
F. I., Story of	Sir W. L. Atlatyee	Garden City Press Hertfordshire	1909
F. I., Thoughts on late Transactions in	Dr. Johnson	T. Cadell, London	1771
F. I., Two years cruise off Tierra del Fuego	Capt. W. Parker Snow	Longman, Green & Co., London	1857
F. I., Wild life in	A. F. Cobb	Gowans & Gray	1910

TITLE.	AUTHOR.	PUBLISHER.	DATE.
Geological Structure and History of F. I.	Thore G. Halle	Almqvist & Wiksells Boktryckeri-a-b, Uppsala.	1911
Historical Geography of the British Colonies	Sir Charles Lucas		
Hurrah for the Life of a Sailor	Sir W. R. Kennedy	Blackwood & Son, Edinburgh & London	1900
International Geography	H. R. Mill		1899
Malvinas, Observations on forcible occupation		Buenos Aires	1833
Malvinas, Reclamacion contra Britanica			
Naturalist, Voyage of a	Charles Darwin	John Murry, London	1882
Patagonia, In Wilds of	C. Skottsberg	Ed. Arnold	1911
Patagonia and South America	Thomas Falkner	C. Pugh, Hereford	1774
"Pourquoi-Pas," Voyage of	Dr. Jean Charcot	Hodder & Stoughton, London.	
"Scotia," Voyage of	R. Brown, Rossman, and H. Pirie	Blackwood & Co.,	1906
South America, A compendium of	Stanford		1901
South Atlantic Ocean	A. G. Findlay	R. L. Laurie, London	1871
Tropics to the North Sea	F. A. Barkly		1897
Voyage, &c.,	Sir James Ross		
Voyage of "Adventure" & "Beagle"	Capt. Fitzroy		1839
Voyage round the World, A Cruising	Capt. Woodes Rodgers		1708
Voyage to F. I., under Bougainville	Translated from Dom Pernety's Historical Journal written in French	T. Jeffreys, London	1771

### Also the following Pamphlets and Articles.

- The Empire Review for December, 1913.
- A day in the Falklands, by R. de C. Ward, 1898.
- Royal Scottish Geographical Magazine for 1896, (article by Routledge.)
- Kew Bulletin, No. 5. "The Falkland Islands" (tree-planting & agriculture) 1919.