



Falkland Islands

1956 and 1957

LONDON

HER MAJESTY'S STATIONERY OFFICE

PRICE 6s. 0d. NET

COLONIAL OFFICE

FALKLAND ISLANDS

AND DEPENDENCIES

Report for the years
1956 and 1957

LONDON
HER MAJESTY'S STATIONERY OFFICE
1959

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The Colony

PART I

General Review of 1956 and 1957

THE highlight of the period under review was the visit to the Colony on 7th, 8th and 9th of January, 1957, of His Royal Highness the Prince Philip, Duke of Edinburgh. The Royal Yacht *Britannia*, accompanied by H.M.S. *Protector*, anchored in Stanley Harbour and His Royal Highness came ashore to receive a hearty welcome from the residents of Stanley and the inhabitants of outlying settlements who had travelled to the capital by air, ship and horseback for the eagerly awaited day.

After reviewing a guard of honour, His Royal Highness received an Address of Welcome delivered in the Council Chamber by the Senior Elected Member of the Legislative Council, to which he replied. Prince Philip then attended a special race-meeting organised for the occasion and was cheered to the echo when he won the Sailors' Race. Visits to the Hospital and new Infants' School followed, after which His Royal Highness saw an exhibition of peat cutting and then spent some time on the Rifle Range where the Falkland Islands Rifle Association were engaged in a contest against a combined Royal Navy and Royal Marines team.

Next followed an exhibition arranged by the Sheep Owners' Association and the Guild of Spinners, Weavers and Dyers. A tree-planting ceremony and a short visit to Christ Church Cathedral completed the daytime programme.

That same evening His Royal Highness attended a Colony Ball and presented some of the major prizes won at the race-meeting.

The following day a flight was made over a part of the East Falklands in one of the Government seaplanes with His Royal Highness at the controls for much of the time. This was followed by an exhibition of working sheep-dogs and a visit to the Meteorological Station.

After giving a reception on board, His Royal Highness sailed in the Royal Yacht for Fox Bay on the West Falkland which, in company with H.M.S. *Protector*, was reached at 9 a.m. on 9th January. Here, as in Stanley, a large crowd had gathered to welcome the Royal visitor. It was a brief visit but none the less enjoyable for everyone. Prince Philip toured the settlement and watched sheep drafting and shearing.

His Royal Highness sailed at 3 p.m. the same day for South Georgia, the Royal Yacht again being escorted by H.M.S. *Protector*.

The visit to the Falkland Islands was highly successful in every way and enabled the inhabitants of this loyal Colony to welcome a member of the Royal Family for the first time since 1871.

Mr. E. P. Arrowsmith, C.M.G., arrived in the Colony on 28th April, 1957, to assume duty as Governor and Commander-in-Chief in succession to Sir O. R. Arthur, K.C.M.G., C.V.O., who was appointed Governor and Commander-in-Chief of the Bahamas.

The year 1956 saw much progress in the laying of the concrete main front road in Stanley. The work was completed in 1957 and the capital now has one first-class thoroughfare. The re-laying in tar macadam of the other roads in Stanley will begin in 1958.

The water filtration plant which will provide Stanley with a constant supply of clear water was begun in 1956 and neared completion at the end of 1957.

Work on Camp tracks progressed during the period and certain of the larger settlements are now linked by unsurfaced tracks, approximately 10 feet wide, which can be used by Land Rovers during dry weather. Bridges were built over a number of streams.

The R.M.S. *Darwin*, the new vessel built by the Falkland Islands Company, Limited, and one of the Colony's few links with the outside world, arrived in Stanley on her maiden voyage in August, 1957. With her comfortable accommodation the vessel is far superior to her predecessor, the R.M.S. *Fitzroy*, which served the Colony so well over a period of 26 years.

The new boarding school at Darwin, completed in 1955, has proved an unqualified success and has done much to overcome the difficulties of education in the Camp. A smaller boarding school was built at Port Howard on the West Falkland but shortage of domestic staff has so far prevented boarders from being enrolled.

An aerial survey of the Colony was undertaken during 1956 and 1957 by Hunting Aero Surveys. The cost was met by a grant from Colonial Development and Welfare funds.

Ordinary revenue during the financial year 1955-56 amounted to £306,828, £51,940 more than was estimated. During 1956-57 ordinary revenue at £243,378 was £57,807 less than the approved estimate. Ordinary expenditure in 1955-56 was £260,348, being £27,696 more than the approved estimate and in 1956-57 ordinary expenditure at £243,476 exceeded the approved estimate by £4,326.

The following table shows Colonial Development and Welfare schemes in progress during the period under review, with their appropriate numbers and titles and the amount spent on each scheme both from Colonial Development and Welfare and local funds.

Colonial Development and Welfare Schemes

Heads	Scheme No.	1955-56		1956-57		Total Expenditure for the years 1955-56 and 1956-57	
		Colony Expenditure	C.D. and W. Expenditure	Colony Expenditure	C.D. and W. Expenditure	Colony	C.D. and W.
Camp Education	D.970	£ —	£ 2,076	£ —	£ 953	£ —	£ 3,029
Power Station and Plant	D.1130	1,504	—	—	—	1,504	—
Jetties	D.1772	—	2,523	—	—	—	2,523
Roads	D.2959	39,124	—	3,679	7,818	42,804	7,818
Stanley Water Supply	D.2325	3,286	32,573	—	—	3,286	32,573
Aerial Survey	D.2600	—	2,786	—	1,743	—	4,529
Stanley Water Supply	D.2958	—	—	13,791	15,552	13,791	15,552
Infant School	D.1072	2,491	—	—	—	2,491	—
		46,405	39,958	17,470	26,066	63,876	66,024

PART II

Chapter 1: Population

At the last census taken on 28th March, 1953, the population of the Colony was 2,230, made up as follows:

	Males	Females	Total
Stanley	557	578	1,135
Other districts, East Falklands	410	232	642
West Falklands	279	174	453
TOTALS	1,246	984	2,230

The total population at previous censuses was:

1921	2,094
1931	2,392
1946	2,239

The population is white and is almost entirely of United Kingdom origin. On 31st December, 1957, the population numbered 2,253 (2,294)*, of whom 1,256 (1,283) were males and 997 (1,011) females. The density of the population is approximately one person to every two square miles. About half the inhabitants live in Stanley, while the rest are divided, more or less equally, between the East and West Falklands. The number of births registered in 1957 was 41 (48), of which 18 (26) were male and 23 (22) female children. During the year there were 22 (22) marriages and 22 (18) deaths, of which 0 (1) were infants under two years of age. Two hundred and twenty-three (267) persons arrived in the Colony and 283 (252) left. The total population has decreased over the last 25 years by about 5·8 per cent, though the population of Stanley shows a slight increase.

Chapter 2: Occupations, Wages and Labour Organisation

EMPLOYMENT

Sheep farming, the principal industry, employs approximately 500 men. Government and the Falkland Islands Company, Limited, are the main employers of labour in Stanley. The former employed an average of 61 men on hourly wages during 1957, including 22 workmen from Germany who were engaged on the new Stanley roads and water filtration projects, and the latter employed 90 men. A few artisans were engaged under contract from the United Kingdom on

* Figures for 1956 are in brackets.

behalf of the Public Works Department. A number of farms also found it necessary to recruit men from the United Kingdom to work as shepherds and navvies in the Camp. Six Chileans were engaged for similar work during the period under review.

The general shortage of labour continued and there was no unemployment.

WAGES AND CONDITIONS OF EMPLOYMENT

Stanley

Throughout 1956 and 1957 wages were unchanged at the following rates:

Unskilled labourers—£5 5s. 0d. per week.

Skilled labourers—from £5 8s. 9d. to £6 7s. 6d. per week.

Artisans—£6 11s. 3d. per week.

A five-and-a-half-day week of 45 hours was worked. Time and a half was paid for overtime, with double time for work on Sundays and public holidays, of which there are eight each year. Hourly workers were granted a paid holiday of one week annually. There was no night work except in essential services.

The Camp

In the Camp general labourers, termed navvies, received £19 per month on the West Falkland and £18 10s. 0d. on the East Falkland. Shepherds living in the settlements received £20 10s. 0d. and £20 per month respectively, while those living outside the settlements received an additional £2 per month. In addition, labourers and shepherds received free quarters, fuel, meat and milk. Extra bonuses were paid for shearing, while labourers and shepherds were able to enhance their earnings by engaging in contract work such as fencing and peat cutting. All Camp employees were paid monthly. An average of 45 hours weekly was worked, with Saturday afternoons and Sundays as rest days. Employees in the Camp were given 15 days holiday annually, which included the eight public holidays.

COST OF LIVING

Mutton is the staple meat; the supply of fresh fish, poultry, pork and beef is irregular. The wild Upland Goose is eaten at all seasons and gives some variety to a restricted diet. Locally grown vegetables are not easily obtained and the majority of householders grow their own.

There is one hotel and a few boarding houses in Stanley which offer varying degrees of comfort at terms ranging from 35s. to 80s. a week. Several householders are also willing to take one or two paying guests. Rents for furnished houses vary from £5 to £7 a month.

The rents of unfurnished houses for working people are from £3 a month. In the majority of cases the Government provides houses with basic furniture for its overseas officials at a rent of 5 per cent of their salaries. Houses, if not so obtained, are very difficult to rent and relatively expensive to buy.

The cost of living remained practically unchanged during 1956 and 1957.

The following were the prices of the more important commodities in December 1956 and September 1957:

	1956	1957
Bread	11d. per 2-lb. loaf.	1s. 0d. per 2-lb. loaf
Butter (imported)	2s. 9d. per lb.	2s. 10d. per lb.
Margarine	2s. 1d. per lb.	2s. 1d. per lb.
Coffee	4s. 5d. per lb.	4s. 0d. per lb.
Tea	9s. 6d. per lb.	9s. 7d. per lb.
Eggs	4s. 0d. per doz.	4s. 0d. per doz.
Flour	5½d. per lb.	5d. per lb.
Meat:		
Beef	5d. per lb.	5d. per lb.
Mutton	4½d. per lb.	4½d. per lb.
Pork	2s. 6d. per lb.	2s. 6d. per lb.
Ham	6s. 0d. per lb.	6s. 0d. per lb.
Bacon	2s. 0d. per lb.	2s. 10d. per lb.
Milk	6d. per pint	6d. per pint
Jam	2s. 6d.-4s. 2d. per 2 lb.	2s. 7d.-4s. 2d. per 2 lb.
Sugar	10d. per lb.	1s. 1d. per lb.
Vegetables:		
Onions (imported)	5d. per lb.	6d. per lb.
Potatoes (imported)	5d. per lb.	5d. per lb.
Dried Fruit:		
Sultanas	2s. 0d. per lb.	2s. 5d. per lb.
Currants	2s. 0d. per lb.	2s. 0d. per lb.
Raisins	2s. 0d. per lb.	2s. 2d. per lb.
Porridge Oats	1s. 5d. per small pkt.	1s. 4d. per small pkt.
Cereals	1s. 3d.-2s. 10d. per pkt.	1s. 3d.-2s. 10d. per pkt.
Cigarettes	7s. 2d.-9s. 0d. per 100	7s. 4d.-10s. 10d. per 100
Tobacco	23s. 8d.-29s. 8d. per lb.	23s. 8d.-28s. 4d. per lb.
Alcohol:		
Whisky	23s. 10d.-29s. 6d. per bot.	24s. 0d.-29s. 6d. per bot.
Brandy	22s. 1d.-31s. 2d. per bot.	22s. 1d.-31s. 2d. per bot.
Gin	19s. 11d. per bot.	19s. 10d. per bot.
Beer	18s. 6d.-22s. 0d. per doz. small bots.	18s. 6d.-22s. 0d. per doz. small bots.
Paraffin	3s. 9d. per gal.	4s. 4d. per gal.
Petrol	4s. 6d. per gal.	5s. 1d. per gal.
Electricity	3d. per unit (plus flat quarterly rate of £1)	4½d. per unit.

An important item in the domestic economy is peat, the only fuel generally available, which is sold by the cart load. A lorry-load (three cart loads) costs from 30s. to 36s. and a year's supply averages 15 to 40 loads, according to the size of the house, the number of fires and quality of the peat. The majority of the local inhabitants cut and stack their own peat and have only the expense of carting it from the peat-bank. These banks are moving further from Stanley as the years go by, and in the Camp some settlements have had difficulty in obtaining a good supply.

LABOUR DEPARTMENT

There is no Labour Department in the Colony.

LABOUR RELATIONS

There were two trade unions, the Falkland Islands Labour Federation (general) and the Union of Carpenters and Shipwrights. The former had 550 paid up members with a full-time secretary, and the latter 11.

The Labour Federation met annually with the Sheepowners' Association to draw up the agreement between employers and workers in the Camp. Both meetings were held in a friendly atmosphere. There were no trade disputes and no working-time lost.

A Civil Servants' Association was formed in 1948 with the object of improving the conditions of service of locally recruited officers. In 1956 the Association extended its activities by including all civil servants paid from Personal Emoluments and became affiliated with the Colonial Civil Servants' Association in the United Kingdom. As a result of a request by the local Association for improved leave conditions, the Governor appointed a sub-committee of Executive Council towards the end of 1956 to inquire into not only the leave aspect but also the salary structure and other conditions of service of civil servants. The sub-committee's report was approved by the Legislature in October 1957, and the recommendations, which included higher salaries, overseas leave at regular intervals for locally recruited officers and pensionability for female officers, were made retrospective to 1st January, 1957.

Towards the end of 1957 the Labour Federation submitted demands on behalf of hourly paid workers in Stanley for a wage increase of 50 per cent, a 40-hour 5-day week, two weeks annual holiday with pay (one week being allowed previously) and the institution of a system of P.A.Y.E. for income tax purposes. The demands were referred to the Minimum Wages Board and the Federation reduced their wage claim to 25 per cent. Negotiations were continuing at the end of the year, and an amicable settlement was reached.

No labour legislation was enacted.

SAFETY, HEALTH AND WELFARE

There are no factories or industries in the Colony, other than sheep farming, and consequently there is no legislation dealing with safety, health and welfare in work places. Accidents at work come within the provisions of the Workmen's Compensation Ordinance, which provides for the payment of compensation to workmen for injuries suffered in the course of their employment and was enacted in 1937. There is no legislation or other provision for the payment of unemployment benefits.

INDUSTRIAL TRAINING

A number of apprentices were indentured to Government in the Public Works Department (building trades) and the Posts and Telegraphs Department (W/T operators). Other apprentices continued their training with the Power and Electrical Department (electricians), the Medical Department (dental mechanic) and in Printing.

The Falkland Islands Co., Ltd., also employ a number of apprentices in the building and light engineering trades. During 1955 an Apprenticeship Board was established to advise on the training of apprentices.

Chapter 3: Public Finance and Taxation

REVENUE and expenditure during the last three financial years were as follows:

Year	Revenue		Expenditure	
	Ordinary	Total	Ordinary	Total
	£	£	£	£
1954-55 . . .	262,153	268,194	218,877	286,332
1955-56* . . .	306,932	337,644	259,542	447,292
1956-57 . . .	243,588	251,649	260,378	315,915

The main heads of revenue and expenditure were as follows:

	Revenue		
	1954-55	1955-56*	1956-57
	£	£	£
Customs	79,233	72,929	43,675
Dependencies contribution to the cost of the Central Administration	10,000	10,000	10,000
Harbour and Aviation	6,273	11,470	11,950
Internal Revenue	107,119	117,379	99,736
Interest	15,602	26,914	23,618
Posts and Telegraphs	15,585	31,440	16,088
Electricity	8,577	13,897	13,609
<i>Expenditure</i>			
	1954-55	1955-56*	1956-57
	£	£	£
The Governor	4,952	8,746	6,285
Education	13,104	17,281	18,132
Harbour and Aviation	20,963	28,341	24,372
Medical	27,026	29,869	24,190
Miscellaneous	33,053	44,149	41,523
Pensions	6,511	8,194	8,799
Police and Prisons	3,597	4,329	3,784
Posts and Telegraphs	22,317	25,754	26,042
Power and Electrical	19,229	15,977	20,923
Public Works Department	7,668	11,143	8,599
Public Works Recurrent	33,447	37,472	38,934
Secretariat and Treasury	12,710	18,364	12,997
Extraordinary Expenditure	60,104	142,197	52,294

The statements of Assets and Liabilities at 30th June, 1956, and 30th June, 1957, are shown on pages 9-11. There is no public debt.

* A 15-month period to bring the financial year-end to 30th June.

Statement of Assets and Liabilities at 30th June, 1956

LIABILITIES			ASSETS		
£	s.	d.	£	s.	d.
DEPOSITS:			CASH BALANCES:		
Savings Bank Fund	884	361 1 8	Treasury	—	—
Provident Fund	9,628	7 10	Crown Agents	24,395	15 4
Postal Monies	3,919	12 0	Joint Colonial Fund	619	9 1
Note Security Fund	79,548	13 2		17,000	0 0
Colonial Development and Welfare	2,227	17 7			
Miscellaneous	12,769	16 6			
					42,015 4 5
RESERVE FUND			INVESTMENTS:		
Marine Renewals Fund			Surplus Funds	126,708	5 11
Power Station Renewals Fund			Reserve Fund	213,490	5 3
Remittances			Workmen's Compensation Fund	74,876	6 4
Old Age Pensions Equalisation Fund			Provident Fund	2,775	6 4
Aviation Renewals Fund			Savings Bank	20,140	11 11
Workmen's Compensation Fund			Land Sales Fund	811,310	12 11
Surplus of Assets over Liabilities				233,443	1 6
Land Sales Fund			Power Station Renewals Fund	9,498	6 0
General Revenue Balance A/c			Marine Renewals Fund	9,339	17 9
			Old Age Pensions Equalisation Fund	32,431	3 6
			Aviation Renewals Fund	9,398	1 1
					1,543,411 18 8
			Farm and Building Loans	10	5 8
			Advances	25,616	6 5
			Remittances	11,545	18 7
					£1,622,599 13 9

The above statement does not include a sum of £13,312 18s. 1d. due by H.M. Government in respect of under issues on the following C.D. and W. Schemes:

Statement of Assets and

LIABILITIES		£	s.	d.	£	s.	d.
DEPOSIT ACCOUNTS:							
Postal Monies		5,232	18	6			
Colonial Development and Welfare		233	12	1			
Miscellaneous		21,797	2	0			
					27,263	12	7
FUNDS:							
Reserve Fund		263,245	17	9			
Renewals Funds:							
Aviation	13,733	5	3				
Marine	12,270	9	4				
Power Station	12,068	8	1				
		38,072	2	8			
Special Funds:							
Savings Bank	946,438	17	10				
Government Employees Provident	8,048	5	5				
Note Security	81,100	1	6				
Old Age Pensions Equalisation	47,018	8	4				
		1,082,605	13	1			
Other Funds:							
Land Sales	271,368	3	0				
Workmen's Compensation	4,179	7	2				
		275,547	10	2			
					1,659,471	3	8
Remittances					7,342	17	9
General Revenue Balance:							
Balance at 1st July, 1956		22,148	17	6			
Add Appreciation of Investments		1,852	2	6			
		24,001	0	0			
Deduct Deficit year ending 30th June, 1957		64,265	19	3			
Balance, 30th June, 1957 Deficit					40,264	19	3
					£1,653,812	14	9

The above statement does not include a sum of £28,032 8s. 9d. due by H.M. and Welfare Schemes:

D.2325	£ 8,863	17	11
D.2600	148	17	6
D.2958	15,551	13	2
D.2959	3,468	0	2
	£28,032	8	9

Liabilities at 30th June, 1957

ASSETS		£	s.	d.	£	s.	d.
CASH:							
Treasury		21,020	15	4			
Crown Agents		148	11	10			
Joint Consolidated Fund		16,000	0	0			
					37,169	7	2
INVESTMENTS:							
Surplus Funds		83,925	7	1			
Reserve Fund		212,664	7	3			
Renewals Funds:							
Aviation	9,938	1	6				
Marine	10,778	2	0				
Power Station	11,518	14	6				
		32,234	18	0			
Special Funds:							
Savings Bank	910,536	1	8				
Government Employees Provident	8,863	4	8				
Note Security	60,344	10	10				
Old Age Pensions Equalisation	46,002	0	7				
		1,025,745	17	9			
Other Funds:							
Land Sales	233,907	11	8				
Workmen's Compensation	2,945	10	10				
		236,853	2	6			
					1,591,423	12	7
Advances					12,824	9	2
Remittances					12,395	5	10
					£1,653,812	14	9

Government in respect of under issues on the following Colonial Development

TAXATION

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

Customs Tariff

Import duties were payable at the following rates:

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

Spirits: 52s. per gallon, with the exception of rum which was taxed at 36s. per gallon.

Malt liquors: 1s. per gallon in cask, 1s. per dozen pint bottles.

Tobacco: 6s. per lb.

Cigarettes: 10s. per lb

Matches: General, 10s. per gross boxes; British, 5s. per gross.

Export duties during 1956-57 were payable at the following rates:

Wool: *Ad valorem* duty; 2½d. per lb. for the 1956-57 clip.

Tallow, hides and skins: 2½ per cent of the selling price.

Whale and seal oil: 6d. per barrel of 40 gallons for each £5 of the average market price per ton of first-grade oil.

Other whale and seal products: 6d. per 100 lb.

Revenue from customs duties was:

	1955-56*	1956-57
Imports	£	£
Wines	680	355
Spirits	25,174	9,449
Malt Liquors	1,593	644
Tobaccos and Cigarettes	7,371	4,059
Matches	272	184
Exports		
Wool	36,378	28,096
Tallow	72	38
Hides and Skins	1,388	847

Income Tax

The following were the rates on taxable income for the years 1956 and 1957:

Companies: 3s. 6d. per £ (flat rate).

Individuals: first £100 Nil.
next £100 1s. per £
next £250 2s. per £
next £250 2s. 6d. per £
next £250 3s. per £
above £950 3s. 6d. per £.

* A 15-month period to bring the financial year-end to 30th June.

Allowances

Married person: £100.

Children under 16 years: £100 each.

Children receiving full-time education abroad: £125.

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

Dependant: £25.

Insurance or pension fund contributions: Premiums or contributions (maximum one-sixth of chargeable income).

Revenue received during 1955-56: Companies £76,853, individuals £36,996.

Revenue received during 1956-57: Companies £67,933, individuals £28,197.

The following tabular statement shows the incidence of tax on individuals at varying rates of income*:

Annual Income	Single	Married	Married with 1 Child	Married with 2 Children	Married with 3 Children	Married with 4 Children
£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
200	2 14 0	—	—	—	—	—
300	8 8 0	1 14 0	—	—	—	—
400	16 8 0	6 8 0	14 0	—	—	—
500	24 8 0	14 8 0	4 14 0	—	—	—
600	33 0 0	22 8 0	12 8 0	3 14 0	—	—
700	43 0 0	30 10 0	20 8 0	10 8 0	2 14 0	—
800	53 0 0	40 10 0	28 8 0	18 8 0	8 8 0	1 14 0
900	63 7 0	50 10 0	38 0 0	26 8 0	16 8 0	6 8 0
1,000	75 7 0	60 10 0	48 0 0	35 10 0	24 8 0	14 8 0
1,100	87 7 0	72 7 0	58 0 0	45 10 0	33 0 0	22 8 0
1,200	99 9 0	84 7 0	69 7 0	55 10 0	43 0 0	30 10 0
1,300	113 9 0	96 7 0	81 7 0	66 7 0	53 0 0	40 10 0
1,400	127 9 0	109 19 0	93 7 0	78 7 0	63 7 0	50 10 0
1,500	141 9 0	123 19 0	106 9 0	90 7 0	75 7 0	60 10 0
1,600	155 9 0	137 19 0	120 9 0	102 19 0	87 7 0	72 7 0
1,700	169 9 0	151 19 0	134 9 0	116 19 0	99 9 0	84 7 0
1,800	183 9 0	165 19 0	148 9 0	130 19 0	113 9 0	96 7 0
1,900	197 9 0	179 19 0	162 9 0	144 19 0	127 9 0	109 19 0
2,000	211 9 0	193 19 0	176 9 0	158 19 0	141 9 0	123 19 0

* An allowance of £6 has been made in each case to cover insurance or pension fund contributions.

Estate Duty

Estate duty in accordance with the schedule below is payable whether or not the deceased died in the Colony, but only in respect of property in the Colony. There is provision in the Ordinance for relief in respect of quick successions.

Rate of Estate Duty

	£	£	Rate of Duty
Not exceeding	100		Nil.
Exceeding	100 but not exceeding	300	£1 10s. 0d. (fixed)
"	300	500	£2 10s. 0d. (")
"	500	1,000	1 per cent
"	1,000	2,000	2 " "
"	2,000	3,000	3 " "

Rate of Estate Duty—contd.

	£	£	Rate of Duty
Exceeding	3,000 but not exceeding	5,000	4 per cent
"	5,000	7,500	5 "
"	7,500	10,000	6 "
"	10,000	12,500	7 "
"	12,500	15,000	8 "
"	15,000	20,000	10 "
"	20,000	25,000	12 "
"	25,000	30,000	14 "
"	30,000	35,000	16 "
"	35,000	40,000	18 "
"	40,000	45,000	20 "
"	45,000	50,000	22 "
"	50,000	60,000	24 "
"	60,000	75,000	27 "
"	75,000	100,000	30 "
"	100,000	150,000	35 "
"	150,000	200,000	40 "
"	200,000	250,000	45 "
"	250,000	300,000	50 "
"	300,000	500,000	55 "
"	500,000	750,000	60 "
"	750,000	1,000,000	65 "
"	1,000,000	2,000,000	70 "
"	2,000,000		75 "

STANLEY TOWN COUNCIL FINANCES

Revenue accruing to the Stanley Town Council, the only local authority in the Colony, amounted to £5,545 during 1956 and £7,114 during 1957. Expenditure during 1956 was £6,230 and during 1957 £6,816.

The main heads of revenue were:

	1956	1957
	£	£
Government Grant	800	800
General Rates (including contribution of £356 by Government)	2,781	4,120*
Water Rate	514	654
Hire of Town Hall	752	579
Government grant towards the renovation of the Gymnasium	300	—

The main heads of expenditure were:

	1956	1957
	£	£
Town Clerk	210	400
Cemetery	288	374
Fire Brigade	461	293
Library	149	188
Charitable Relief	556	847
Scavenging	2,300	1,720
Street Lighting	386	494
Town Hall	996	1,053
Transport	463	185

* Including contribution of £1,194 by Government.

Chapter 4: Currency and Banking

THE legal tender of the Colony consists of Falkland Islands Government currency notes of £5, £1 and 10s. denominations and United Kingdom coinage. On 31st December, 1957, the note issue in circulation was £86,738 10s. 0d.

There are no commercial banks in the Colony but the Treasury remits funds abroad on payment of a commission of 1 per cent. A similar service is also provided by the Falkland Islands Company, Limited, and the Estate Louis Williams, who operate agencies of Lloyds Bank Limited and Hambros Bank respectively.

Deposits in the Government Savings Bank amounted to £1,032,436 18s. 10d. at 30th June, 1957, and the number of depositors' accounts open was 2,163. At the same date in 1956 deposits totalled £969,637 14s. 7d. and the number of depositors was 2,109. Interest on deposits is paid at the rate of 2½ per cent per annum.

Chapter 5: Commerce

IMPORTS

WITH the exception of meat and a limited quantity of vegetables and berry fruits, practically the whole of the Colony's requirements in foodstuffs are imported.

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

Value of Imports

	1956	1957
	£	£
Food	66,729	74,432
Beverages and Tobacco	37,889	42,227
Crude materials, inedible, except fuels	34,810	113,430
Mineral fuels, lubricants and related materials	18,325	22,799
Animal and vegetable oils and fats	41	418
Chemicals	21,233	24,874
Manufactured goods classified chiefly by materials	126,778	98,945
Machinery and transport equipment	92,929	98,558
Miscellaneous manufactured articles	93,775	67,234
Miscellaneous transactions and commodities	13,055	7,015
TOTAL IMPORTS	505,564	549,932

Principal Imports and Sources of Supply, 1956

Item	Value	Quantity	Principal Supplying Countries
	£		
Provisions	59,519	522 tons	United Kingdom £33,562, Argentine £17,570, Uruguay £1,422.
Alcoholic beverages	25,559	33,880 gal.	United Kingdom £24,945, Argentine £216, Uruguay £95.
Tobacco manufactures	11,023	13,924 lb.	United Kingdom.
Timber	30,877	771 tons	United Kingdom £24,977, Chile £5,900.
Petroleum products	15,171	225 tons	United Kingdom £4,220, Uruguay £10,951.
Manufactures of metals	68,789	—	United Kingdom £68,326.
Road motor vehicles and spare parts	37,883	—	United Kingdom £37,618.
Clothing	30,422	—	United Kingdom £29,737.
Electric machinery, apparatus and appliances	17,566	—	United Kingdom £16,748.

Principal Imports and Sources of Supply, 1957

Item	Value	Quantity	Principal Supplying Countries
	£		
Provisions	66,730	527 tons	United Kingdom £46,351, Argentine £16,435, Uruguay £1,778.
Alcoholic beverages	24,882	36,662 gal.	United Kingdom £22,749, Uruguay £815.
Tobacco manufactures	14,730	17,957 lb.	United Kingdom £14,730.
Timber	102,157	2,043 tons	United Kingdom £7,779, Sweden £85,299, Chile £9,079.
Petroleum products	21,758	423 tons	United Kingdom £6,387, Uruguay £15,371.
Manufactures of Metals	47,586	—	United Kingdom £47,245.
Road motor vehicles and spare parts	32,913	—	United Kingdom £32,913.
Clothing	21,493	—	United Kingdom £21,109.
Electric machinery, apparatus and appliances	19,687	—	United Kingdom £18,491.

Sources of Imports

	1956	1957
British Commonwealth	87.43	70.45
Foreign countries	12.57	29.55

Principal Supplying Countries

	1956	1957
	£	£
United Kingdom	433,569	385,186
Other parts of the Commonwealth	8,490	2,262
Argentina	24,125	24,905
Chile	12,828	9,553
Denmark	583	3,437
Germany	5,493	7,163
Switzerland	2,294	6,354
Sweden	68	87,402
U.S.A.	1,249	689
Uruguay	15,108	19,812

All goods imported, except on Government account, are distributed by local traders. Imports from the dollar area consist mainly of spare parts for the two Beaver aircraft and for American-made wind generators.

EXPORTS

The value, quantities and markets for exports were as follows:

Exports (including Re-exports)

	1956	1957
	£	£
Wool	917,830	1,230,132
Hides and skins	22,631	46,231
Tallow	1,661	1,439
Livestock	1,582	1,033
Frozen meat	—	—
Other articles	—	—
TOTAL EXPORTS	943,704	1,278,835
TOTAL RE-EXPORTS	13,937	15,580
TOTAL	£957,641	£1,294,415

Note: All values are based on selling price.

Principal Exports

Item	Value		Quantity		Destination
	1956	1957	1956	1957	in both years
	£	£	lb.	lb.	
Wool	917,830	1,230,132	4,495,493	4,575,156	United Kingdom
Hides and skins	22,631	46,231	cwt. 3,334	cwt. 3,230	United Kingdom
Livestock	1,582	1,033	sheep 1,582	sheep 1,033	Chile

Note: All values are based on selling price.

Chapter 6: Production

ALL land with the exception of some 40,000 acres remaining to the Crown, is freehold and is divided into sheep farms varying in size from 3,600 to 161,000 acres and carrying up to 33,000 sheep, approximately one sheep to every five acres.

The Falkland Islands Company, Limited, which owns a number of farms, holds freehold land amounting to approximately 1,229,000 acres and carrying 269,966 sheep.

Crown land may be rented.

Resources at present undeveloped are the extensive kelp (macro-cystis) beds, whales which are found in the surrounding waters, deep sea fishing and sealing.

AGRICULTURE AND ANIMAL HUSBANDRY

No crops are grown in the Colony, with the exception of a limited supply of oaten hay.

The Agricultural Department is administered by the Agricultural Officer, two Agricultural and Livestock Assistants, one clerk and two labourers.

The policy of the Agricultural Department is:

- (i) to co-operate with sheep farmers in maintaining a high standard of health in their flocks by combating and preventing disease;
- (ii) to control the importation of livestock and agricultural products;
- (iii) to advise stock owners in all matters connected with animal husbandry;
- (iv) to collect and produce agricultural and livestock statistics.

In 1956 the Colony had 608,882 sheep, 12,168 cattle, 3,040 horses and 60 swine. The numbers in 1957 were 619,584, 12,392, 3,103 and 121 respectively.

Sheep and cattle are distributed among farms in the East and West Falklands. Methods of keeping livestock are uniform throughout the Colony.

The average weight of wool exported over the last four years was 4,448,102 lb. The wool clips in 1956 and 1957 were exported through the medium of the Falkland Islands Company, Limited.

No dairy produce was exported. An occasional shipment of mutton was made to the whaling establishments in South Georgia and some sheep were sold to meat freezing plants in Southern Chile.

The Colony is self-supporting in mutton and beef, supplies for Stanley being obtained from various settlements. Three small dairies in Stanley supply milk to the town. Farms in the Camp have their own cows.

Details of exports of livestock products are given on page 17.

FORESTRY

There are no forests in the Colony.

FISHERIES

There is no organised fishing industry and no full-time fishermen. Occasional catches of mullet and smelt are made by net hauling, all of which are sold for local consumption. Trout fishing provides good sport for anglers.

MINING

There are no known minerals in the Falkland Islands.

MANUFACTURING INDUSTRIES

The Colony has no manufacturing industries.

CO-OPERATIVE SOCIETIES

The Government Employees' Canteen was formed in 1952 and membership is open to employees and pensioners of the Colonial Government. All members are required to take up one £10 share on joining the canteen. A maximum of 50 shares may be held.

The canteen is run on the lines of a co-operative society and imports groceries, clothing and footwear, furniture and household goods. It is operated by a committee who remain in office for three years. Part-time storekeepers attend on three afternoons a week.

Chapter 7: Social Services

EDUCATION

THE Government is responsible for all education in the Colony. All education in the years under review was free. Children in Stanley, wishing to continue their education after reaching the age of 14 years may do so in what is known as the Continuation Class at the Senior School. There is no secondary or higher education. Bursaries are awarded to children wishing to train for teaching posts within the Department of Education. Evening classes are held each winter from May to October. The classes are open to all who wish to attend, but apart from Government employees under the age of 18 years, whose attendance is compulsory, the response in 1956 and 1957 was not entirely encouraging.

Attendance in Stanley is compulsory for all children between the ages of 5 and 14 years and in the Camp for children between 5 and

14 years of age living within one mile, and children between 7 and 14 living within two miles, of a settlement school. In addition a number of travelling teachers were employed in the Camp. These teachers have a settlement school as their base, but also visit outlying shepherds' houses for short periods.

There are two schools in Stanley. The Infants' School caters for children from 5 to 7 years of age and the first two classes of the Senior School are also accommodated in the Infants' School building. The Senior School caters for children from 7 to 14 years or over.

At Darwin, on East Falkland, a boarding school was opened in 1956. This school accommodates 39 boarders from various parts of the Camp and also caters for 11 day children. At Port Howard on West Falkland a smaller boarding school has been built and in 1957, 14 children attended as day pupils. It is hoped that four to six boarders will be accommodated in 1958.

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

Number of Teachers as at 31st December, 1956

	Infants' School		All Range School		Boarding Schools		Camp		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Certificated: Completed Secondary School Course	—	—	3	2	2	2	1	—	6	4
Uncertificated, but who have completed Secondary School Course	—	1	—	—	—	—	3	—	3	1
Trained (locally), but who have not completed Secondary School Course	—	—	—	1	—	—	—	—	—	1
Untrained	—	1	—	2	—	—	4	2	4	5

Number of Teachers as at 31st December, 1957

	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Certificated: Completed Secondary School Course	—	1	3	4	3	2	1	—	7	7
Uncertificated, but who have completed Secondary School Course	—	1	—	—	—	—	6	—	6	1
Trained (locally), but who have not completed Secondary School Course	—	—	—	1	—	—	—	—	—	1
Untrained	—	1	—	2	—	—	1	2	1	5

Number of Children receiving Education

	Schools	Enrolment		
		Boys	Girls	Total
<i>On 31st December, 1956</i>				
Infants	1	24	26	50
All range	1	61	67	128
Boarding	1	25	25	50
Camp teachers	10	49	52	101
Camp school rooms	8			
TOTAL: Camp, Boarding and Stanley .		159	170	329
<i>On 31st December, 1957</i>				
Infants	1	21	12	33
All range	1	60	63	123
Boarding	2	33	30	63
Camp teachers	10	38	44	82
Camp school rooms	7			
TOTAL: Camp, Boarding and Stanley		152	149	301

Children in the Camp not attending a boarding school are encouraged to attend school in Stanley and a boarding allowance of £2 per month for each child is granted. This scheme now also applies to children whose parents live in South Georgia.

Under an agreement with the Dorset County Council one boy was sent on a scholarship to a County Grammar School in Dorset in 1956 and one girl in 1957.

An Overseas Education Allowances Scheme was initiated in 1957 under which Government makes a tax-free grant of £150 for the first year and £100 a year for the next four years to the parents of children between the ages of 11 and 18 years who are receiving full-time education overseas at a school approved by the Superintendent of Education.

There was one child of school age in South Georgia in 1957. There were no educational facilities but books and materials are obtainable from the Education Department in Stanley.

The Colony's total expenditure on education in 1955-56 was £36,286, or 9 per cent of expenditure, and in 1956-57, £27,509, or 9.3 per cent of expenditure. For details of Colonial Development and Welfare grants towards education see page 3.

PUBLIC HEALTH

During the period under review, the general health of the population was good. There were no serious epidemics.

Tuberculosis

Since the tuberculosis survey of the Colony was completed in 1954, there has been a marked decrease in the number of new cases of tuberculosis and there have been no deaths from tuberculosis. All tuberculosis patients are treated free and, when necessary, are given financial and material assistance—basic foods, rent, rates, fuel, etc.

Hospital Facilities

The Colony has only one hospital, which is situated in Stanley. It has 34 beds for the treatment of medical, surgical, obstetric and tuberculosis cases.

The following operations were performed in the hospital:

	1956	1957
Major operations	38	25
Minor operations	24	19
TOTAL	62	44
Admissions to hospital . . .	146	136

Ante-natal, post-natal and baby clinics are held at the hospital, and are well attended.

Mortality

There were no maternal deaths in either year.

There were 18 deaths in the Colony in 1956 and 22 in 1957. Diseases of the circulatory system, mainly associated with old age, were the main cause of death.

Medical Services in the Camp

For medical purposes the Falklands are divided into three areas: Stanley and the North Camp, Lafonia, and West Falkland. The Senior Medical Officer and one Medical Officer are stationed in Stanley and see all the patients in Stanley and the North Camp. One Medical Officer lives at Darwin, in Lafonia, and deals with all the medical cases in his area. In the West Falkland, a doctor is stationed at Fox Bay. His patients live in the West Falkland and in the many islands to the north and west.

All settlements on the main East and West Falklands can communicate direct with a doctor by telephone; outlying houses and the islands have radio-telephones.

Standard medical chests are provided at all settlements. When necessary, advice on the use of their contents—medicines, splints and dressings—can be given by telephone or radio telephone.

The Government Air Service is available for the transport of doctors and patients. As a rule, the Camp doctors ride to their patients but, when it is convenient, or necessary, they are flown. The Government-owned m.v. *Philomel* is also at the call of the Medical Department, and is used in emergency when the aircraft cannot be used.

The system is practical and efficiently meets the unusual needs of a roadless country of mountain ranges, great areas of grassland pastures, and many islands, inhabited by a widely-scattered population.

Local Authority Services

The Stanley Town Council was responsible for sewage disposal and employed two night-soil collectors. There still remain about 100 houses in Stanley without modern sanitary installations, although the number is slowly decreasing.

There were three licensed dairies in Stanley, which were inspected periodically by the Chief Constable, who fills the post of Sanitary Inspector. The dairy herds were examined by the Agricultural Officer and all animals were tuberculin tested.

Medical Department

The staff of the Medical Department in 1957 consisted of the Senior Medical Officer, three Medical Officers, two Dental Officers (one for part of the year only), one Matron, one Nursing Sister, one Tuberculosis Sister (for part of the year) and six staff nurses. Domestic and other staff of the hospital consisted of one clerk, one caretaker, one cook, five maids, one laundry maid and one gardener.

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

Expenditure on medical services (including special expenditure) during 1955–56 was £33,714, or 8·4 per cent of total expenditure. In 1956–57, it was £25,483, or 8·6 per cent.

Revenue	1953	1954	1955	1956	1957
	£	£	£	£	£
Medical	2,248	2,150	1,739	2,856	2,899
Dental	2,308	345	580	627	1,654
	£4,556	£2,495	£2,319	£3,483	£4,553

HOUSING AND TOWN PLANNING

The majority of the houses in the Colony are built of timber with metal outer covering; the roofs are usually of corrugated iron. Concrete block building, particularly for Government premises, is now becoming popular. Plans for all new buildings must be submitted to the Board of Health for approval and must conform to the

sanitation and constructional requirements of the Board. There is a shortage of housing in Stanley, caused mainly by the high cost of materials and freightage and the shortage of labour.

The Government maintains accommodation for most of its overseas officials. Two blocks of small houses are available for rental by the poorer members of the community. These premises are liable to inspection and the tenants must keep them in a sanitary condition. The Board of Health has power to condemn houses which are unfit for habitation.

SOCIAL WELFARE AND AMENITIES

There are three places of worship: Christ Church Cathedral, consecrated in 1892, St. Mary's Roman Catholic Church, established in 1899 and the Tabernacle (United Free Church), established in 1896. Church services are relayed every Sunday evening through the broadcasting station in Stanley, for the benefit of Camp listeners.

An old age contributory pensions scheme introduced in 1952 is compulsory for all male residents in the Colony. The following weekly benefits are paid on contributors reaching 65 years of age: married man 30s., unmarried man or widower 20s., widow of pensioner 10s. Employees contribute 2s. weekly and employers 3s.

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

Poor relief is administered by the Stanley Town Council. The amount spent on poor relief in 1957 was £866. Accommodation for old and chronic invalids is provided in the hospital. There are no orphanages or poor law institutes.

The Stanley Benefit Club, open to all residents, is the oldest club in the Colony. It was formed in July 1859 to provide a fund for the support of members in cases of sickness or accident; it also meets funeral expenses. The club's membership has fallen to 93, chiefly due to the older members dying and the lack of interest among younger people. During the period under review the Stanley Benefit Club paid to its members sick and other benefits amounting to £277 in 1956 and £274 in 1957. The Club's assets over liabilities on the 30th April, 1957, were £3,225.

The Red Cross Society held its usual meetings each month. Canteens were run for visiting ships of the Royal Navy; and some members attend the hospital each week to undertake the mending of garments and linen.

The membership of the Girls' Life Brigade has increased during the period under review. Courses were completed in accordance with the International Headquarters Syllabuses at the advanced level in hygiene, first aid, physiology and anatomy, knitting and country dancing. Elementary standard badges were also granted in natural history, art, needlework, knitting and basketball.

The 1st Falkland Islands Company of the Boys' Brigade, first formed in 1944, continued to be a most successful organisation.

Training is carried out during the winter months. Classes are held in signalling, first aid, physical training and drill. The strength in 1957 was 36. A Junior Company of Life Boys was formed during 1957. The roll is now 20.

There are several clubs in Stanley, among them the Colony Club, the Falkland Club, the Working Men's Social Club, which holds an annual sports meeting for children, and the Falkland Islands Defence Force Club, membership of which is confined to past and present members of the force.

Under the auspices of the Falkland Islands Defence Force Rifle Club, which is now open for membership to anyone over 30 years of age, rifle shooting continued to be one of the most popular pastimes in Stanley. Local Bisley meetings are held annually and are run on the same lines as the annual Bisley meeting held in England. The Rifle Association sent a representative team to Bisley for the 1957 meeting and the Falkland Islands' team won the Morning Post Junior Kolapore Imperial Challenge Cup and was second in the Barnett Junior McKinnon Imperial Challenge Cup, a very commendable achievement.

There is a miniature range in the Drill Hall and this is open to members and their wives. It is always well supported and this form of sport is still growing in popularity. The Drill Hall is also used for badminton and table tennis.

Football is the most popular outdoor sport and the club is well supported. Not only do local teams compete for a championship but some very enjoyable games take place against teams from visiting warships, including in 1957 a team from the Royal Yacht *Britannia*.

The Cricket Club, formed in 1955, still continues to attract members, of whom there are now 50. The pitch is matting on concrete. This must be the most southerly place where cricket is played regularly during the summer. Practices were well attended and a number of matches, mostly in "two-sweater" weather, were played against visiting ships.

An Angling and Shooting Club was formed in 1950 primarily with the object of arranging expeditions for members. Owing to transport difficulties the club no longer functions, but an increasing interest is being taken in trout fishing. Brown trout (*salmo fawio*) were introduced into the Colony's rivers between 1947 and 1952 and have done very well. The trout fishing season opens on 1st September and closes on 30th April. During the latter part of 1957 trout weighing 8 to 10 lb. were caught most week-ends on spinners. These large trout make excellent eating, the flesh closely resembling salmon in colour and taste.

The Stanley Badminton Club has a large membership and games are played in the gymnasium twice weekly.

The squash court donated by the Falkland Islands Company, Limited, in 1953 continues to be well used.

Darts is a popular winter game and there is a league in Stanley with nine teams. The standard of play is high.

Snooker, played at the Colony Club, the Falkland Club and the Falkland Islands Defence Force Club, has a strong following.

The Stanley Sports Association holds an annual meeting in December with horse racing, gymkhana and athletic events. Race meetings are also held at Darwin and at most of the principal settlements in turn on West Falkland.

The Guild of Spinners, Weavers and Dyers which had 12 members at the end of 1957 were honoured when His Royal Highness the Prince Philip, Duke of Edinburgh, asked that a sweater, similar to one on exhibition during the Royal visit, be made for him. Some of the girls attending Stanley Senior School learn spinning and weaving as a handicraft.

Folk dancing is held in Stanley for five months of the year in the gymnasium. The Society meets once a week for two hours. A class for juniors is held weekly and a class for seniors is also held. Both are well attended. Membership is open to all over 13 years of age. The total membership averages 245 and there are 70 juniors. Members pay a subscription of 2s. and an entrance fee of 6d. each evening. The classes are free. Social evenings at which ballroom and folk dancing were held were a great attraction.

The Town Hall, rebuilt in 1950 with the assistance of a grant from Colonial Development and Welfare funds after being destroyed by fire in 1944, contains a dance hall with stage, dressing rooms, refreshment room and a well stocked and patronised library. In 1956 and 1957 film shows were given in the dance hall by a private operator.

Chapter 8: Legislation

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

1956

- No. 5. *The Old Age Pensions (Amendment) Ordinance*, providing for the payment of old age pensions to pensioners residing overseas, irrespective of the country of residence.
- No. 6. *The Customs (Amendment) Ordinance*, clarifying the definition of "export" and defining more precisely when goods are deemed to be exported.
- No. 7. *The Public Health (Amendment) Ordinance*, forbidding the entry into the Colony of persons suffering from pulmonary tuberculosis, and to ensure that infectious cases of pulmonary tuberculosis do not spread infection.

1957

- No. 3. *The Income Tax (Amendment) Ordinance*, exempting from income tax grants made from the public revenue towards the further education overseas of young persons between the ages of 11 and 18 years; increasing the deduction allowed in respect of each child under the age of 16 years from £70 to £100; and levying the same tax upon non-resident British subjects and companies who carry on business by an agent, etc., in the Colony, as is leviable upon other non-resident persons and companies who carry on business in a similar manner.
- No. 5. *The Dangerous Drugs (Amendment) Ordinance*, prohibits the cultivation of the opium poppy (*papaver somniferum*) and the importation or possession of prepared opium; and declares raw opium, coca leaves and their derivatives and the amphetamines to be dangerous drugs.

Chapter 9: Justice, Police and Prisons

JUSTICE

THE judicial system of the Colony is administered by a Supreme Court, with the Governor as Judge, and a Magistrate's Court, both of which are in Stanley. The post of Magistrate is at present held by the Colonial Secretary. The Colony retains the part-time services in England of a retired Colonial Judge as Legal Adviser.

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

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

The commonest type of litigation is for recovery of debt; the most frequent offences are larceny, malicious damage and breaches of the Licensing Ordinance.

The following tables show the numbers of civil and criminal cases heard by the courts during 1956 and 1957:

	Civil Court	1956	1957
Debt		6	8
Children's Act		—	1
Property Act		—	1
Marriage Act		—	2
Income Tax		—	1
Eviction		2	—
Non-compliance with Court Order		—	1

	Cases Heard		Discharged		Convicted	
	1956	1957	Adults	Juven-iles	Adults	Juven-iles
<i>Magistrates' Court</i>						
<i>Offences against the person:</i>						
Assaults	6	4	1	-	9	-
<i>Offences against property:</i>						
Larceny	9	11	1	-	8	11
Breaking and entering	3	-	-	-	1	3
Embezzlement	6	-	5	-	-	-
Sacrilege	7	-	-	-	7	-
False pretences	1	-	-	-	1	-
Receiving stolen property	1	-	-	-	1	-
Setting fire to bushes	2	-	-	-	2	-
Dangerous substance in Post Office box	-	1	-	-	-	1
Malicious damage	3	4	-	-	7	-
Wilful damage	2	1	-	-	3	-
Forcible entry	1	-	-	-	1	-
Trespass	-	4	-	-	1	3
<i>Offences against Local Ordinances:</i>						
Road traffic	5	11	1	-	15	-
Licensing	38	46	8	-	76	-
Illegal export	-	1	-	-	1	-
Dangerous dog	-	1	-	-	1	-
Failing to carry navigation lights	-	1	-	-	1	-
<i>Offences against Public Order:</i>						
Obscene language	5	1	-	-	6	-
Resisting arrest	1	-	-	-	1	-
Disorderly behaviour	4	-	-	-	4	-
Stowaway	1	-	-	-	1	-
Breach of recognizance	1	-	-	-	1	-
Unlawfully absent from ship	2	-	-	-	2	-
<i>Supreme Court:</i>						
Divorce	3	4	-	-	Orders made	
Appeal against Court Order	-	1	-	-	Order made.	

Types of Punishment (1956 and 1957 combined)

Magistrates' Court	Convicted			Imprisonment			Fined			Bound over			Imprisonment by length of sentence
	M.	F.	J.	M.	F.	J.	M.	F.	J.	M.	F.	J.	
Assaults	9	-	3	-	-	-	9	-	-	-	-	-	1 male, 1 month; 1 male, 21 days; 1 male, 14 days; 1 male, 6 weeks.
Breaking and entering	8	-	11	-	-	-	4	-	-	-	-	11	
Larceny	-	-	-	-	-	-	-	-	-	-	-	-	
Embezzlement	-	1	-	-	-	-	-	-	-	-	-	-	1 male, 6 weeks.
Receiving stolen property	-	-	7	-	-	-	-	-	-	-	-	7	
Sacrilege	1	-	-	1	-	-	-	-	-	-	-	-	
False pretences	6	-	1	-	-	-	6	-	-	1	-	-	
Malicious damage	3	-	-	-	-	-	3	-	-	-	-	-	
Wilful damage	1	-	-	-	-	-	1	-	-	-	-	-	
Forcible entry	1	-	3	-	-	-	-	-	-	-	-	-	
Trespass	-	-	-	-	-	-	-	-	-	-	-	-	
Traffic	14	1	-	-	-	-	14	1	-	-	-	-	1 adult and three juveniles sentenced to 12 hours' work at police station.
Licensing	75	1	-	-	-	-	40	-	-	33*	1*	-	1 male, 14 days (concurrent sentence); 1 male, 3 months. * indicates Prohibition Order made under Licensing Ordinance.
Illegal export	1	-	-	-	-	-	-	-	-	-	-	-	Destruction order made.
Dangerous dog	1	-	-	-	-	-	-	-	-	-	-	-	
Obscene language	6	-	-	-	-	-	6	-	-	-	-	-	
Disorderly behaviour	4	-	-	-	-	-	4	-	-	-	-	-	
Unlawfully absent from ship	2	-	-	-	-	-	2	-	-	-	-	-	1 male, 14 days; 1 male 14 days.
Failing to carry navigation lights	1	-	-	-	-	-	1	-	-	-	-	-	
Setting fire to bushes	2	-	-	-	-	-	2	-	-	-	-	-	
Dangerous substance in Post Office letter box	-	-	1	-	-	-	-	-	-	1	-	-	
Other cases	3	-	-	-	-	-	3	-	-	-	-	-	

Offences dealt with by Naval Authorities after reports by Police

	1956	1957
Assault	—	1
Drunk and disorderly	4	4
Interfering with private property	1	1
Larceny	—	1

POLICE

The authorised strength of the Falkland Islands Police Force is seven, consisting of the Chief Constable, one sergeant, one senior constable and four constables, all of whom are stationed in Stanley. Two constables are stationed at South Georgia.

With the exception of the Chief Constable, members of the Force are recruited locally.

Training is carried out under the supervision of the Chief Constable.

Crime

The number of indictable offences has increased slightly. The most serious cases of juvenile delinquency during the period under review were sacrilege and larceny. The incidence of juvenile delinquency has increased during the last two years.

Other Police Duties

The Chief Constable also acts as Gaoler, Immigration Officer and Sanitary Inspector. The Police Department issues and renews firearm certificates, gun licences, driving licences, and is responsible for the registration of motor vehicles, the testing of applicants for driving licences and the licensing of dogs.

PRISONS

There is one small prison in Stanley. The Chief Constable acts as gaoler and other members of the Force as warders. A part-time gaol matron is employed.

Prisoners (all males) received during 1956 and 1957 served the following sentences :

<i>Sentence</i>	<i>Sentence</i>
1956	1957
14 days	6 weeks
14 days	3 months
21 days	6 weeks
14 days	
14 days (concurrent sentence)	
1 month	

There is no special provision for first offenders, recidivists, etc.

Prison discipline is governed by the Prisons Regulations, 1949, and is enforced by the Gaoler and Warders.

Health of the prisoners is under the supervision of the Senior Medical Officer of the Colony. There are no facilities for the education and training of prisoners.

Prisoners are employed on work in and around the gaol, such as painting, cleaning and gardening, and are occasionally put to work in cutting peat and making concrete blocks. Prisoners receive no payment when in prison. Remission of sentence is earned at the rate of four days per month by those imprisoned for one month or over.

The Colony has no Borstal or similar institutions and there is no after-care of prisoners.

Chapter 10: Public Utilities and Public Works

ELECTRICITY

A 24-hour supply is available in Stanley. The supply voltage is 230 A.C. for lighting, heating and small power, and 400 A.C. for large power. The new diesel electric power station opened on 27th January, 1951, has a maximum output of 550 kW. Distribution is overhead at 3.3 kv. and 230 to 400 volts. The system is 3-phase 4-wire. The power station is operated by the Government.

There are 460 consumers in Stanley. Tariff is at a fixed rate of 4½d. per unit. Major consumers are the Government, the Falkland Islands Company, Limited, and the Stanley Town Council.

In the Camp most of the farms have installed their own generating plants; some supply power to a single house, while others with a larger generating capacity supply the whole of the settlement. Shepherds living in isolated houses have in many cases installed their own lighting systems fed from low voltage batteries charged by wind generators.

WATER SUPPLY

The water supply in Stanley will soon be much improved by the construction of a completely new water purification and filtration plant. This will ensure a sufficient supply of pure chlorinated water up to modern standards throughout the town. The source of raw water is the Moody Valley Stream which is some three miles to the west of the town. Water is pumped through a new pipeline into two existing reservoirs in Stanley. Storage is available for some 335,000 gallons, and many householders use rainwater tanks as reserves. Consumption averages 40,000 gallons daily.

In the Camp use is made of fresh-water springs, rainwater tanks and wells with hand-drawn or windmill-pumped supplies.

PUBLIC WORKS

The Public Works Department is responsible for the care and maintenance of Government buildings, the construction of new Government works and the maintenance of Stanley roads and water supply.

The staff in 1957 numbered 46, of whom seven were artisans from the United Kingdom, eight were local tradesmen and the remaining 31 locally-engaged handymen and labourers.

The principal activities of the Department during 1956 and 1957 were the erection of five houses, installing bathrooms in a number of houses, building a new telephone exchange, a new office for the Education Department and the completion of the nurses' quarters. About 16,000 cubic yards of peat were also cut each year, most of it by hand.

Chapter 11: Communications

SHIPPING

THE Falkland Islands Company's R.M.S. *Darwin* of 1,792 tons replaced the *Fitzroy* in August 1957. The new vessel carries 40 passengers and with her well-designed lounge, dining saloon and cabins the voyage of 1,000 miles between the Colony and Montevideo can now be enjoyed in comfort. She will average 12 round trips annually, carrying mail, freight and passengers. In addition to the main link with Montevideo the vessel made various calls at settlements in the Colony. Other vessels are chartered by the Falkland Islands Company to bring supplies from the United Kingdom and to take back the wool clip.

The R.R.S. *John Biscoe* and the R.R.S. *Shackleton* provided occasional communication between Stanley, South Georgia and the Dependencies, and the latter vessel made two trips to Montevideo in 1957 to relieve the shipping shortage caused by the delay in the arrival of the R.M.S. *Darwin*.

H.M.S. *Protector* was based on Stanley from November to March in 1955-56 and 1956-57.

The following table shows the number of vessels which entered and cleared Stanley in the two years:

	1956	1957
Number of ships entering . . .	24	19
Number of ships clearing . . .	21	19
Net tonnage in . . .	22,617	28,042
Net tonnage out . . .	21,600	27,382
Passengers in . . .	267	223
Passengers out . . .	252	283

RAILWAYS

There are no railways in the Colony.

ROADS AND VEHICLES

There are 12 miles of road in and around Stanley, they are mainly of water-bound macadam construction and are at present in a very poor state of repair, with the notable exception of the main road along

the sea front on which are situated most of the principal buildings. This section, which was completed in 1957 and is approximately one mile in length, is constructed of concrete and is the first part of the new road reconstruction programme. It is intended to reconstruct the remaining roads in tar-macadam.

Rough unsurfaced tracks have been constructed across the Camp between some Settlements on the East and West Islands and limited summer travel is possible by means of Land Rover or motor-cycle, depending on weather conditions.

The following table shows the number of vehicles registered in 1956-57:

	Imported		Registered	
	1956	1957	1956	1957
Lorries . . .	1	2	75	77
Vans . . .	1	2	16	18
Cars . . .	11	20	148	168
Motor cycles . . .	6	23	90	113
Power scooters . . .	6	—	8	8
	25	47	337	384

LAKE AND RIVER TRANSPORT

There are no navigable rivers in the Colony and no lakes.

AIR SERVICE

The Falkland Islands Government Air Service, was started in 1948. It now operates two single-engined De Havilland Beaver sea-planes. An internal service for passengers, mail and freight is maintained, linking the settlements with Stanley. The number of passengers carried in 1956 was 2,510. There was a decrease in 1957 when a total of 1,670 passengers were flown, but this was caused by the un-serviceability of the aircraft between May and July.

Invaluable work was done in flying urgent hospital cases to Stanley for treatment. In addition, the aircraft has been engaged on experimental aerial oversowing of grass seed, which appears to have proved successful.

There is no international service connecting the Colony with the outside world.

POSTS AND TELEGRAPHS

A telephone system is maintained in Stanley by Government for general as well as official use. There were 391 telephone subscribers in 1956 and 395 in 1957.

A new exchange building was erected in 1957 and a new telephone exchange switchboard with a larger capacity installed.

Most of the sheep-stations on the East Falkland have their own lines connected to the Stanley system; on the West Falkland the telephones converge on Fox Bay where there is a Government wireless station for inter-island traffic.

Some of the farms have private radio transmitters for local use, but these have been largely superseded by radio-telephone sets provided and installed by the Government.

The Posts and Telegraphs Department handles approximately 16 mails annually from overseas, each averaging 180 bags. An average of 40 inter-island mails also pass through the Post Office. Inter-island airmail between Stanley and the settlements is carried when weather conditions permit.

Telegrams for inland and overseas are accepted at the Post Office and the number of telegrams handled in 1956 exceeded 60,000.

A commercial wireless telegraphy station operates daily from 9 a.m. until 11 p.m. and employs six operators and one apprentice.

Two electricians are employed on servicing the telephone, broadcasting and re-diffusion services.

Chapter 12: Press, Broadcasting and Films

PRESS

No newspapers or periodicals are published in the Colony, other than the official *Gazette*. A weekly newsletter, is however, broadcast to Stanley, the Camp and the Dependencies.

BROADCASTING

The Falkland Islands established the first colonial broadcasting service. In the early part of 1929 a wired broadcasting system was started in Stanley; the service covered not only the town but also many parts of the East Falkland, the programme being carried to outlying farms by the normal telephone lines. Although a number of earlier experiments were made, wireless broadcasting from a radio transmitter did not become a regular feature until 1942. The two methods, operated jointly, are now a well-established service in the islands.

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

Programmes of two to three hours' duration are broadcast daily, and four part-time announcers are employed. B.B.C. news bulletins, sports results and "Radio Newsreel" are broadcast regularly, and extensive use is made of the B.B.C. Transcription Service. The acquisition of a tape recording machine in 1953 has facilitated the production of local features.

There were 420 wireless receiving licences issued in 1956 and 441 in 1957. Three hundred and thirty-six wired broadcasting subscriptions were paid in 1956 and 330 in 1957.

FILMS

A film library organised by the Superintendent of Education was established in 1953; it has grown considerably and its membership has increased. By the end of 1957 the library was supplying films to four stations on East Falkland and eight stations on West Falkland. Prints are obtained from J. Arthur Rank Overseas Film Distributors, Ltd., and from the Central Office of Information, London. The library operates on a non-profit basis. Films of educational value are shown at the Senior School, Stanley. A local business man operates a cinema in the Town Hall, Stanley, where films are shown once weekly.

INFORMATION SERVICES

No information service is operated by Government. Important announcements are broadcast over the local radio station.

Chapter 13: Local Forces

THE Falkland Islands Volunteer Corps was first formed in 1892. The Force stood down in 1919 and was reconstituted in 1920 as the Falkland Islands Defence Force. Service in the Force is voluntary.

An annual training camp was held prior to 1939 which proved beneficial to the Force in general. In 1955 it was decided to re-institute the practice and a camp was held in 1956 and again in 1957. A detachment of Royal Marines attended the 1957 Camp under Captain Baizley, R.M., who acted as Camp Commandant and was responsible for the training.

During the winter months instructional parades were held in the Drill Hall and the knowledge gained at the training camps was imparted to those members who had been unable to attend.

Musketry classification, and the competition for the Falkland Islands Force 122 Trophy is held annually for members on the active list of the Force. The Stanley Cup competition, which is also an annual event, is open to members on the active, reserve, and retired lists of the Force.

Small bore rifle shooting was held in the Drill Hall throughout the winter months on Wednesdays and Fridays for ladies, Mondays and Thursdays for men, and on Sunday afternoons for boys between the ages of 12 and 18 years. Badminton was held on Tuesdays and Saturdays.

During the summer months the Drill Hall is made available to the catering branch of H.M. ships and the local Red Cross for the purpose of supplying suppers and teas for naval personnel when ashore. In January, 1957, during the visit of His Royal Highness the

Duke of Edinburgh, the Red Cross supplied teas in the Drill Hall to the crews of the Royal Yacht *Britannia* and H.M.S. *Protector*, and in August, to the crew of H.M.S. *Warrior*. As there are no restaurants in Stanley, the serving of teas, etc., by the Red Cross is greatly appreciated.

The Falkland Islands Defence Force provides a guard of honour on the occasion of the celebration of the birthday of Her Majesty the Queen and on other ceremonial occasions.

The total expenditure on defence was £1,286 in 1955-56 and £1,368 in 1956-57.

Chapter 14: General

THE D.S.I.R. IONOSPHERIC OBSERVATORY

THE ionospheric observatory, which was established in Stanley in 1947, is maintained and staffed by the Radio Research Organisation of the Department of Scientific and Industrial Research.

Since its inception, the observatory has been engaged in providing data, both for long-term research into the behaviour of the ionosphere and for the preparation of predictions for users of radio communication circuits. These predictions enable operators to determine the optimum frequencies over any circuit, for periods up to six months in advance.

The data, which includes heights and frequency characteristics of the various layers of the ionosphere, together with absorption losses, are obtained using automatic vertical incidence sounders, which display the results as a photographic record in a form most convenient for analysis.

During the International Geophysical Year (July 1957-December 1958), all ionospheric stations throughout the world are organised to provide measurements at exactly the same times, the observations being synchronised through the medium of radio time signals. In this period the programme at Stanley has been considerably increased and includes measurements of the intensity of atmospheric noise, which, together with absorption measurements, are arranged to give a full 24-hour coverage. Throughout Special World Intervals and Regular World Days, vertical incidence soundings are made at quarter-hourly intervals and the results sent to England, where they are reproduced and distributed to other organisations participating in the International Geophysical Year.

Close co-operation exists with the Falkland Islands Dependencies Survey and regular contact is maintained by radio with the base at Port Lockroy, where similar work is in progress. This enables

information used in compiling predictions to be made available as required and also provides a useful means of interchanging technical information.

As part of the International Geophysical Year programme a seismograph was installed and brought into service at the end of 1957. This is operated on behalf of the Falkland Islands Dependencies Survey, which has no suitable photographic and maintenance facilities in Stanley.

PART III

Chapter 1: Geography and Climate

THE Falkland Islands lie in the South Atlantic Ocean between 51° and 52½° South and 57° and 62° West and are about 300 miles east and slightly to the north of the Straits of Magellan. Montevideo, through which most of the Colony's supplies are received, is 1,012 miles to the north. The nearest British territory, apart from South Georgia and the Falkland Islands Dependencies to the south, is Tristan da Cunha, some 1,600 miles to the north-east. British Guiana is the nearest Colony, on the mainland of South America. The United Kingdom is about 8,000 miles distant.

There are two main islands, the East and West Falkland, divided by the Falkland Sound, running approximately north-east and south-west, and about 200 smaller islands around them within a space of 130 by 80 miles. The area, computed from the Admiralty chart, is as follows:

	Square miles
East Falkland and adjacent islands . . .	2,580
West Falkland and adjacent islands . . .	2,038
TOTAL	4,618

The islands have a very deeply indented coastline and possess many excellent harbours and anchorages. The surface is generally hilly, attaining its maximum elevation of 2,315 feet in Mount Adam on the West Falkland. There are no navigable rivers. The entire country is covered with moorland, "white grass" (*Cortaderia hilosa*) predominating, although there are large areas of "diddle dee" (*empetrum*). There are numerous outcrops of rocks and here and there peculiar "rivers" of angular boulders, known locally as "stone runs", the origins of which are not known. Apart from Stanley, where practically every house has a garden, there is no cultivation except in the immediate vicinity of the farm settlements and shepherds' houses, where vegetables, fruit bushes and in some places oats and grass for hay are grown. The soil is mainly peat, but sandy areas occur. In general appearance the Falklands are bleak, but they can nevertheless look attractive in fine weather and the sunsets are often magnificent.

The climate of the Falklands is vigorous but healthy. It is cool and windy, with an average annual temperature of 42° F. The islands are generally colder than any part of the British Isles, though temperatures below 20° F. are uncommon, even in mid-winter, because of the maritime exposure. For the same reason the maximum summer temperature seldom exceeds 70° F. Warm spells with light

winds are infrequent and, when they do occur, are of brief duration. The islands are exposed to persistent strong winds which accompany fair weather as often as foul. The average wind speed throughout the year is 15 knots, and gales (winds whose mean speed is greater than 33 knots) develop for at least short periods almost one day in five, with a tendency to be more frequent in summer. Thus the islands are windier than almost any part of the British Isles, except a few exposed coastal areas in the north and west. Rain, which is generally light or moderate in intensity, is fairly evenly spread throughout the year, but the summers are characterised by fair and very dry spells when north-west winds reach the area after the passage over the Andes. The average rainfall is about 28 inches per year, which is rather more than in London. The aggregate of bright sunshine, however, is almost exactly the same and averages four hours per day over the year.

Trees exist only where they have been planted, but there are areas of wild fuchsia (*Chiloitrichum diffusum*) and, on the West Falkland only, box (*Veronica elliptica*) is indigenous. Most of the islands and small coastal areas are clothed luxuriantly in tussac grass (*Poa flabellata*), which is excellent food for stock and which has kept more than one shipwrecked sailor alive.

The capital, Stanley, is situated on a sharply rising hillside forming the southern slopes of a harbour entered from Port William, on the east of the group. It has about 1,200 inhabitants. Smaller settlements have been established at headquarters of the various sheep stations into which the Colony is divided. Of these the most important is Darwin, the headquarters of the Falkland Islands Company's farms, with a population of about 100. Throughout the Colony the density of population is one person to about every two square miles. The entire territory outside Stanley is known locally as the "Camp" (Spanish: Campo—countryside).

Sheep farming is the only industry and the land carries one sheep to every four or five acres. Mutton is the staple diet of the population. All wool, together with sheep skins and the limited number of cattle hides, are sold in the United Kingdom. A freezing plant financed by the Colonial Development Corporation operated for a short period in 1953 and 1954 when it closed as not sufficient sheep were available to justify its continued operation. The plant is now in the hands of the Receiver.

Chapter 2: History

THE honour of first sighting the Falklands is thought to belong to Captain John Davis, who observed the group from his ship *Desire* in 1592. He sailed from Plymouth in an expedition commanded by Admiral Cavendish with the Philippines and the coast of China, via Cape Horn, as their destination.

John Jane, the historian of the voyage, described the discovery of the islands as follows:

"The ninth (August 1592) wee had a sore storme, so that wee were constrained to hull, for our sailes were not to indure any force. The 14 wee were driven in among certaine isles never before discovered by any known relation, lying fiftie leagues or better from the shore East and Northerly from the Streights; in which place unlesse it had pleased God of his wonderful mercie to have ceased the winde, wee must of necessite have perished. But the winde shifting to the East wee directed our course for the Streights, and the 18th August wee fell with the Cape (Virgin) in a very thick fogge; and the same night wee ankered ten leagues within the Cape."

These isles were the Falkland Islands.

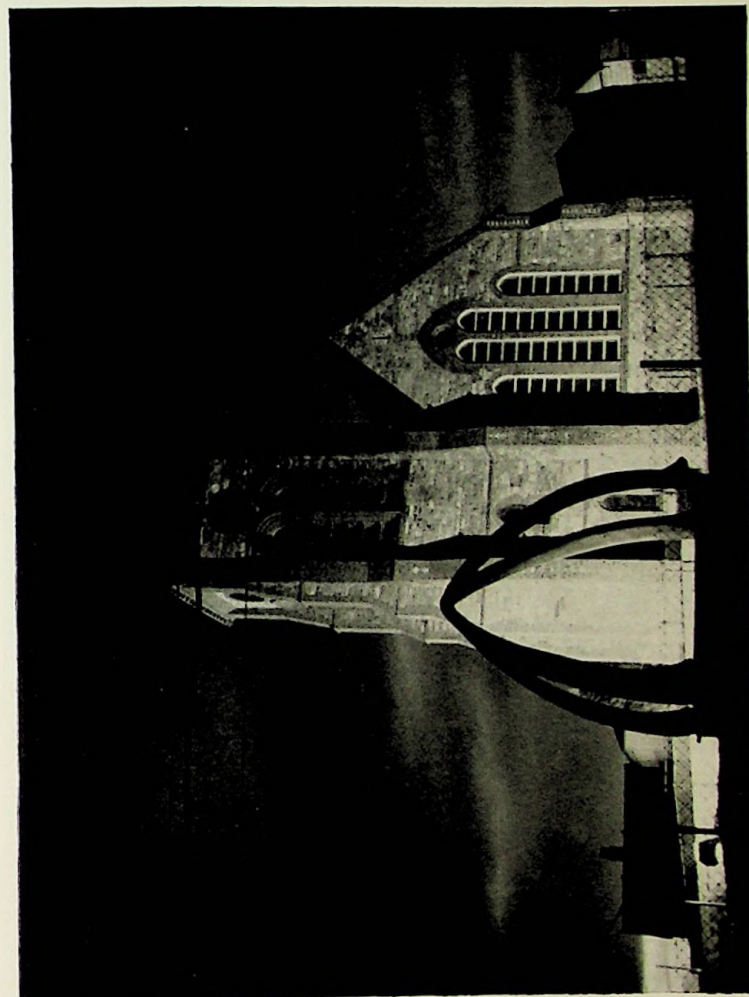
Two years later Sir Richard Hawkins reports having seen them, and called them "Hawkins' Maidenland" after Queen Elizabeth, and a Dutchman, Sebald Van Weerd, appears to have visited some of the outlying islands, thought to be the Jasons, on the north-west coast in 1598. They were long named the Sebaldine Islands and are so shown on a map hanging in the Secretariat at Stanley, bearing a date "about 1790".

The Falklands were so named by Captain Strong after Viscount Falkland, Treasurer of the Navy, in 1690. He sailed in the *Welfare* between the West and East Falklands and called the passage Falkland Sound. But it does not appear that his name was applied to the group as a whole before 1745.

To historians the islands are known also as "Les Malouines" after Viscount de Bougainville, who sailed from the Brittany port of St. Malo; the Spanish variant of "Las Islas Malvinas" is used on the mainland of South America.

The recorded history of the islands begins in 1764 when a settlement was established by de Bougainville. Setting sail from St. Malo on 15th September, 1763, he called at Montevideo—as is still the custom—where he took on board everything that was necessary to establish a settlement, including cows, calves, goats, sheep, pigs and horses. The Falklands were reached on 31st January, 1764. Finding no good anchorage at what is known as West Falkland, the expedition sailed round to East Falkland and entered Berkeley Sound. The site for the new settlement was selected on 17th March and a fort, St. Louis, was erected, together with several huts. On 5th April formal possession in the name of King Louis XV was taken of all the islands under the name of "Les Malouines". Traces of this colony may still be seen at the western extremity of Berkeley Sound.

In the light of history it seems a strange coincidence that the Admiralty should have despatched to the Falklands about the same time a Captain John Byron ("Foul-weather Jack") with orders to seek some suitable place to use as a base. He made his landfall at Saunders Island and taking possession of this and all the neighbouring



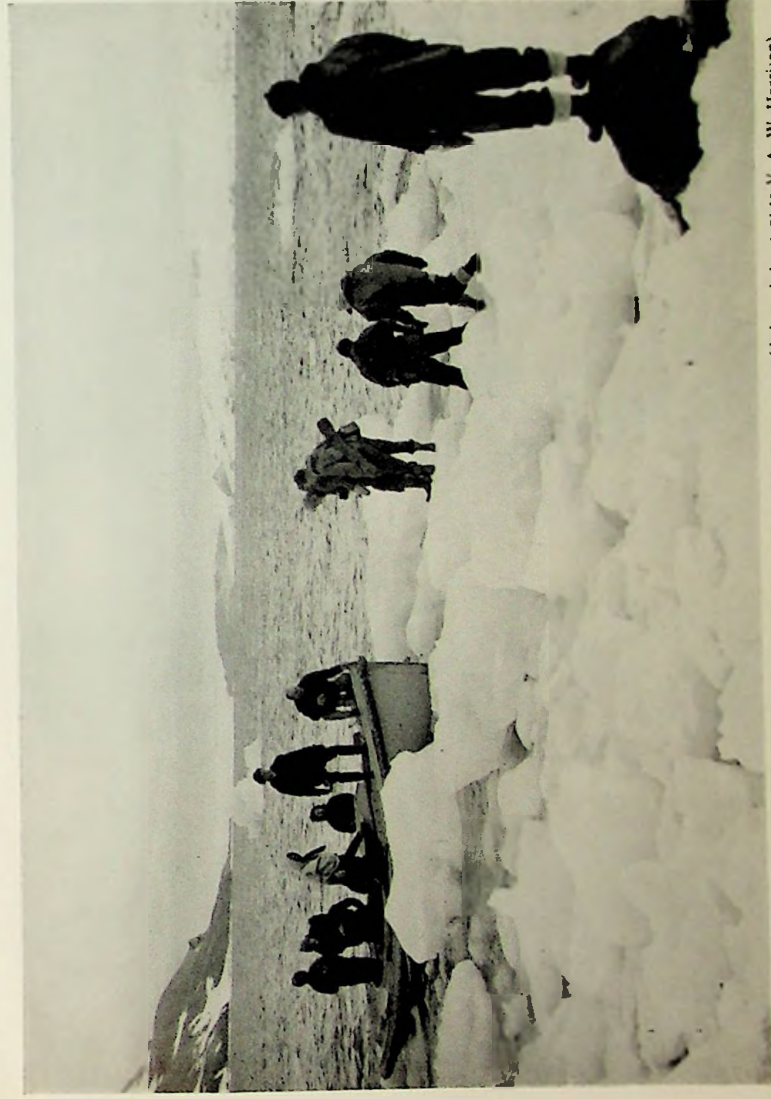
(Acknowledgement to V. A. W. Harrison)

The Cathedral at Stanley floodlit during the Royal Visit.



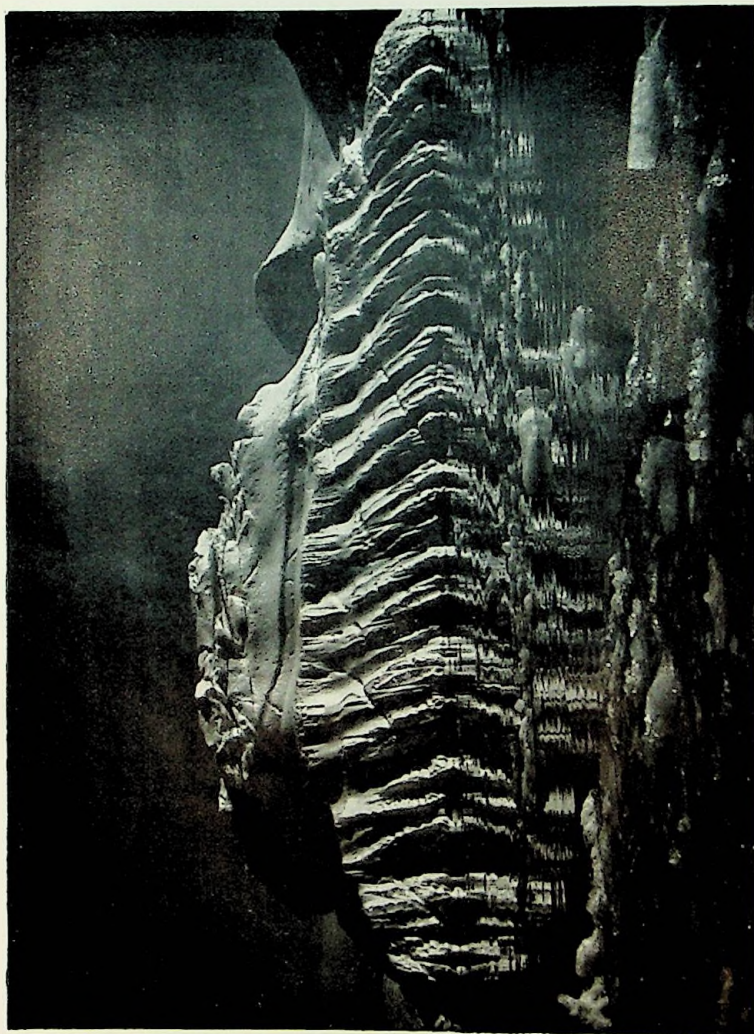
(Acknowledgement to V. A. W. Harrison)

Shearing in progress in a wool shed at Fox Bay East.



(Acknowledgement to V. A. W. Harrison)

The launch of R.R.S. Shackleton taking off members of the Falkland Islands Dependencies Survey from the base at Admiralty Bay, South Shetlands.



(Acknowledgement to V. A. W. Harrison)

Fluted iceberg near Port Lockroy.

Byron left 7. — Ten Admiralty
 History 41 p.m. 1
 sent MacBride

islands in the name of King George III, named the settlement and harbour "Port Egmont" after the Earl of Egmont, then the First Lord of the Admiralty.

On his departure he left Captain MacBride in charge and the latter, while circumnavigating the islands, was surprised to discover the French settlement at Port Louis less than 100 miles from his own base. He warned the French to remove themselves from the territory belonging to the English Crown and himself went to England to report his discovery. The Government thereupon decided to establish a settlement at Port Egmont and during 1766 both countries maintained settlements in the islands. For the next two years much bad feeling was engendered among the three great Powers of the period, France, Spain and England. Spain had for long regarded the South Atlantic as her own particular sphere of interest and was determined to resist any attempts by either France or Britain to appropriate the islands. After long, and very angry, correspondence, the French King consented to withdraw his subjects and it was duly done in 1767 on payment of a sum said to have amounted to £24,000. The Spaniards, having taken possession, changed the name of the settlement to Soledad, and left a garrison there under authority of the Imperial Governor at Buenos Aires. Of this episode, de Bougainville wrote:

"I delivered our settlement to the Spaniards who took possession of it by planting the Spanish colours which were saluted at sunrise and sunset, from the shore and from ships. I read King Louis' letter to the French inhabitants of this infant colony by which His Majesty permits their remaining under the Government of His Most Catholic Majesty. Some families profited of this permission: the rest, with the garrison, embarked on board the Spanish frigates."

Endeavours to induce the British to withdraw were more protracted and eventually orders were sent for their expulsion by force. On the 4th June, 1770, a Spanish frigate entered Port Egmont and two days later four more Spanish ships anchored opposite the settlement. The one British vessel was a sloop-of-war, the *Favourite*, and the only fortifications a block-house and a mud battery mounting four-pounders. The British Captain, playing for time, wrote to the Spanish commodore, requesting him to depart as soon as he had obtained "necessary refreshments". In a brief reply the Spaniard stated that he had come with a very large force, comprising 1,400 men, besides the crews of his vessels, and an ample supply of ammunition and artillery, and his orders were to expel the British occupants. The latter then had no other course but to capitulate, the Spanish troops coming ashore on the 10th June, 1770. The British settlers were embarked on board the *Favourite* and sailed on the 14th June, reaching England on the 24th September.

The Spanish action brought the two countries to the verge of war, but on 16th September, 1771, after protracted negotiations, Port Egmont was restored to Britain. However, the settlement was

ilms

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short-lived, for the islands were abandoned by the British in 1774; before they left a plaque was erected on a blockhouse with the following inscription:

"BE IT KNOWN TO ALL NATIONS That Falkland Islands with this Fort, the Stonehouse, Wharfs and Harbours, Bays and Creeks thereunto belonging are of the Sole Right and Property of His Most Sacred Majesty, George the Third, King of Great Britain, France and Ireland, Defender of the Faith, etc. In witness whereof this plate is set up, and His Britannic Majesty's colours left flying as a mark of possession

by S. W. Clayton

Commanding Officer at Falkland Islands

A.D. 1774

While Port Egmont remained deserted the Spaniards maintained their settlement of Soledad until they too withdrew in the first quarter of the nineteenth century; the exact date is still uncertain. Apart from the sealing and other vessels which frequently took refuge in the natural harbours the Falklands were without permanent occupants for a number of years.

Argentine interests in the Falklands began in 1820 with the endeavours of Louis Vernet to revive the settlement at Port Louis (or Soledad). Vernet, by origin a German from Hamburg who had long resided in America, had moved to Buenos Aires. Under the authority of the Republic of Buenos Aires he finally took possession of Soledad in August, 1829. British protests followed this action, although the situation remained quiet until 1831. Vernet then seized three United States vessels, a rash action which eventually led to the American warship *Lexington* destroying the small fort at Soledad and retaking the vessels which had been seized.

Argentine claims to the islands persisted, but the British Government re-asserted its sovereignty in 1832 by sending out His Majesty's ship *Clio* under command of Captain Onslow. On reaching Port Louis he found 25 Argentine soldiers, and a schooner flying the Argentine colours. The Argentine commander was acquainted with the object of the mission and given orders to quit; while consenting to embark his soldiers he kept the Argentine flag flying, whereupon Captain Onslow landed, hoisted the British flag, and sent an officer to haul down the foreign flag, which was delivered on board the Argentine ship. On leaving Port Louis in 1833 Captain Onslow entrusted William Dickson (Vernet's storekeeper) with the care of the settlement, leaving him with instructions that the British flag be hoisted when any vessels anchored and on all holidays.

The year of establishment of the Colony is marked with a savage crime, which will cause less surprise if the wild nature of the settlers remaining at Port Louis is called to mind—sealers and whalers of various nationalities, Indians, convicts and gauchos from South America and adventurers generally disposed to resent the mere existence of authority. On 26th August, 1833, without warning, and,

as far as is known, for no tangible cause, Mathew Brisbane (Vernet's agent) and William Dickson were brutally done to death by three gauchos and six Indians, assisted by some deserters from vessels who supplied the firearms. Brisbane lies buried in the cemetery there, and his grave, put in order by Governor Allardyce many years after, and restored again by Sir James O'Grady in 1933, is now cared for and honoured.

When the news of the crime became known Lieutenant Henry Smith, R.N., was sent to the Colony as Governor and was succeeded as such by other naval officers until a civil administration was formed under Lieutenant R. C. Moody, R.E., in 1841. Governor Moody laid out a township which he named Anson and then removed in 1844 to Stanley, the present capital.

After difficult times in the beginning further settlers and fresh capital were gradually attracted by the possibilities of the new Colony and in 1846 that part of the East Falkland Islands lying south of the isthmus at Darwin was conceded by sale to Samuel Lafone of Montevideo. Lafone, however, did not long continue to farm property on his own account and in 1851 transferred it to the Falkland Islands Company, which was incorporated by charter that same year. The Falkland Islands Company, besides owning Lafonia, has extensive tracts of land in the northern half of the East Falkland Island and also in the West Falkland Island, and carries on business as shipping agents and general merchants in Stanley.

In 1849 a small garrison composed of sappers, which had been maintained in the Colony, was replaced in turn by a garrison of Marines, 25 in number and all married. About this time the South American Missionary Society founded a training settlement for Indians from Tierra del Fuego on Keppel Island. The settlement did not succeed and the experiment had to be abandoned. Bishop Stirling, who was consecrated the first Bishop of the Falklands Islands in 1869, came out to Keppel Island as superintendent of the settlement in 1862.

In February 1871 the Duke of Edinburgh visited the islands and in January 1881 Prince (later King) George entered Port William, together with his brother Albert Victor, on board H.M.S. *Bacchante*, but was prevented from landing by receipt of sudden orders to proceed to the Cape of Good Hope.

The early industry of the Colony was exploitation, mainly for their hides, of wild cattle running freely over the East Falkland Island. These wild cattle were descendants of the cattle introduced by de Bougainville and of later importations during the Spanish occupation; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor. Sheep farming was attempted first by the brothers Whittington on East Falkland, where, by the year 1860, a considerable number of sheep was being run, and shortly afterwards a start was made on the West Falkland. Between 1870 and 1880 a definite change-over from cattle to sheep took place and subsequently the wild cattle were killed off by degrees and have now become almost extinct.

The Colony enjoyed a steady prosperity from the proceeds of its wool, but few landmarks of positive progress stand out, other than that in 1885 the Colony became entirely self-supporting and that in 1912 a wireless station was opened. Indeed, the Falkland Islands were little remembered until 8th December, 1914, when they sprang into fame as the scene of Sturdee's brilliant victory over Graf von Spee. Not long before they had bidden farewell to Craddock on the eve of Coronel. The eighth of December has been adopted as a national day and is annually celebrated by religious services and by a public holiday. A memorial commemorating this victory was unveiled on 26th February, 1927.

When war was declared in 1939 the Falkland Islands Defence Force was embodied in order to man the previously chosen outposts and gunsites, and training of the infantry company was greatly intensified. At the same time the Colony's value as a naval base became obvious as a result of the activity in the South Atlantic. One notable local event was the return of the British cruisers after the battle of the River Plate to land the wounded, who were cared for in the local hospital for several weeks. At the beginning of 1940 there were at one time as many as six cruisers in Stanley harbour and its approaches, but after the disappearance of the German raiders, naval activity diminished greatly. The area to the south of the River Plate was devoid of shipping and, perhaps, too remote for submarine warfare.

In 1942, following the outbreak of war with Japan, a garrison of Imperial troops arrived. It comprised the 11th Battalion, the West Yorkshire (the Prince of Wales' Own) Regiment, the 259th A.A. Battery, R.A., and parties of the Auxiliary Corps, in all some 2,000 officers and men. The sending of such a force was an indication of the strategic importance of the Colony. The man-power shortage continued because batteries and outposts manned by the local force had to be kept at full strength.

Until a permanent camp of Nissen hutting was constructed, the 2,000 troops were billeted in the town and the householders of Stanley, despite all inconveniences, including the evacuation of schoolchildren to the Camp, displayed the hospitality which is a characteristic of the Falkland Islands. The Force left at the beginning of 1944 and was greatly missed; it was succeeded by a much smaller body, about 200 men, which was responsible for the maintenance and eventually the dismantling of the camp, and was withdrawn in 1945.

Unemployment in the Colony disappeared with the calling-up of men for the Falkland Islands Defence Force and this mobilisation embarrassed civil affairs in the early days. Military and civil man-power needs were a matter for frequent adjustment throughout the war, and although neither was perhaps fully satisfied, a state of fair equilibrium was reached, at least as regards essential activities. The drift of men into Stanley, which had been going on for some years, was aggravated in the early days of the war and has had a marked and permanent effect in a labour shortage on the farms.

Stanley Town Hall was accidentally burned to the ground in 1944. Its fine public hall played a very important part in social life, so that the loss of it was a blow to the whole community. The building contained also the Public Library, the Museum, and certain Government offices. A new Town Hall was opened in 1950.

The roads in Stanley deteriorated on account of heavy military traffic, for which they were not designed, and their reconstruction will be a long and expensive task.

During the war the Colony and Dependencies made gifts of over £70,000 to the United Kingdom as a war contribution, including some £20,000 for war charities. Ten Spitfires were purchased with £50,000 of this total, which was voted by the Legislative Council in 1940, and these aircraft flew into action bearing the name "Falkland Islands". Despite limited manpower, over 150 of the Colony's young men and women served in the Armed Forces, Merchant Navy, Nursing Services and the Land Army in the United Kingdom. After the war some of them elected to stay there.

Chapter 3: Administration

At the head of Government is the Governor and Commander-in-Chief, who is advised by an Executive Council composed of three official and five unofficial members. The three official members were the Colonial Secretary, the Senior Medical Officer and the Colonial Treasurer.

The constitution of the Legislative Council was changed in 1951, giving for the first time a majority to the unofficial members. With the Governor as President, the Legislative Council is composed of three *ex-officio* members (the Colonial Secretary, Senior Medical Officer and Colonial Treasurer), two nominated official members, six elected members and two nominated unofficial members.

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

Chapter 4: Weights and Measures

IMPERIAL weights and measures are in general use.

Chapter 5: Reading List

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The Dependencies

PART I

General Review of 1956 and 1957

THERE was a marked increase in the activities of the Falkland Islands Dependencies Survey during these years; new bases were established on the Loubet and Danco Coasts during 1956 and the Graham Coast during 1957. Field operations and scientific work, in addition to routine meteorology, was carried out from all bases and attention paid to making the best use of the summer months for geological, topographical and hydrographic surveys.

The aerial survey of the Falklands and its Dependencies was undertaken during the summer of 1955/56 and 1956/57, and over the two seasons very satisfactory results were obtained.

The Survey acquired two new ships, the R.R.S. *John Biscoe* and the R.R.S. *Shackleton*, to replace the old wooden R.R.S. *John Biscoe*, in order to meet the heavy shipping needs required to maintain and staff the increased number of bases and to allow more time for summer work.

The Admiralty arranged for a 3,600-ton Naval net-laying vessel, H.M.S. *Protector*, to be strengthened for service in ice-infested waters and to be equipped with helicopters. She was commissioned for service in the Dependencies and was able to render valuable assistance to field parties and to help with the relief of bases.

The International Geophysical Year commenced on 1st July, 1957, and from that date meteorological and other scientific activities were stepped up to meet international requirements.

The highlight of the period was the visit of His Royal Highness, the Prince Philip, Duke of Edinburgh, to the Dependencies and to South Georgia. This visit was a great honour and gave much pleasure to everyone in the F.I.D.S. organisation.

The Royal Yacht *Britannia*, escorted by H.M.S. *Protector*, sailed from Fox Bay in the Falklands on 9th January, 1957, for the visit to South Georgia and on the way encountered a whale catcher bearing down on a whale. Each was so intent on the business of hunter and hunted that the Royal Yacht passed unnoticed. South Georgia was reached on 12th January and the Royal party were able to visit the whaling stations at Leith and Grytviken and saw whales flensed at the latter station. Prince Philip went for a short trip on a whale catcher, but time was short and no whales were seen. The gunner,

however, demonstrated his skill by firing at a floating packing case and blowing it to pieces with his first shot. Prince Philip later visited the cemetery and saw the grave of Sir Ernest Shackleton.

The *Britannia* then visited the Bay of Isles so that Prince Philip could see the Elephant Seal and King Penguin rookeries there. Upon return to the Royal Yacht His Excellency the Governor took his leave of Prince Philip and again joined H.M.S. *Protector* for return to Stanley.

PART II

Chapter 1: Population

THE population of South Georgia comprises the workers at the whaling stations and a few Government officers at Grytviken (King Edward Cove) in Cumberland Bay. The total population in 1957 was 1,098. Five deaths were registered in 1956 and four in 1957. There were neither marriages nor births. The population fluctuates with the whaling season; in the winter the total declines to rather less than half.

Chapter 2: Occupations and Wages

WHALING and, to a small extent, sealing—with the necessary auxiliaries of repair shops—are the only occupations in South Georgia. Labour is recruited from overseas, mainly from Norway and the United Kingdom, on special terms adopted by the whole whaling industry. The whaling season is from October to April and the men work about 60 hours a week. During the remainder of the year the average number of working hours is 46. Sealing operations are conducted only from Grytviken.

There is a system of bonuses according to production and, besides wages and bonuses, all hands are provided with quarters, light and food, which, although plain, is good and plentiful. All foodstuffs are supplied by the companies, and no cost-of-living bonus is awarded. There are no shops or private trade, but each station has a "slop chest" where clothing, tobacco, etc., may be purchased.

Chapter 3: Public Finance and Taxation

REVENUE for 1956–57 amounted to £867,679, of which £637,068 was received from Her Majesty's Government as a grant towards the cost of the Survey. Expenditure was £1,018,256. In 1955–56 ordinary revenue was £188,795 and the grant from Her Majesty's Government was £1,119,373, making a total of £1,308,168. Expenditure for the same period amounted to £1,097,135.

The revenue and expenditure figures during the last five financial years are as follows:

	Revenue £	Expenditure £
1952-53	207,741	210,218
1953-54	345,500	297,470
1954-55	300,327	308,511
1955-56	1,308,168	1,097,135
1956-57	867,679	1,018,256

The general revenue balance at 30th June, 1957, was £157,342, and on the same date the Reserve Fund amounted to £123,452. The Dependencies financial year is from 1st July to 30th June.

The main heads of taxation are customs and income tax (for details see pp. 12 and 13). Revenue received was as follows:

	Import Duties £	Export Duties £	Income Tax £
1955-56	8,992	64,505	67,584
1956-57	13,290	88,420	53,753

Chapter 4: Currency and Banking

LEGAL tender consists of Falkland Islands Government currency notes of £5, £1 and 10s. denominations and United Kingdom coinage.

There are no banks, but facilities are provided by the Administration for deposits in the Government Savings Bank at Stanley and for remitting funds abroad.

Chapter 5: Commerce

EXCEPT for a certain amount of whale meat and fish, all the Dependencies requirements of foodstuffs are imported.

The value of imports and exports for the years 1956 and 1957 was:

<i>Imports</i> (including imports from High Seas for re-export)			
	1956 £	1957 £	
Food	150,352	225,017	
Beverages and tobacco	19,089	242,269	
Crude materials, inedible, except fuels	23,897	24,751	
Mineral fuels, lubricants and related materials	808,462	924,152	
Animal and vegetable oils and fats	455,194	1,014,974	
Chemicals	78,865	60,875	
Manufactured goods classified chiefly by materials	247,939	323,125	
Machinery and transport equipment	370,987	141,350	
Miscellaneous manufactured articles	72,739	73,712	
Miscellaneous transactions	332	—	
TOTAL IMPORTS	£2,227,856	£2,812,225	

Principal Imports and Sources of Supply, 1956

Item	Value	Quantity	Principal Supplying Countries
Mineral fuels, lubricants and related materials.	£ 808,462	108,193 tons	Dutch West Indies £400,464, Venezuela £245,018.
Animal and vegetable oils and fats.	455,194	5,896 tons	High Seas £455,194.
Machinery and transport equipment.	370,987	1,036 tons	United Kingdom £243,017, Norway £127,889.
Manufactured goods classified chiefly by materials.	247,939	1,092	United Kingdom £139,309, Norway £92,864.
Food	150,352	1,266	United Kingdom £71,952, Norway £39,239, Argentine £38,716.

Principal Imports and Sources of Supply, 1957

Item	Value	Quantity	Principal Supplying Countries
Mineral fuels, lubricants and related materials.	£ 924,152	91,282 tons	Dutch West Indies £106,054, Venezuela £494,931.
Animal and vegetable oils and fats.	1,014,974	11,345 tons	High Seas £1,014,974.
Machinery and transport equipment.	141,350	253 tons	United Kingdom £117,206, Norway £22,085.
Manufactured goods classified chiefly by materials.	323,125	2,608 tons	United Kingdom £176,825, Norway £43,385, Argentine £67,492.
Food	225,017	2,598 tons	United Kingdom £137,646, Argentine £65,071, Norway £20,640.

Principal Supplying Countries

	1956 £	1957 £
United Kingdom	567,164	627,710
Argentine	159,118	341,201
Netherlands (Antilles)	400,464	106,054
Norway	341,539	160,153
Venezuela	245,018	494,931

Falkland Islands
Sources of Imports

	1956 %	1957 %
British Commonwealth	26.35	22.34
Foreign countries	53.25	41.58
High seas	20.40	36.08
TOTAL IMPORTS	100.00	100.00

Domestic Exports 1956

	£	
Whale oil and seal oil	2,648,797	205,998 barrels
Other whale products	857,432	17,797 tons
Other goods	35	
TOTAL	£3,506,264	

Re-Exports 1956

	£	
Fuel oil	70,020	8,735 tons
Goods returned for repair	40,952	2,303 cwt.
Empty containers	13,979	4,401 (number)
Whaling machinery	1,671	4 tons
Miscellaneous items	215	
	£126,837	

Domestic Exports 1957

	£	
Whale oil and seal oil	2,268,009	133,482 barrels
Other whale products	789,351	21,597 tons
Other goods	—	
	£3,057,360	

Re-Exports 1957

	£	
Whale oil	1,257,146	14,010 tons
Fuel oil	35,976	4,497 tons
Goods returned for repair	89,179	6,975 cwt.
Empty containers	8,087	977 (number)
	£1,390,388	

Principal destination of Exports (including re-exports) by value

	1956 £	1957 £
United Kingdom	2,371,021	3,703,376
Norway	813,981	534,306
Holland	355,968	165,837

Production

Destination of Exports (including re-exports) by value and destination

	1956 %	1957 %
British Commonwealth	65.26	83.26
Foreign countries	32.74	15.93
High seas	2.00	0.81
TOTAL EXPORTS	100.00	100.00

Chapter 6: Production

WHALING and sealing are the only industries in the Dependencies and the by-products of the whale, such as meat-meal and guano, are the sole products. The whaling season lasts for six months, from October until April. The sealing season is from March to November. For the primary purpose of assisting whaling operations the Government has, since January 1950, maintained a meteorological station in South Georgia, and in 1957 there were eight other meteorological stations in various parts of the Dependencies manned by personnel of the Falkland Islands Dependencies Survey.

Whaling

There are three whaling stations, all of which are in South Georgia, and a ship repair base with a dry dock at Stromness.

The average price of first-grade whale oil in 1955-56 was £83 per ton; in 1956-57 it was £86 10s. per ton.

In the 1955-56 season 3,001 whales were killed, giving 172,226 barrels of oil valued at £2,144,492. Bags of meat and bone meal totalled 227,539, worth £798,377. In 1956-57 season 3,068 whales were killed, giving 147,524 barrels of oil valued at £1,829,297. Bags of meat and bone meal totalled 158,958, worth £635,832.

The following table shows the catch and production of whales for the past six seasons.

Season	Number of Whales	Oil (barrels)	Bone Meal (bags)
1951-52	2,630	144,614	113,385
1952-53	2,270	119,905	103,233
1953-54	3,590	184,555	166,616
1954-55	3,181	180,723	170,734
1955-56	3,001	172,226	227,539
1956-57	3,068	147,524	158,958

Sealing

This is confined to the surplus males of the herd of elephant seals (*Mirounga leonina*) which, with the co-operation of the sealers, has been carefully guarded by the Administration; and, in accordance

with a report submitted by the Falkland Islands Dependencies Survey biologist, the annual catch has been restricted to 6,000 for a five-year period starting in 1952. Sealing is carried out under licence, and the coasts of South Georgia are divided into four regions, of which only three are worked annually so that each division is rested one year in four. The catches for the last five seasons have been:

Seasons	Seals	Oil (barrels)	Average per Seal (barrels)
1953	6,000	11,475	1.912
1954	6,000	11,425	1.904
1955	6,000	12,068	2.011
1956	6,000	11,809	1.97
1957	5,408	11,020	2.04

Chapter 7: Social Services

EDUCATION

THERE was one child in South Georgia during 1957. There were no educational facilities, but books and materials were obtainable from the Education Department in Stanley.

HEALTH

Apart from the common cold introduced from visiting ships, the Dependencies were remarkably free from sickness.

The whaling companies employ their own doctors, and the company at Leith Harbour maintains a well-equipped hospital. The Government contributed a share of the salary of the Medical Officer at Grytviken. A dentist, appointed and paid by the Government and equipped by the companies, served throughout the period under review.

HOUSING

All Government officials were well housed and the accommodation provided by the whaling companies for the men working on the stations was adequate. Work was begun on three new Government houses towards the end of 1957.

SOCIAL AMENITIES

Each of the whaling companies had its own cinema. Football is the most popular sport in summer and ski-ing in winter.

Chapter 8: Legislation

THE following Dependencies Ordinances were enacted during the period under review:

1956

The Place-names Ordinance, providing for the declaration of place-names in the Dependencies which are officially accepted and the addition of new place-names.

1957

The Application of Colony Laws Ordinance, applying the following Colony laws to the Dependencies:

The Interpretation and General Law (Amendment) Ordinance, 1955.

The Application of Enactments (Amendment) Ordinance, 1955.

The Pensions (Amendment) Ordinance, 1955.

The Diplomatic Privileges (Extension) (Amendment) Ordinance, 1955.

The Registration of United Kingdom Patents (Amendment) Ordinance, 1956.

The Government Wharves (Amendment) Ordinance, 1956.

The Customs (Amendment) Ordinance, 1956.

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

The Income Tax (Amendment) Ordinance, 1957.

The Dangerous Drugs (Amendment) Ordinance, 1957.

Chapter 9: Justice, Police and Prisons

THE Administrative Officer is also the Magistrate. He sits at Grytviken in the first instance, and the Supreme Court in Stanley is common to all the Dependencies. Two police constables are stationed at South Georgia.

The following offences were committed in 1956/57:

Against the Customs Ordinance	.	.	.	16
Against the Firearms Ordinance	.	.	.	1
Common assault	.	.	.	1

There is a small prison at Grytviken; the police constable acts as gaoler when required.

Chapter 10: Public Utilities

THERE are no public utilities. The whaling stations and the Government quarters have their own water and electricity supplies. The Government power station consists of two 75 kW. and one 27 kW. generators, which were installed in 1955 at a total cost of £26,000, including re-wiring and the installation of water heaters and cookers in the Government quarters.

Chapter 11: Communications and Transport

THERE is no regular sea communication between South Georgia and Stanley, but during the whaling season the opportunity occurs for the passage of mails direct between Europe and the River Plate and South Georgia. Ships of the pelagic fleet call at South Georgia on their way to the whaling grounds in November and again on their return journey in March.

South Georgia is visited at least twice a year by the R.R.S. *John Biscoe* and the R.R.S. *Shackleton* for refuelling in the course of their annual relief tours of the Dependencies. H.M.S. *Protector* also paid a number of calls.

Three floating docks are maintained by the whaling companies at South Georgia, one at Grytviken and two at Stromness Harbour. A dry dock has been constructed at Stromness, which is capable of taking a vessel with a displacement of 975 tons. The floating dock at Grytviken is 133 feet long and 34 feet broad; it has a lifting capacity of 600 tons. It will house vessels up to 140 feet in length and 15 feet 6 inches draught. The larger dock at Stromness is 150 feet long and 34 feet wide; this will accommodate vessels up to 160 feet in length and 15 feet in draught.

There are two ports of entry in the Dependencies, one at Grytviken, South Georgia, and the other at Port Foster, Deception Island, in the South Shetlands.

The following ships entered at South Georgia in 1956 and 1957:

Nationality	1956		1957	
	Vessels	Tonnage	Vessels	Tonnage
British	59	107,977	51	120,061
Others	29	36,364	29	44,704

The tonnage represents the total net register.

Post offices are maintained at each of the Survey Bases and at South Georgia. Because of the enthusiasm of philatelists the sale of stamps is out of all proportion to the population and forms a large item in the revenue of the Dependencies.

The Colonial Wireless Station at Grytviken is in regular communication with Stanley through which traffic passes overseas.

Chapter 12: Meteorological Services

THE Falkland Islands and Dependencies Meteorological Service (which was established in 1950) is constituted as an integral part of the Falkland Islands Dependencies Survey and embraces also the forecasting offices at South Georgia and Stanley, Falkland Islands. The headquarters of the Service is at Stanley and the cost of its operation is carried on the Dependencies' budget with a small contribution from the Colony.

The general functions of the service are:

- (1) provision of forecasting services for the whaling fleets operating in the waters of the Falkland Islands and Dependencies, and for any aircraft in these areas;
- (2) provision of local forecasts in the Falkland Islands for the general public, for coastal shipping and the Government Air Service;
- (3) the organisation of meteorological observations in the Falkland Islands and Dependencies, and the broadcasting of this information in the form of collective synoptic messages designed for international use;
- (4) the collection and publication of climatic data;
- (5) limited investigation into the meteorology of the Falkland Islands and Dependencies' area.

Forecasting Services

Forecast bulletins were broadcast from Stanley and South Georgia during the whaling seasons, and local area forecasts for both the Falklands and South Georgia were issued throughout the period. Special forecasting arrangements were made to assist the crews of two Canso aircraft of Hunting Aero Surveys, Ltd., during the early part of 1956 and the summer of 1956-57.

During 1957 the aviation forecasts were also supplied, on request, to the trans-Antarctic Expedition base at Shackleton, and also to the United States Weddell Sea base, Ellsworth.

Reporting Stations and Collective Broadcasts (FICOL)

Full reporting stations were maintained at Stanley, Grytviken and the F.I.D.S. bases at Signy Island, Admiralty Bay, Deception Island, Hope Bay, Argentine Islands and Horseshoe Island. A new base was opened at Loubet Coast during 1956. A subsidiary station was also operated at Viewpoint, several miles south of Hope Bay, but this was not continuously manned. The radio-sonde station at Argentine Islands continued the daily ascent, which was made at 1400 G.M.T., until the end of March 1957, when the time was changed to 1100

G.M.T. Extra ascents at 2300 G.M.T. were done during the World Meteorological Intervals of the International Geophysical Year. Three subsidiary stations were maintained in the Falkland Islands by part-time observers for most of the period, but one of these stations closed at the end of August 1957.

During the year 1957 surface and upper air observations were also collected from the trans-Antarctic Expedition base Shackleton, its subsidiary Southice, and also the I.G.Y. stations at Halley Bay and Ellsworth.

All synoptic reports and upper air results were transmitted to Stanley in several radio schedules each day. Up to the end of June 1957 only the reports for the four main synoptic hours were re-transmitted in collective messages (FICOLS). These broadcasts were made at 1300, 1900 and 0000 G.M.T., the 0600 G.M.T. reports being included as "retards" in the 1300 G.M.T. transmission.

On 1st July 1957, with the commencement of the International Geophysical Year, the number of transmissions was increased to eight. Reports from ships were included, when available, and the results of radio soundings made in Stanley by the British radio-sonde unit were also included, with the permission of the Director of the Meteorological Office, Air Ministry. All broadcasts were made on two frequencies simultaneously, the main frequency being on a Marconi Standard Transmitter with an output of $3\frac{1}{2}$ kW. During 1956 and the first half of 1957 the radio station was attached to the Meteorological Office, but by the beginning of the International Geophysical Year this station was moved to the vicinity of the Government Radio Station.

Climatological Work

Daily returns were prepared for all stations and annual tables, which included frequency summaries, were issued for 1954. In addition, special climatological forms required for the International Geophysical Year were completed at monthly intervals and forwarded to the Meteorological Office, London.

Air Ministry Upper Air Unit

Since 1947 the Meteorological Office of the Air Ministry has maintained a radio-sonde unit in Stanley, and this continued to make regular daily flights during 1956 and 1957. As at Argentine Islands the time was changed on 1st April 1957 from 1400 G.M.T. to 1100 G.M.T. and during World Meteorological Intervals an extra ascent was done at 2300 G.M.T. Using British radio-sonde and wind-finding equipment the unit measures temperatures, humidities and winds to high level, usually to more than 50,000 feet. The Air Ministry accepts financial liability for this work and provides the staff, but, with the permission of the Director, results are included in the collective messages and climatological publications of the local service.

Staff

Staff shortages at Stanley became acute early in 1956, and it was agreed that Air Ministry should take over the staffing of the Stanley Office.

Further details of the Meteorological Service are available in its annual reports, which are published by the Government Printing Office and may be obtained either through the Meteorological Service in Stanley, or the Crown Agents for Overseas Governments and Administrations in London.

Chapter 13: Falkland Islands Dependencies Survey

ANNUAL RELIEF 1955-56

THE R.R.S. *John Biscoe* sailed from Southampton on 12th October 1955 for St. Vincent, Montevideo and Port Stanley, where she arrived on 27th November. She was delayed en route at Montevideo for 17 days undergoing generator repairs.

She left for the Dependencies on 5th December and visited Stromness, Leith Harbour, and Grytviken at South Georgia; and the F.I.D.S. stations at Signy Island, Hope Bay, Deception Island, Port Lockroy, Anvers Island, Argentine Islands and Admiralty Bay. Cargo and mail were landed at all ports of call and personnel movements effected. Very rough weather was experienced during the voyage and the vessel had to penetrate heavy pack ice to reach Hope Bay and the Argentine Islands. Christmas Day was spent quietly at anchor at Deception Island and the morning devoted to a football match ashore. The vessel arrived back in Stanley on 18th February 1956.

During the voyage Coronation Island in the South Orkneys was circumnavigated for survey purposes and a field party landed at Cape Meier. Another party which had journeyed overland was picked up below Copper Peak on Anvers Island, and taken back to base. The vessel steamed inshore along the coasts of Anvers and Brabant Islands to allow the surveyors to take photographs and to make notes on some of the terrain surveyed by them during the previous year.

A careful search was made in Admiralty Bay to find a site for the large new hut to be erected there. A suitable site was eventually found and the building material offloaded nearby; work on the foundations could not be started immediately, because the area had first to be drained and cleared of snow and ice. A working party was left ashore to proceed with the work.

The vessel left on her second and last voyage south on 7th February 1956, and arrived back in Stanley on 6th April, having completed the relief of all F.I.D.S. stations and again visited South Georgia. Much rough weather was experienced and at one time the vessel was hove-to rolling violently and in danger of losing her deck cargo.

A new and larger living hut had to be erected at the View Point sub-station in Duse Bay, and it was planned that the vessel should stand by so that the crew could assist ashore. Unfortunately severe ice conditions prevailed in the Bay and the ship was halted by fast ice when less than a mile from the station. All cargo and building materials had to be offloaded on an off-lying island for later transport to the station by dog sledge.

From the Argentine Islands the vessel was navigated through the uncharted waters of the Grandidier Channel to Cape Evensen, from where the coast was searched southwards to find a mainland site for the proposed new Base W. The search continued from the morning of 20th February to the 22nd without success, and it was then decided to establish the station on an uncharted island off Cape Rey, from where, on the adjacent mainland, there appeared to be a possible route up to the hinterland. High winds delayed unloading but in spite of this all cargo was ashore by the 29th. In the meantime the foundations of the new hut had been completed, the area surveyed and the anchorages sounded. A working party was left ashore on 2nd March while the relief vessel went north again to get further supplies of stores and equipment brought from the United Kingdom in the new research vessel the R.R.S. *Shackleton*. It had been arranged to rendezvous off Anvers Island, but rough weather conditions had prevented the transfer of cargo, and both ships had to proceed to the shelter of the Argentine Islands before work could commence.

The *John Biscoe* returned to the new Loubet Coast Station (Base W) on 13th March to find that very good progress had been made with the erection of the new buildings. The vessel stood by rendering further assistance until 17th March, by which time the party were sufficiently well established to be left for the winter in safety.

During the voyage a survey party from Anvers Island was landed on the Wauwerman Islands and the party left on Coronation Island in January returned to Base. Considerable numbers of seals were caught during the voyage and landed at sledging bases for use as winter dog food.

The two F.I.D.S. ships were again together at Port Lockroy on 9th March, but within an hour of anchoring a distress signal was received saying that a member of an Argentine Expedition was adrift in an open dinghy off Hope Bay. The *John Biscoe* made all speed to the area and arrived on the 10th to find that the search had been called off as H.M.S. *Protector*, using her helicopters, and the Canso aircraft from Deception Island, had already made a thorough search without success.

The R.R.S. *John Biscoe* made her last call of the season at Admiralty Bay from 24th to 27th March. In spite of persistent high winds and severe weather over a period of several weeks extremely good progress had been made ashore and the new large hut was nearing completion. At this stage the successful season was marred by a tragic accident when a boat overturned and a member of the shore party was drowned.

The Governor, during the course of his annual visit to the Dependencies, transferred from H.M.S. *Protector* to the R.R.S. *John Biscoe* off Hope Bay on 10th March and after visiting Horseshoe Island transferred to the R.R.S. *Shackleton* on 13th March.

This voyage was the vessel's last as the R.R.S. *John Biscoe*, since she was due to be replaced by a new and larger vessel of the same name. She reverted to her original name, of M.V. *Pretext* and under that name made a camp voyage round the East Falklands between 24th and 27th April and then sailed for the United Kingdom on 2nd May. She proceeded there via Darwin to collect sheep carcasses for delivery to the whaling stations, and thence to Leith Harbour, Husvik and Grytviken at South Georgia. She then sailed north via Montevideo and St. Vincent and arrived at Southampton on 10th June 1956. During her last season with F.I.D.S. she steamed approximately 25,000 miles and as always her cruise was most successful. She was sold to the New Zealand Government and sailed again during the 1956/57 season to their sector of Antarctica under her former commander, Captain H. Kirkwood, R.N.

The R.R.S. *Shackleton* sailed from the United Kingdom on 29th December 1955 for Port Stanley, calling at Torbay, St. Vincent and Montevideo en route. She arrived on 31st January 1956 and left for the Dependencies on 14th February. The vessel returned to Stanley on 8th April, having visited all the F.I.D.S. bases (except Signy Island) and the unoccupied Base E at Stonington Island, and having established a new station (Base O) on a small island off the Danco Coast.

The Governor joined the vessel on 13th March off Horseshoe Island and accompanied her throughout the voyage.

The main task during this voyage was to establish a new base, either on Brabant Island or the Danco Coast. Brabant Island was circumnavigated on 22nd and 23rd February and all possible landing places investigated by motor launch, but none with access to a site suitable for building a hut could be found.

Attention was then given to the Danco Coast and the area was searched from Cape Sterneck southwards to Cape Anna without success. H.M.S. *Protector* was in the area at the time and the search was continued by helicopter southwards to Cape Willems. No suitable mainland site could be found, but a possible site on a small island just south-east of Ronge Island was noticed. The *Shackleton* proceeded there and found the site suitable from the building and shipping viewpoints but there was some doubt of the possibility of reaching the plateau from the adjacent mainland. The vessel then searched further south to Cape Renard but found nothing, and on 26th February returned to Ronge Island to land a mountaineering party on the mainland. The party were away ten hours and on their return reported having reached with difficulty what appeared to be the plateau at a height of about 3,000 feet.

It was then decided to establish the base on the small island and unloading commenced on 27th February. The ship stood by until

3rd March, by which time all cargo was ashore and the hut foundations completed. A working party was left ashore living in tents to erect the hut. The vessel returned on 27th March to give further assistance and remained there until the 31st, by which time the construction was sufficiently advanced for the shore party to move in, secure for the winter.

A larger party was to winter at Horseshoe Island during 1956 and building material to extend the hut was landed at the station on 12th March. The vessel stood by to assist with building operations until 19th March, when she weighed anchor and proceeded to the old British base on Stonington Island to carry out minor repairs to the huts there. During this period one of the ship's crew had frequent bouts of appendix trouble and an operation proved necessary. This was carried out on board under difficult circumstances with complete success.

From Marguerite Bay the vessel sailed south to Alexander Land, but heavy accumulation of pack ice prevented her from getting nearer than 10 miles from the shore. She then proceeded north between Adelaide Island and the mainland and succeeded in navigating through Laubeuf Fjord and Barlas and Gunnell Channels into Hanusse Bay. Further progress was stopped by a barrier of fast ice stretching right across the bay. The vessel then turned about and returned to Marguerite Bay via Tickle Channel.

During the voyage the survey party left on the Wauwerman Islands by the R.R.S. *John Biscoe* were returned to Anvers Island and the cairn and plaque to commemorate the French "Pourquoi Pas" Expedition re-erected on Petermann Island.

The R.R.S. *Shackleton*, having completed a very satisfactory first season's work, left Stanley for the United Kingdom on 24th April 1956. She journeyed via Montevideo and St. Vincent and arrived at Southampton on 25th May, having travelled some 18,000 miles.

H.M.S. *Protector* reached Stanley on 31st October 1955 and left for South Georgia on 14th November, taking with her a quantity of building materials and six men who were to construct a new power house at Grytviken. While at South Georgia visits were paid to Husvik and Leith Harbour before the vessel sailed south to make an ice reconnaissance in the Weddell Sea for the International Geophysical Year Expedition ship the m.v. *Tottan* and for the Trans-Antarctic Expedition ship the m.v. *Theron*. She then turned north again to pay the first call of the season at Signy Island in the South Orkneys and finally arrived back in Stanley on 28th November.

The vessel remained in Stanley until 9th December when, with the Governor on board, she made a short camp voyage before sailing for Deception Island with F.I.D.S. personnel and stores. She returned to Stanley on 20th December.

The vessel remained at anchor over Christmas and visited Punta Arenas between 28th December 1955 and 9th January, 1956. She again sailed for Deception Island on 11th January, this time to take stores and equipment to the Falkland Islands Dependencies Aerial

Survey Expedition stationed there, and with mail for F.I.D.S. bases, some of which was delivered by helicopter. The vessel then proceeded south by the Gerlache Strait and Neumayer Channel into the Bellingshausen Sea. During the voyage it was learned that the m.v. *Theron* had been beset in the ice in the Weddell Sea since Christmas and it was decided, after refuelling from the whale factory ship *Southern Harvester*, that *Protector* should go to her assistance. Refuelling was completed by 17th January, when course was set for the Weddell Sea. She reached the ice edge on 23rd January and her helicopters made three flights, which gave some guidance to the *Theron* as she was navigated out of the ice. The operation completed the vessel returned north and arrived at Stanley on 28th January.

After visiting Montevideo *Protector* again sailed south on 13th February to visit the stations at Deception Island, Port Lockroy and Anvers Island, where a contingent of Royal Marines was landed for snow training. During the voyage helicopter flights were made to assist the *Shackleton* with her search for a suitable site for Base O, and a rendezvous was kept with the *Southern Harvester* for refuelling. She returned to Stanley on 2nd March.

She sailed for the Dependencies, again with the Governor on board, on 7th March. She visited South Georgia and the F.I.D.S. bases at Deception and Signy Islands, and spent four days photographing the South Sandwich Islands. His Excellency transferred to the R.R.S. *John Biscoe* off Hope Bay, after the search for the missing man had been called off. The vessel arrived back in Stanley on 26th March, bringing back the working party, who had by then completed the new power house. She left on her return voyage to the United Kingdom on 4th April 1956.

WORK AT BASES DURING 1956

The Survey maintained 10 permanent bases in the Dependencies during 1956, operated by a staff of 76 men.

Full synoptic reporting stations were maintained at Deception Island, Hope Bay, Argentine Islands, Admiralty Bay, Signy Island, Loubet Coast and Horseshoe Island, with observations transmitted to Stanley three times daily. Weather logs were maintained by sledging parties and by the stations at Port Lockroy, Anvers Island and Danco Coast.

Routine ice observations were made regularly from all stations and the bird ringing scheme continued.

The base at Port Lockroy was re-opened in 1952 for the purpose of carrying out Ionospheric research on behalf of the Department of Scientific and Industrial Research. The first measurements were made using manually operated equipment, and this was replaced in 1953 by an automatic vertical incidence sounder. Regular routine measurements have been made since at hourly intervals and the results transmitted by radio to the Ionospheric Station at Stanley for tabulating and forwarding to the Radio Research Station at Slough, England, for use in compiling frequency predictions.

The Officer-in-Charge of the Stanley Station visited Port Lockroy during the 1955-56 summer to overhaul the equipment. Routine recordings were made throughout 1956, except during the month of September, when the station experienced a serious power failure.

The station acted as control for the Antarctic radio net and also maintained regular schedules with the Trans-Antarctic Expedition.

A new store/boat shed was built during the 1956-57 summer months, and an electric pump installed and pipe-line laid for pumping fuel oil from the landing beach to a storage tank alongside the generator shed.

A hydrographic survey party from H.M.S. *Protector* were landed in November and a prototype portable hut erected to accommodate them. They worked from Port Lockroy southwards to the Lemaire Channel and westwards to the Joubin Islands. They also circumnavigated Anvers Island and visited the Danco Coast station. Members of the various F.I.D.S. bases helped them with their work and they in turn rendered much valuable assistance to the F.I.D.S. field parties.

The personnel at Deception Island assisted the Aerial Survey Expedition during the 1955-56 summer and, in addition to their full meteorological programme, carried out geomorphological studies over the Island.

Hope Bay had a disappointing sledging season because of the poor sea ice conditions which prevailed throughout the year in the Prince Gustav Channel. Some topographical survey was completed, but journeys were mainly for the purpose of laying food depots for the use of 1957 parties. A new garage was built and a tractor supplied for hauling stores and seals from the beach to the base hut. Numerous journeys were made to and from View Point and much time spent during the early part of the year sledging the new hut from where it was landed to View Point and erecting it there. The hut was completed by 31st May and occupied continuously from that date. The Medical Officer continued his sleep-rhythm work, and commenced preliminary experiments making routine blood eosinophil counts of personnel under various working and living conditions.

The geophysical programme planned for the Argentine Islands had to be curtailed because of staff shortages, but daily radio sondes ascents continued throughout the year. The whole of the station buildings were painted during the year and a new jetty was built.

The large new base hut at Admiralty Bay was ready for occupation by June and was reported to be most comfortable and adequate for all needs.

Signy Island made excellent progress during the year with the topographical and geological survey of the South Orkney Islands. Extensive bird ringing and more detailed ornithological studies were carried out, and Weddell seal pup skins collected and preserved for sending to the United Kingdom to assess their value as fur.

During 1956 the field parties on Anvers Island concentrated on the west and south coasts and a very satisfactory year's work

in survey and geology was accomplished. A small glaciological programme was also carried out during the latter half of the year.

The new station hut built on a small island off the Danco Coast was occupied at the end of March, but much internal work remained to be finished off and the party were not able to make a start with their field programme until May. By the combined use of small boats and manhauling techniques, geology and survey was carried out along much of the coast between Cape Anna and Andvord Bay, but attempts to reach the plateau failed because of impassable terrain. A possible route was, however, noticed from Cape Reclus and a refuge hut was built there in November to facilitate further exploration. A very difficult route was finally discovered.

The Loubet Coast shore party moved into their new quarters during the first week in April, but work continued installing equipment and erecting other buildings well into the winter months. Mapping of the local area commenced in July and the first sledge journey away from base started in late August, by which time the sea ice was safe for travel. Field work in survey and geology continued until the beginning of October, when the sea ice broke up, unfortunately stranding a party working on Roux Island. Contact was established with the party by small boat, but constantly changing pack ice conditions made it impossible to move the party with their equipment and dog teams back to base. The rescue was finally effected during November by H.M.S. *Protector* using her helicopters.

An extension to the base hut at Horseshoe Island was built early in the year and the base complement increased from eight to ten. The year was somewhat disappointing for the field parties because abnormally high temperatures throughout the winter and persistent high winds prevented the sea ice from consolidating and curtailed sledging activities.

THE ROYAL VISIT

The highlight of the 1956-57 summer was the tour of the Dependencies by His Royal Highness, the Prince Philip, Duke of Edinburgh. H.M.Y. *Britannia* en route from Australia crossed the Antarctic Circle to rendezvous with H.M.S. *Protector* and the *Southern Harvester* due west of the Loubet Coast station. The Governor of the Falkland Islands was flown by helicopter across to the *Southern Harvester* to meet Prince Philip at a reception held on board. The Royal party and the Governor and his staff later returned to the Royal Yacht to sail to the edge of the pack ice off Adelaide Island to meet the R.R.S. *John Biscoe* on New Year's morning.

The two parties then transferred to the research vessel and she navigated through the ice towards the Loubet Coast. His Royal Highness remained on the bridge throughout the voyage and then lunched in the F.I.D.S. mess with the newly-appointed relief personnel. His Royal Highness went ashore after lunch to inspect the station and to meet the shore party.

Upon return to the *John Biscoe* course was set through the Grandidier Channel to Argentine Islands, which was visited on 2nd January, 1957. Prince Philip showed a keen interest in all aspects of the scientific programme, including geomagnetism, solar radiation, seismology, oceanography and meteorology. His many questions revealed his appreciation of the part the station would play in the forthcoming International Geophysical Year.

The *John Biscoe* then proceeded north through the Lemaire Channel to Anvers Island, where again the Royal party went ashore and Prince Philip rode a sledge hauled by husky dogs and watched a demonstration of man-hauling.

The vessel then continued up the Neumayer Channel to rendezvous with *Britannia* and *Protector* off Port Lockroy. Again Prince Philip went ashore to inspect the station and see the ionospheric recording equipment being operated there. He also met the members of the Naval hydrographic survey party.

The visit to Lockroy was short since it was planned to visit the Danco Coast station before nightfall; the three vessels sailed in company, H.M. ships standing off while the *John Biscoe* went in to anchor. Prince Philip again met the staff and spent some time looking over the station and its precincts. He returned to the Royal Yacht just before midnight, having visited four F.I.D.S. bases in one day.

Britannia arrived at Deception Island on the morning of 3rd January and members of the Royal party, including Prince Philip, had lunch ashore. His Royal Highness appeared to enjoy the meal and in fact delighted the duty cook by calling for a second helping of penguin meat. Members of the Aerial Survey Expedition were also presented to His Royal Highness, who spent some time looking over their aircraft and equipment. All shore parties went on board the Royal Yacht that evening to see a film show and later enjoyed a nightcap in the wardroom.

The Royal Yacht sailed for Admiralty Bay, where Prince Philip visited the large penguin rookery at Point Thomas and inspected the new hut built during the 1955-56 summer. The vessel then sailed for the Falkland Islands, arriving on 7th January.

ANNUAL RELIEF 1956-57

The annual refit to the R.R.S. *Shackleton* was completed in September and the vessel left Southampton on 1st October, 1956 with stores and relief personnel on board. She sailed direct to Montevideo, taking 26 days en route; Stanley was reached on 2nd November.

The vessel made a short camp voyage between 11th and 14th November to collect mutton carcasses and then proceeded south immediately.

She first visited the South Georgia stations to deliver mutton carcasses and then set course for Signy Island, which was reached on the 21st. Relief operations were completed and a field party landed on Coronation Island without incident, but unfortunately the ship's cook was taken seriously ill with an acute peptic ulcer and the vessel had to be put about for South Georgia, where there are hospital facilities.

The vessel then set sail again for the F.I.D.S. bases and visited Admiralty Bay, Hope Bay, Deception Island, Danco Coast, Port Lockroy, and Anvers Island before returning to Stanley on 21st December. During the voyage replacement stores, mail and new personnel were landed at all stations visited. A field party and their equipment were put ashore at Cape Reclus on the Danco Coast to build a refuge hut and explore possible routes to the Detroit Plateau. Two attempts were made during the voyage to reach the Argentine Islands, but each time thick fast ice prevented further progress when within a few miles of the base. A memorial cross to the late R. G. Napier, who was drowned there last season, was erected at Admiralty Bay and a service held. Assistance was given to the Falkland Islands Dependencies Aerial Survey party to salvage their pontoon which had sunk during a gale.

The vessel made camp voyages before and after the Royal visit to bring to Stanley and take back home the people from Salvador, Port San Carlos, Port Howard, Pebble Island and Hill Cove.

The R.R.S. *Shackleton* sailed south again on 17th January 1957, having previously called at Rincon Grande to load 730 live sheep for the South Georgia whaling stations. A very rough passage was experienced and the crew and all F.I.D.S. personnel on board were kept busy tending the sheep who were badly affected by the heavy rolling. South Georgia was reached on the 20th and cargo and sheep unloaded at the various stations.

Course was set for the South Orkneys and Coronation Island was reached on the 27th. The field party landed there during the first voyage and was re-embarked and taken back to Signy Island for new equipment and supplies. On 28th January the vessel again visited Coronation, Fredricksen and Moe Islands to land more field parties and also make a series of soundings across the Strait and make fixes along the coasts.

All work was completed by 30th January when the ship sailed for View Point in Duse Bay to deliver anthracite, and to Hope Bay to deliver mail and general cargo. The next port of call was Admiralty Bay where a field party was embarked and landed at Nelson Island.

The vessel continued her voyage, calling at Deception Island, Danco Coast, Port Lockroy, Anvers Island, Argentine Islands and the new Graham Coast station before returning to Stanley on 23rd March. During the latter part of the voyage a number of land fixes were made and lines of soundings run across many anchorages. The vessel was anchored off the new Graham Coast station from 16th to 28th February and during this period rendered valuable assistance with the erection of the various buildings, catching seals for winter dog food and laying out food and fuel depots.

On the return voyage further food and fuel depots were landed at various points along the Danco Coast and also on the Weddell Sea coast as far south as Pitt Point.

About this time the Colony had a serious problem in that the s.s. *Fitzroy* had been sold and delivery of her replacement had been

delayed. In consequence of this the islands were completely cut off and cargo and passengers could not be moved to and from Montevideo. It was agreed that the R.R.S. *Shackleton* would help and two voyages were made to Montevideo, carrying some 80 passengers in all and a considerable tonnage of cargo. She finally reached Southampton on 5th June, 1957, having steamed some 26,200 miles and completed a very satisfactory season's work.

The new R.R.S. *John Biscoe*, built by Fleming and Ferguson, Ltd., of Paisley, was launched on 11th June, 1956 and completed her trials on the Clyde five months later. She sailed from Southampton on her maiden voyage to the Antarctic on 26th November and reached Stanley on 22nd December.

She sailed for the Dependencies on 26th December to visit Anvers Island and then to rendezvous with H.M.Y. *Britannia* and H.M.S. *Protector* off Matha Strait. The Royal party was embarked and the stations at Loubet Coast, Argentine Islands, Anvers Island, Port Lockroy and Danco Coast visited. The Royal party then transferred back to H.M.Y. *Britannia* and the vessel returned to Stanley, arriving on 5th January, 1957 in time for the Royal visit to the Falkland Islands.

The vessel left Stanley again on her main southern voyage on 16th January, 1957 and visited all stations and South Georgia, during which time she relieved and revictualled the bases.

She left the Falkland Islands on 3rd May 1957 for the United Kingdom, going via South Georgia, Tristan da Cunha and St. Helena. She arrived at Southampton on 4th June, having completed a round voyage of 22,519 miles.

H.M.S. *Protector* refitted at Portsmouth dockyard during the 1956 summer and sailed on 5th October. She went via Gibraltar, Freetown and Rio de Janeiro and reached Stanley on 4th November. Full speed was maintained from Gibraltar and the calls at Freetown and Rio reduced to the minimum in order to effect early relief of two men who had been marooned in Hanusse Bay by a sudden break up of the sea ice.

The vessel sailed from Stanley on 6th November and the two men and their husky dogs were successfully lifted back to their main station by helicopter four days later. *Protector* then turned north again, first calling at Port Lockroy to land the Naval survey party and then Deception Island where the Royal Marine contingent spent two days doing ski training. Another short call was made at Port Lockroy to land further supplies of stores before the vessel returned to Stanley on 18th November.

Her next voyage between 28th November and 17th December was to the South Georgia whaling stations and to make an ice reconnaissance in the Weddell Sea. While south the South Sandwich Islands were photographed by the helicopters and the first recorded landing made on Vindication Island.

The vessel sailed south again on 24th December with the Governor on board. She called at Port Lockroy to assist the Naval survey party

before proceeding across the Antarctic Circle to rendezvous with H.M.Y. *Britannia* on the 29th. In company with the Royal Yacht she visited the whaling factory ship *Southern Harvester* and the F.I.D.S. bases at Port Lockroy, Danco Coast, Deception Island and Admiralty Bay before returning to Stanley on 7th January 1957. She remained there over the Royal visit and then, again in company with H.M.Y. *Britannia*, visited Fox Bay and the South Georgia whaling stations before returning to Stanley on the 15th.

The vessel visited Montevideo for repairs and provisions between 22nd January and 7th February, 1957 and sailed for the Dependencies the same evening. She visited Admiralty Bay to land the Royal Marines for cold weather training, and then sailed for Port Lockroy to salvage the Naval party's launch which had been driven aground during a severe westerly gale. This task was accomplished satisfactorily and the survey party and some of their equipment embarked with their season's work completed. Attempts were made to land a F.I.D.S. survey team on the south-east corner of Anvers Island, but the weather remained unsuitable for flying.

The R.R.S. *John Biscoe* arrived at Port Lockroy on 12th February and the Officer-in-Charge of the Naval survey unit was embarked in her in order to see the terrain that he planned to cover during the following summer.

The *Protector* again rendezvoused with the s.s. *Southern Harvester* in the Bellinghausen Sea to receive 380 tons of fuel oil. She then turned north to land the survey party on Anvers Island, but no landing site giving access to the hinterland could be found.

The m.v. *Oluf Sven* was met in the Scholleart Channel and arrangements made for the *Protector* to salvage the Bell 47 helicopter which had crash-landed on Tower Island in December 1956. The attempt was made and carried out successfully on 17th February.

The vessel then proceeded to Admiralty Bay to embark the Marines. She returned via Deception Island, where 36 hours survival tests were carried out, and Punta Arenas, arriving at Stanley on 3rd March.

H.M.S. *Protector* remained in Stanley until the 8th and then again went south to visit Hope Bay, Deception Island and Signy Island. She took a considerable quantity of F.I.D.S. stores and mail with her and these were transferred to the R.R.S. *Shackleton* at Hope Bay and to the R.R.S. *John Biscoe* off Maurice Faure Islands. She returned on 21st March and then left for the United Kingdom via South Georgia, Tristan da Cunha and Simonstown.

WORK AT BASES DURING 1957

The number of stations occupied was increased to 11 in 1957 and the number of resident personnel brought up to 87 men.

The meteorological, bird-ringing and ice-observing programmes were maintained at the 1956 level, with the addition of weather logs kept by the new Graham Coast station.

With the commencement of the International Geophysical Year on 1st July meteorological observations were collected by a new wireless station in Stanley, built for this purpose, every three hours throughout the 24. From this date the Argentine Islands used 1,250 gramme Radio Sonde balloons and made two ascents daily on World Meteorological Interval Days.

The ionospheric research programme at Port Lockroy was also increased to meet I.G.Y. requirements and measurements were made at quarter-hour intervals on Regular World Days and during Special World Intervals. In addition, apparatus was installed and operated for the recording of whistler type atmospherics. Work was also started during the year on the installation of equipment for the measurement of losses due to absorption in the ionosphere and routine observations started early in 1958. It is expected that the work at this station will provide a substantial contribution to knowledge of the behaviour of the ionosphere at high southern latitudes.

All the staff vacancies at the Argentine Islands were filled during the 1956-57 summer and the full programme of work on magnetism, solar radiation, ozone measurements and seismology commenced early in the year. In addition as part of the I.G.Y. programme a flux radiometer and tide and long wave recording equipment was installed and operated.

Another flux radiometer and thermopile solarimeters were installed in the Stanley Meteorological Office, a seismograph in the Radio Research Station and oceanographical equipment at South Georgia, as part of the I.G.Y. programme.

A programme of simple glaciological observations was carried out at a number of bases with more detailed work at Admiralty Bay and South Georgia.

The stations at Port Lockroy, Argentine Islands and Horseshoe Island made routine aurora and airglow observations throughout the period.

Topographical surveys continued from Hope Bay, Signy Island, Anvers Island, Danco Coast, Loubet Coast and Horseshoe Island, and survey programmes were started from Admiralty Bay and the new station on the Graham Coast. Geologists worked with the field parties on the Danco, Loubet and Graham Coasts and from Horseshoe Island. Good progress was reported by all stations and some notable sledge journeys were made, both by dog and man-hauling methods.

The Danco Coast party were split into two self-contained units, one working from the refuge hut at Cape Reclus and the other from the main hut. The base party worked south through Paradise Harbour, while the refuge hut party concentrated on linking up the trigonometrical scheme with the main base area and exploring the plateau. They also met the party who had sledged along the plateau from Hope Bay and guided them over the very difficult and dangerous terrain down to Cape Reclus.

A similar split of the Loubet Coast party was arranged; a fully equipped field party was put ashore at the new refuge hut at Johnston's Point, while the remainder manned the base hut. The refuge hut party were not dependent on the formation of sea ice and were able to commence sledging immediately. They travelled large distances during the year, going as far south as Horseshoe Island, and north as far as Darbel Bay. The main party carried out local surveys and dog physiology tests as well as the base routine.

Two surveyors and a geologist were left at the new Blaiklock Island refuge hut at the beginning of March to work the local area and north to the Briand Peninsula. They remained there until June, by which time the sea ice had consolidated and they were joined by a party from the main base and by another from the Loubet Coast station. All returned to Horseshoe Island in time for mid-winter celebrations. Parties were in the field again a few days later and work continued until late in December when melt pools started to appear and the ice became unsafe for further travel.

The Graham Coast party landed by the R.R.S. *John Biscoe* on 1st February made very good progress with the erection of the main hut and occupied it on 20th March. Much internal fitting remained to be finished off, however, but this was mostly completed by the beginning of May when preparations started for field operations. The first extended journey started on 1st July and field work continued until early September when the break-out of ice forced parties to retreat to the base area.

The Medical Officer at Hope Bay continued with his 1956 medical research work and work on diet and parasitology of sledge dogs was started at the Loubet Coast station.

Series of tests were carried out at Port Lockroy to compare the static and dynamic friction of various materials used for sledge runners.

The topographical and geological surveys of Anvers Island were completed by the end of the 1957-58 summer and the station was closed down.

THE FALKLAND ISLANDS AND DEPENDENCIES AERIAL SURVEY EXPEDITION

Plans were drawn up in May 1955 to photograph the Falkland Islands and the Dependencies, including the South Shetlands group of islands and the Graham Land peninsula as far south as Adelaide Island. The task was contracted out to Messrs. Hunting Aero-surveys, Ltd., who, in conjunction with the F.I.D.S. organisation, the Directorate of Overseas Surveys, and the Crown Agents for Overseas Governments and Administrations, prepared a detailed list of requirements.

A 950-ton freighter, the *Oluf Sven*, was chartered and extensive modification carried out to provide additional accommodation for the expedition personnel, a gas-tight bulkhead and other safety

precautions for carrying high-octane aviation spirit, a portable flight deck for use by helicopters and up-to-date navigating and communication equipment.

Two S51 Sikorsky helicopters were chartered and two Canso aircraft obtained and fitted out for air photography and airborne magnetics.

Stores and equipment were ordered, personnel selected, and a hut designed to provide a kitchen/mess and dark rooms. Arrangements were made for the party to be housed in the hut loft at Deception Island, from where the expedition was to operate.

All was ready by 21st October, 1955 when the expedition ship left the port of London. She reached Deception Island on 4th December and unloading commenced immediately. The setting up of the base and the preparation for the first Canso operations and secondly the helicopter flights took a total of eight weeks.

A radio control station was set up to maintain communications between the aircraft, the ship and shore station, and to provide homing on a Rebecca/Eureka beacon. Moorings were laid out in Whalers Bay for the Canso aircraft and a slipway built so that they could be beached for refuelling and servicing as required. They arrived at Deception Island on 10th January, 1956, having been delayed by bad weather in the Caribbean area and Brazil, and engine trouble in Montevideo.

The weather up to the arrival of the aircraft had given some 17 days suitable for flying, but it then changed abruptly and good days were few and far between.

Operational flights were carried out on 5th, 6th and 11th February and on 6th March, and vertical photography covering an area of approximately 1,000 miles obtained. No productive geophysical flying was done.

During the night of 13th March a severe gale seriously damaged both aircraft and it took the engineers 10 days to effect temporary repairs good enough to allow the aircraft to return to Stanley on 25th March. The flight was continued north almost immediately and plans to photograph the Falklands had to be put off until the 1956-57 summer.

The helicopters gave excellent service but the very short season prevented full use being made of them. Some 10 control points were, however, fixed between 10th and 24th February. The method used was for the *Oluf Sven* to sail to within 5 to 10 miles of the shore and then for the survey parties and their equipment to be flown off.

The expedition finally left Deception Island for the United Kingdom on 7th April.

The productive work completed in the second season of operation (1956-57 summer) was in marked contrast to that of the first season and some 33,000 square miles of cover was obtained. Apart from a few minor gaps the coverage of the vertical photographs includes the South Shetland group of islands, the Palmer Archipelago and the west coast of Graham Land peninsula extending from Joinville and

D'Urville Islands to the north to Pourquoi Pas Island in latitude 68° S. In addition the Cansos obtained complete coverage of the Falkland Islands.

The expedition vessel *Oluf Sven* was further modified for the 1956-57 season so that a helicopter could be housed below deck. She sailed from the United Kingdom on 20th October and arrived at Deception Island on 26th November, 1956.

In the meantime the Canso aircraft left Canada and arrived at Stanley on 15th October. During the following five weeks the whole of the Falklands was covered in eight flying days. They left for Deception Island on 9th December and from that date until their return to Stanley on 3rd March, 1957 flew over 100 hours each and exposed a total of 90 films on vertical photography and 23 on obliques.

In order to reduce costs for the second year's operations it was decided to carry one single Bell 470 helicopter. Unfortunately this crash-landed on the second day of operating and triangulation work was held up until a replacement could be obtained. The *Oluf Sven* had to journey north to Montevideo to collect a reserve which was shipped out hurriedly from England. This replacement helicopter (another Bell 47) did not reach Deception Island until 24th January, 1957, by which time practically the whole period of optimum weather had been lost. In the short period available, however, the surveyors were able to complete the triangulation of Hughes Bay and the Gerlache Strait between latitudes $64\frac{1}{4}^{\circ}$ S. and $64\frac{3}{4}^{\circ}$ S. Also while the *Oluf Sven* was in Montevideo a field party was able to assist in the triangulation of King George Islands.

PART III

Chapter 1: Geography

THE Dependencies include all lands and islands south of 50° of south latitude between the meridians of 20° and 50° west longitude and south of 58° of south latitude between 50° and 80° west longitude. There are several distinct areas: South Georgia, the South Sandwich Islands, the South Orkneys, the South Shetlands, Graham Land with its associated west coast island groups (e.g. the Palmer Archipelago and the Biscoe Islands), Alexander Land and the ice-covered mass of the Antarctic continent forming a wedge between longitudes 20° and 80° west from the region of latitude 75° south to its apex at the South Pole. They are defined in the Falkland Islands Letters Patent of 21st July, 1908, as amended by the Letters Patent of 28th March 1917.

The island of South Georgia lies about 800 miles to the east of the Falkland Islands in 54½° south latitude. It has an area of about 1,450 square miles, is about 100 miles in length with a maximum breadth of about 20 miles, with its long axis running roughly from N.W. to S.E. South Georgia consists of a chain of steep mountains rising to 9,000 feet at Mount Paget. The mountains are covered with perpetual snow, which forms ice-fields that stretch down the glaciers to the sea. In the summer, the coastal margin is free from snow and much of the low-lying land is covered with coarse vegetation largely consisting of tussac grass, especially on the coastal fringe. There are no indigenous land mammals, but reindeer were introduced in 1911 and there are now two well-established herds. The Elephant, Leopard, Weddell and Fur seals breed in South Georgia, the first-named being by far the most plentiful. There is evidence that the fur seal, once nearly extinct, is re-establishing itself. Some 30 species of birds are to be found on the island, of which one, the Antarctic Pipit, is a land bird and is peculiar to South Georgia. Perhaps the most interesting of the penguins is the King, of which there are a number of rookeries in the breeding season. The largest of the albatrosses, the Wanderer, nests in South Georgia. The South Georgia climate is influenced by the prevailing south west winds and currents from the Antarctic and is consequently severe by comparison with places in Scotland which lie in a corresponding latitude in the northern hemisphere. Periods of fine weather do, however, occur between gales, especially in the winter. In the summer there are occasional falls of snow but precipitation is usually in the form of rain.

The South Sandwich Islands are situated between latitudes 58° 18' and 59° 28' south and longitudes 26° 14' and 28° 11' west and form the most easterly island group in the Falkland Islands Dependencies.

They are volcanic in origin and there is much evidence of activity or of warmth which exists side by side with heavy glaciation. Examination of geological specimens and soundings made in the vicinity of the islands has lent support to the belief that the chain formed by the Burdwood Bank, South Georgia, the South Sandwich Islands and Graham Land (known as the Scotia Arc) represents an extension of the folds of the Andes. Seals, penguins and other sea birds breed on many of the islands but the area is most inhospitable to man on account of the toxicity of the strong sulphurous fumes. The group is often surrounded by pack-ice even in the summer and fog and storms are typical of the climate. The swell and steep beaches make landings difficult and comparatively few have been made.

The South Orkneys lie 454 miles south-west of South Georgia and 293 miles north-east of the northern tip of Graham Land and although well north of the Antarctic Circle are strictly Antarctic in character, being influenced by the huge area of pack-ice contained in the Weddell Sea. The islands are mountainous and rugged in appearance, with extensive snow and ice deposits which spill to the sea down the numerous glaciers, resulting in spectacular scenery which may be seen at its best on Coronation Island, the largest of the group. Whaling was at one time carried out from factory ships which anchored in sheltered places in various parts of the group, but an attempt to carry out shore-based operations in the season 1907-08 was unsuccessful. Bird life is abundant, many species of South Atlantic sea birds breeding in the islands. The elephant seal has well-established breeding grounds and a few Fur seals have recently been seen, but there is no evidence of a breeding population.

The South Shetlands lie to the north of Trinity Peninsula, the northern extension of Graham Land, and extend from Smith Island in the south-west to Clarence Island in the north-east, a distance of nearly 300 miles. They are mainly volcanic and there has been recent activity at Deception Island and at Bridgeman Island. The former is a perfect natural harbour with its flooded crater, broken only at the narrow entrance of Neptune's Bellows, describing almost a complete circle. Clouds of steam may frequently be seen rising from the inner beaches on a calm day. The climate is sub-Antarctic with a high preponderance of low cloud and strong winds. In the summer conditions are often wet with falls of sleet and occasionally rain. Compared with the South Orkneys there is much less glaciation and in recent years ablation has taken place to such an extent that many areas are snow free in the summer. The Fur seal, which was virtually exterminated by British and American sealers in the 1820-21 season, has recently been seen again in small numbers on Livingston Island. Penguins breed on most of the islands, as do many other South Atlantic sea birds.

Graham Land is the most northerly extension of the Antarctic Continent and consequently there is more exposed rock than in any other part, though the central plateau has a typical Antarctic covering of ice. The mountain fringe along the western seaboard renders access

to the hinterland most difficult, presenting as it does an almost unbroken chain of peaks and rocky bluffs divided by ice falls and heavily crevassed glaciers, most of which terminate at sea-level in high serrated ice cliffs which are constantly calving and forming icebergs. The eastern seaboard is less precipitous but is bordered along most of its length by shelf ice and is otherwise rendered inaccessible from seaward by the heavy Weddell Sea pack ice which, moving in a clockwise direction, tends to cling to the coast. Two-thirds of Graham Land is south of the Antarctic Circle and its climate is consequently severe, though varying according to locality. Only on exceptional days is the plateau face free from cloud and strong down winds gain force at the coast by the funnelling effect of the glacier filled valleys. In the region of the Argentine Islands on the west coast, however, the weather is remarkably fine and calm on many days throughout the year and on a clear day in the spring and summer, though the temperature may be at, or below, zero, it is possible to sunbathe and to be thoroughly tanned by the sun in the crystal clear atmosphere. There are many anchorages along the west coast but few are free from drifting pack-ice and icebergs, and they are seldom reached above latitude 65° south without first negotiating pack-ice of greater or lesser extent, according to the severity of the preceding winter. No part of Graham Land above latitude 69° south is ever directly accessible from the sea. The off-lying islands are similar in appearance to the mainland coast, except for the islands forming the Argentine and Biscoe groups, which are low and capped with ice in such a way as to indicate that they once lay beneath an ice sheet attached to the Graham Land coast.

Alexander Land lies in the south-west curve of the Graham Land coast where the latter trends first south and then west to merge with the mainland. No landings from seaward have been made on Alexander Land and its inner or eastern seaboard is blocked by permanent shelf ice which joins it to the Graham Land coast. It is about 300 miles long and about 100 miles wide in the south, though considerably narrower for the greater part of its length. There is a high range of mountains running down the east coast. Sledge parties have visited the east coast but the mountains have never been crossed and the hinterland remains unexplored.

The Dependencies sector of the Antarctic continent is largely unexplored. Its north coast at the base of the Weddell Sea running from east to west is made up of the Caird Coast, the Luitpold Coast and the Filchner Ice Shelf. Vahsel Bay lies at the junction of the Filchner Ice Shelf and the Luitpold coast in the most southerly part of the seaboard. For this reason, and because it is generally accessible in the summer to a specially strengthened ice vessel, it was chosen as the location for the main base of the Trans-Antarctic Expedition led by Dr. (now Sir Vivian) Fuchs. The route which he took to cross the continent lay within the Dependencies sector as far as the South Pole. The Theron mountains discovered by the Expedition lie some 300 miles to the south of Vahsel Bay and deposits of good quality

coal were found there. The land to the back of the Filchner Ice Shelf and below the root of Graham Land remains unexplored. The greater part of the whole area is covered by a thick ice cap which is typical of the polar plateau. In places mountains project through this ice cap and it is possible that in other places the ice rests on land below sea-level, but this can only be determined by seismic sounding such as was carried out on the Trans-Antarctic traverse. Similar soundings carried out to the east in Queen Maud Land have revealed depths of ice below sea-level at some distance back from the apparent coast and there is therefore good reason to believe that the same might obtain elsewhere. Consequently, it remains to be proved whether the Antarctic Continent is, in fact, a continent, two continents, or a group of islands covered by an ice sheet.

Chapter 2: History

SOUTH Georgia was explored and taken possession of for Great Britain by Captain Cook, who landed there in 1775, the year in which he also discovered the South Sandwich group. The South Orkneys were discovered by Captain G. Powell on the British ship *Dove*, who landed on Coronation Island on 7th December, 1821 and took possession of the group in the name of King George IV. The South Shetlands were discovered by Captain W. Smith, who landed and took possession in 1819, and they were examined by Edward Bransfield, Master, R.N., in 1829. Captain Bransfield also discovered Graham Land, in 1820, and John Biscoe explored its west coast in 1832 when he took possession for Great Britain. Profitable sealing voyages to South Georgia were made prior to 1793 and British whalers were reported there in 1819.

Fur-sealing in the Dependencies achieved such proportions in the early part of the nineteenth century that voyages were made to them in the two seasons 1820-21 and 1821-22 by no less than 91 ships. So reckless was the slaughter that the fur-seal was practically exterminated. James Weddell stated that by 1822-24 these animals were almost extinct.

A meteorological station on Laurie Island in the South Orkneys was established in 1903 by the Scottish expedition under Dr. W. S. Bruce and, with the assent of the Government, was transferred by him in 1904 to the Argentine Government, by whom it is maintained by permission of the British authorities.

Later history is mainly concerned with the whaling industry. From 1906 to the present day, whaling has been carried on in South Georgia by companies which are the lessees of the Administration.

In the South Shetlands the whaling lasted from 1906 to 1931. There was one leasehold land station at Deception Island, and floating factories operated in various well-known anchorages under

licences from the Administration, but the pelagic development resulted in a rapid withdrawal of the fleet towards the end of the nineteen-twenties and to complete abandonment of the field.

There was also a leasehold land station at Signy Island, South Orkneys, which operated from 1920 to 1923. The station, however, was not a success and in 1923 the company was granted permission to operate under licence with a floating factory and catchers. Operations were continued on this base up to and including the season of 1930-31.

Whaling activities at South Georgia were reduced to one station in 1932-33 as a result of the depression in the oil market. Two companies operated from 1933-34 to 1939-40 and also in 1941-42. Owing to the war one station only was worked in each of the seasons 1940-41, 1942-43, 1943-44 and 1944-45. Three companies began operating in the season 1945-46 and have continued to do so each year since that date.

Chapter 3: Administration

THE Dependencies are subject to the authority of the Governor and his Executive Council, the former being empowered under the Letters Patent of 1948 to legislate for the Dependencies.

An Administrative Officer, who is also Magistrate, and an official staff are maintained in South Georgia, and control over whaling operations in the Dependencies is carried out by representatives of the Government, who accompany the expeditions as required.

There is no local government in South Georgia; in fact there are no communities other than the whaling stations, which are run by the managers on behalf of the several companies owning them.

At each of the Falkland Islands Dependencies Survey Bases there is a magistrate who is one of the members of the survey party.

Chapter 4: Weights and Measures

IMPERIAL and metric weights and measures are in general use.

Chapter 5: Reading List

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No. 1. *Organisation and Methods*. By V. E. FUCHS. A brief general statement of the area and the bases from which studies have been made. 4s. 6d. (4s. 9d.).

No. 2. *A New Method of Age Determination in Mammals with Special Reference to the Elephant Seal*. By R. M. LAWS. 3s. (3s. 2d.).

No. 3. *The Upper Cretaceous Cephalopod Fauna of Grahamland*. By L. F. SPATH. £1 10s. (£1 10s. 9d.).

No. 4. *Lower Cretaceous Gastropoda Lamellibranchia and Annelida from Alexander I Land*. By L. R. COX. 5s. 6d. (5s. 8d.).

No. 5. *Fossil Penguins from the Mid-Tertiary of Seymour Island*. By B. J. MARPLES. 5s. 6d. (5s. 8d.).

No. 6. *Emperor Penguin (I) Breeding Behaviour and Development*. By B. STONEHOUSE. 10s. 6d. (10s. 11d.).

No. 7. *The Geology of South Georgia (I)*. By A. F. TRENDALL. 8s. 6d. (8s. 9d.).

No. 8. *The Elephant Seal. (I) Growth and Age*. By R. M. LAWS. £1 (£1 0s. 7d.).

- No. 9. *New Evidence of Sea-Level Changes in the Falkland Islands*. By R. J. ADIE, October 1st, 1952. 4s. (4s. 2d.).
- No. 10. *Emperor Penguin (II) Embryology*. By T. W. Glenister. 17s. (17s. 5d.).
- No. 11. *Petrology of Graham Land. (I) Basement Complex; Early Palaeozoic Plutonic and Volcanic Rocks*. By R. J. ADIE. 8s. 6d. (9s. 3d.).
- No. 12. *Petrology of Graham Land. (II) Andean Granite Gabbro Intrusive Suite*. By R. J. ADIE. 15s. (15s. 7d.).
- No. 13. *Elephant Seal. (II) General, Social and Reproductive Behaviour*. By R. M. LAWS. 30s. (30s. 10d.).
- No. 14. *Brown Skua of South Georgia*. By B. STONEHOUSE. 10s. (10s. 5d.).
- No. 15. *Elephant Seal. (III) Physiology of Reproduction*. By R. M. LAWS. 27s. 6d. (28s. 3d.).
- No. 16. *Notes on Weather Analysis in the Falkland Islands Dependencies, Antarctica*. By A. W. MANSFIELD and S. D. GLASSEY. 12s. (12s. 5d.).
- No. 17. *Pygoscelid Penguins. (I) Methods of Study; (II) Adélie Penguin*. By W. J. L. SLADEN. 47s. 6d. (48s. 6d.).
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- No. 21. *Upper Jurassic and Cretaceous Ammonite Faunas of Alexander Land and Graham Land*. By M. K. HOWARTH. 16s. 6d. (16s. 11d.).
- No. 22. *Introduced Reindeer of South Georgia*. By W. NIGEL BONNER. 7s. (7s. 4d.).

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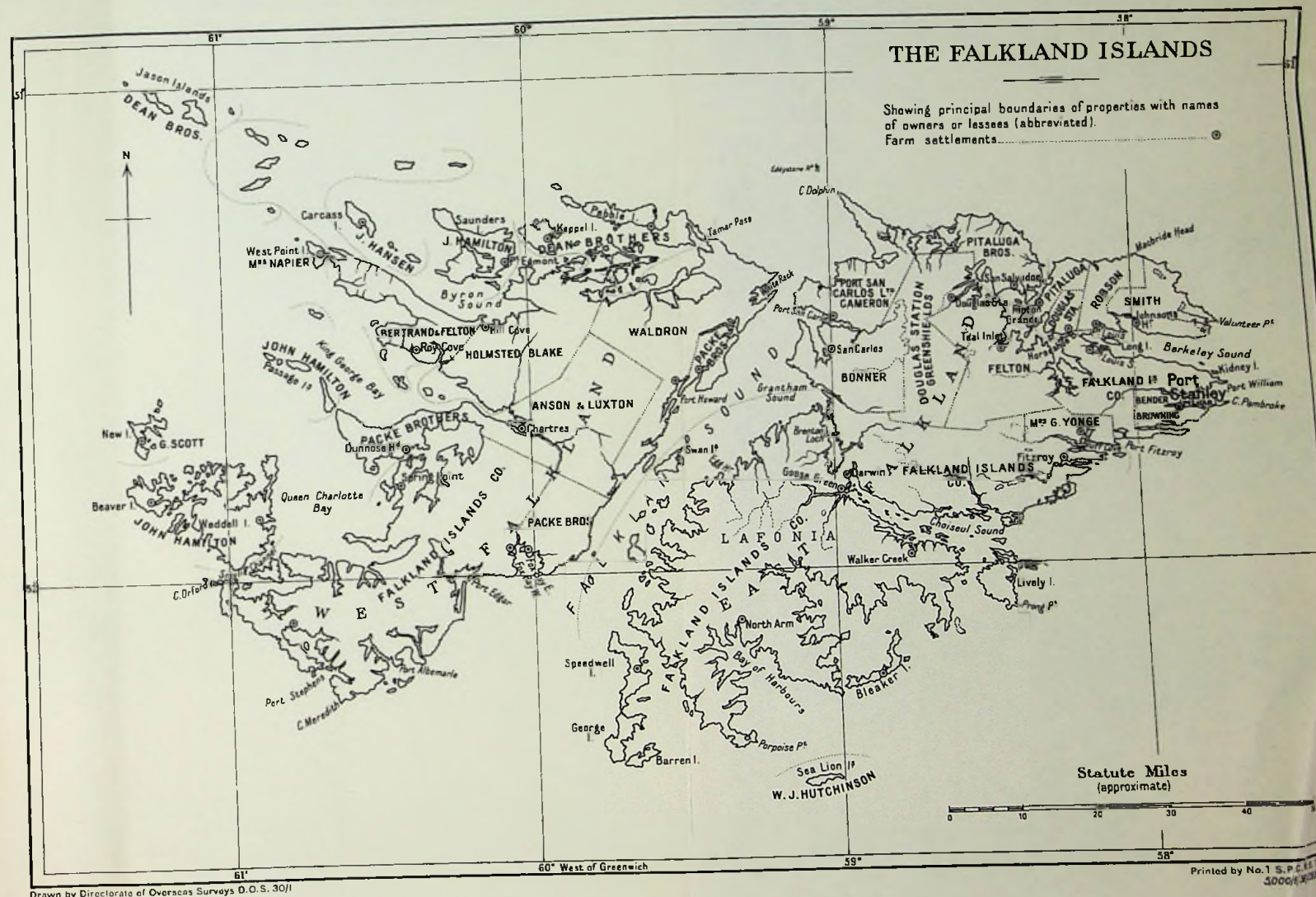
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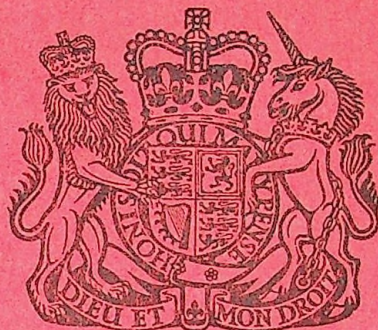
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COLONIAL OFFICE

FALKLAND ISLANDS AND DEPENDENCIES

Report for the years
1958 and 1959

LONDON
HER MAJESTY'S STATIONERY OFFICE
1960

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The Colony

PART I

General Review of 1958 and 1959

THE Colony depends for its existence on the sheep-farming industry, and for that reason the substantial drop in the price of wool from 64.53*d.* in 1957 to 41.41*d.* in the following year was the most important single event in the period covered by this review. Farm incomes and Government revenue both suffered severely, and the effects would have been more serious and more widely felt had it not been for the reserves built up by the industry and by Government when prices were very much higher, and for the fact that prices recovered a little in 1959, when they averaged 47.94*d.*

The scheme to link the larger settlements of the Camp by un-surfaced tracks has been abandoned. As a compromise between building all-weather roads at great cost and simply improving by degrees the easier natural routes the Camp scheme was not successful. On the other hand, it would not be right to say that the scheme was an unmitigated failure, for at least it seems to have done something to spark interest in more movement between Camp stations: the increasing number of vehicles and, more particularly, motor cycles, now being imported into the Colony is helping to make Camp life more interesting and less isolated.

The new water filtration plant at Moody Valley, near Stanley, was opened in April, 1958, and has proved entirely satisfactory. It is now a little difficult to recall that before the plant was built Stanley was on more than one occasion down to its last few hours' supply of water.

Work on re-surfacing the roads in Stanley in tar macadam went ahead steadily during the period under review, and the renewal and laying of underground ducts for water and sewage connections were carried out concurrently with the reconstruction of the roads. Work was halted after the departure from the Colony in August, 1959, of the 22 workmen from Germany who were engaged for the Stanley

roads and filtration plant projects. Plans were, however, made for continuing the project early in 1960.

The ground work of the topographical survey of the Falkland Islands, which began with the aerial survey in 1957 by Hunting Aero Survey, was almost completed by the end of 1959. The final results will be worked out in the Directorate of Overseas Surveys, and then a start can be made on the production of the first topographical map of the islands.

Important experimental work in the introduction and planting of grasses and clovers of higher nutritional value than the ordinary grass cover of the Falkland Islands was done by the Falkland Islands Company on their land in Lafonia, and by the management of Roy Cove farm in the West Falklands. It has for some time been Government's intention to arrange for a pasture agronomist, to examine the problem of improving the pastures of the Falkland Islands, but action was deferred to allow time for the work in Lafonia and the West Falklands to show results.

During the latter part of 1959 a start was made on two important public health projects. Firstly, in August the Medical Department began a programme of inoculating every one in the Falkland Islands within the age groups generally susceptible to poliomyelitis and by the end of the year just over 900 people, the majority under the age of 21, had been given a second polio injection. Secondly, work started in July, 1959, on an ophthalmic survey throughout the Falkland Islands. This was the first such survey to be undertaken in the Falklands and even in its early stages it quickly confirmed the belief that there was a good deal of useful work for the ophthalmic surgeon who was especially engaged for the project.

The Secretariat and Treasury Offices were extensively damaged by fire in March, 1959. Fortunately most of the records, including the older records of historical interest, were saved. The offices have now been rebuilt and extended to include a complete second storey, and two other Government departments have moved into the building.

A particularly unsatisfactory feature during this period was the repeated violation of incoming mails, and for a time practically every mail that reached the Colony had been violated, bags rifled, and much of value stolen. By the end of 1959 no solution or explanation of this very disturbing state of affairs had been found and the violations have continued.

Ordinary revenue during the financial year 1957-58 amounted to £267,135 which fell short of the approved estimate by £27,452.

During 1958-59 ordinary revenue amounted to £288,154, which was £15,769 more than was estimated. Ordinary expenditure in 1957-58 at £232,836 was less than the approved estimate by £16,683 and in 1958-59 ordinary expenditure amounted to £245,444, which was £21,399 less than the approved estimate.

The following table shows Colonial Development and Welfare schemes in progress during the period under review, and the amount spent on each scheme both from Colonial Development and Welfare funds and from local funds.

Colonial Development and Welfare Schemes

Head	Scheme No.	1957-58		1958-59		Total Expenditure for the years 1957-58 and 1958-59
		Colony Expenditure	C.D. and W. Expenditure	Colony Expenditure	C.D. and W. Expenditure	
		£	£	£	£	£
Camp Education	D970A	—	1,475	—	—	1,475
Roads	{ D2959 D2959A	5,479	11,644	18,216	14,539	26,183
Aerial Survey	{ D2600 D2600A D2600B	—	17,529	—	—	17,529
Stanley Water Supply	D2958	9,261	4,448	—	—	4,448
		£14,740	£35,096	£18,216	£14,539	£49,635
				£32,956		

PART II

Chapter 1: Population

At the last census taken on 28th March, 1953, the population of the Colony was 2,230, made up as follows:

	Males	Females	Total
Stanley	557	578	1,135
Other districts, East Falklands	410	232	642
West Falklands	279	174	453
TOTAL	1,246	984	2,230

The total population at previous censuses was:

1921	2,094
1931	2,392
1946	2,239

The population is almost entirely of British origin. On 31st December, 1959, the population numbered 2,173 (2,238)*, of whom 1,187 (1,240) were males and 986 (998) females. The density of population is approximately one person to every two square miles. About half the inhabitants live in Stanley, while the rest are divided, more or less equally, between the East and West Falklands. The number of births registered in 1959 was 41 (46), of which 23 (15) were male and 18 (31) female children. There were during the year 18 (17) marriages, 28 (21) deaths, of which 0 (2) were infants under two years of age. Two hundred and fifty-seven (274) persons arrived in the Colony and 335 (314) left. The total population has decreased over the last 25 years by about 10.5 per cent., though the population of Stanley shows a slight increase.

* Figures for 1958 are in brackets.

Chapter 2: Occupations, Wages and Labour Organisation

EMPLOYMENT

Sheep farming, the principal industry, employs approximately 500 men. Government and the Falkland Islands Company Limited are the main employers of labour in Stanley. The former employed an average of 52 men on hourly wages during 1959, and the latter employed some 90 men. The 22 workmen from Germany who were engaged on the Stanley roads and water filtration projects left the

Colony in August, 1959. A few artisans were engaged under contract from the United Kingdom on behalf of the Public Works Department. A number of farms also found it necessary to recruit men from the United Kingdom to work as shepherds and navvies in the Camp. Several aliens and a family from Tristan da Cunha were engaged for similar work during the period under review.

The general shortage of labour continued and there was no unemployment.

WAGES AND CONDITIONS OF EMPLOYMENT

Stanley

In 1959 wages were paid at the following rates:

Unskilled labourers—£6 7s. 6d. per week.

Skilled labourers—from £6 11s. 3d. to £7 11s. 11d. per week.

Artisans—£7 15s. 8d. per week.

A five-and-a-half-day week of 45 hours was worked. Time and a half was paid for overtime, with double time for work on Sundays and public holidays, of which there are seven each year. Hourly workers were granted a paid holiday of two weeks (90 hours) annually. There was no night work except in essential services.

The Camp

In the Camp general labourers, termed navvies, received £20 12s. 6d. per month on the West Falkland and £20 2s. 6d. on the East Falkland. Shepherds living in the settlements received £22 2s. 6d. and £21 12s. 6d. per month respectively, while those living outside the settlements received an additional £2 per month. In addition, labourers and shepherds received free quarters, fuel, meat and milk. Extra bonuses were paid for shearing, while labourers and shepherds were able to add to their earnings by contract work such as fencing and peat cutting. All Camp employees were paid monthly. An average of 45 hours weekly was worked, with Saturday afternoons and Sundays as rest days. Employees in the Camp were given 15 days holiday annually, which included the seven public holidays.

COST OF LIVING

Mutton is the staple meat; the supply of fresh fish, poultry, pork and beef is irregular. The wild Upland Goose is eaten at all seasons and gives some variety to a restricted diet. Locally grown vegetables are not easily obtained and the majority of householders grow their own.

One hotel and a few boarding houses in Stanley offer varying degrees of comfort at terms ranging from 35s. to 80s. a week.

Several householders are also willing to take one or two paying guests. Rents for furnished houses vary from £5 to £10 a month.

The rents of unfurnished houses range from £3 a month. In the majority of cases Government provides houses with basic furniture for its overseas officials at rents related to the size and condition of the houses and usually approximating to 5 per cent. of the officials' salaries. Houses, if not so obtained, are very difficult to rent and relatively expensive to buy.

The cost of living remained practically unchanged during 1958 and 1959:

The following were the prices of the more important commodities in December, 1958, and December, 1959:

	1958	1959
Bread	1s. per 2-lb. loaf.	1s. per 2-lb. loaf.
Butter (imported)	3s. 2d. per $\frac{1}{2}$ kilo.	5s. 10d. per $\frac{1}{2}$ kilo.
Margarine	2s. 11d. per lb.	1s. 11d. per lb.
Coffee	3s. 9d. per lb.	5s. 5d. per lb.
Tea	5s. per lb.	4s. 11d. per lb.
Eggs	4s. per doz.	4s. per doz.
Flour	3 $\frac{1}{2}$ d. per lb.	5 $\frac{1}{2}$ d. per lb.
Meat:		
Mutton	6d. per lb.	6d. per lb.
Beef	8d. per lb.	8d. per lb.
Bacon	3s. 4d. per lb.	5s. 4d. per lb.
Ham	5s. 9d. per lb.	8s. 5d. per lb.
Pork	2s. 6d. per lb.	2s. 6d. per lb.
Milk	6d. per pint.	6d. per pint.
Jam	2s. 7d.-5s. 2d. per 2-lb.	2s. 7d.-5s. 2d. per 2-lb.
Sugar	9 $\frac{1}{2}$ d. per lb.	8 $\frac{1}{2}$ d. per lb.
Vegetables:		
Onions (imported)	10d. per lb.	7 $\frac{1}{2}$ d. per lb.
Potatoes (imported)	3d. per lb.	6 $\frac{1}{2}$ d. per lb.
Dried Fruit:		
Sultanas	2s. 6d. per lb.	2s. 7d. per lb.
Currants	2s. 4d. per lb.	2s. 1d. per lb.
Raisins	2s. 2d. per lb.	2s. 1d. per lb.
Porridge Oats	1s. 4d. per small pkt.	3s. 4d. per large pkt.
Cereals	1s. 0d.-3s. 1d. per pkt.	1s. 11d.-4s. 1d. per pkt.
Cigarettes	7s. 6d.-9s. 2d. per 100.	1s. 11d.-5s. 2d. per 50
Tobacco	20s. 5d.-35s. 5d. per lb.	25s. 0d.-54s. 6d. per lb.
Alcohol:		
Whisky	24s. 0d.-36s. 6d. per bot.	22s. 11d.-28s. 4d. per bot.
Brandy	21s. 7d.-48s. 5d. per bot.	20s. 4d.-32s. 0d. per bot.
Gin	19s. 6d.-23s. 9d. per bot.	18s. 10d. per bot.
Beer	18s. 5d.-20s. 6d. per doz. small bots.	16s. 0d.-20s. 8d. per doz. small bots.
Paraffin	4s. 3d. per gal.	4s. 2d. per gal.
Petrol	4s. 5d. per gal.	4s. 8d. per gal.
Electricity	4 $\frac{1}{2}$ d. per unit.	4 $\frac{1}{2}$ d. per unit.

An important item in the domestic economy is peat, the only fuel generally available, which is sold by the cart-load. A lorry-load (three cart-loads) costs 40s. and a year's supply averages 15 to 40

loads, according to the size of the house, the number of fires, and the quality of the peat. The majority of the local inhabitants cut and stack their own peat and have only the expense of carting it from the peat-bank. These banks are moving further from Stanley as the years go by, and in the Camp some settlements have had difficulty in obtaining a good supply.

LABOUR DEPARTMENT

There is no Labour Department in the Colony.

LABOUR RELATIONS

There were two trade unions, the Falkland Islands Labour Federation (general) and the Union of Carpenters, Shipwrights and Joiners. The former had 550 paid-up members with a full-time secretary and an assistant secretary, and the latter had 11 members.

The Labour Federation meets annually with the Sheepowners' Association to draw up the yearly agreement between employers and workers in the Camp. There were no trade disputes and no working-time was lost.

A Civil Servants' Association was formed in 1948 with the object of improving the conditions of service of locally recruited officers. In 1956 the Association extended its activities by including all civil servants paid from "Personal Emoluments," and became affiliated with the Colonial Civil Servants' Association in the United Kingdom. The Association did not meet during 1959, but the interests of all Government servants were looked after by a representative council elected in 1958.

No labour legislation was enacted.

SAFETY, HEALTH AND WELFARE

There are no factories or industries in the Colony other than sheep farming, and consequently there is no legislation dealing with safety, health and welfare in work places. Accidents at work come within the provisions of the Workmen's Compensation Ordinance, enacted in 1937, which provides for the payment of compensation to workmen for injuries suffered in the course of their employment. A revision of this Ordinance is planned. There is no legislation or other provision for the payment of unemployment benefits.

INDUSTRIAL TRAINING

Apprentices are indentured in the building and allied trades and as W/T operators. An Apprenticeship Board was formed by Government in 1955. The members of the Board comprise nominees of the employers and the trade unions, and the Superintendent of Education. The purpose of the Board is to standardise the forms of

indenture and advise on pay, working conditions, and training, and also to act as arbiter in any dispute that might arise and to concern itself with the welfare of apprentices.

Chapter 3: Public Finance and Taxation

REVENUE and expenditure during the last three financial years were as follows:

Year	Revenue		Expenditure	
	Ordinary	Total	Ordinary	Total
	£	£	£	£
1956-57	243,588	251,649	243,476	315,915
1957-58	267,135	326,797	232,836	334,462
1958-59	288,154	306,156	245,444	298,503

The main heads of revenue and expenditure were as follows:

	Revenue		
	1956-57	1957-58	1958-59
	£	£	£
Aviation	8,598	5,720	8,678
Customs	43,675	76,723	55,431
Dependencies contribution to the cost of the Central Administration	10,000	10,000	10,000
Electricity	13,609	16,370	18,005
Interest	23,618	22,781	21,718
Internal Revenue	99,736	90,965	128,262
Posts and Telegraphs	16,088	18,452	14,835
Colonial Development and Welfare	8,061	59,662	18,002
	Expenditure		
	1956-57	1957-58	1958-59
	£	£	£
The Governor	6,285	7,131	6,732
Aviation	17,055	16,957	14,024
Customs and Harbour	7,317	8,389	8,254
Education	18,132	25,514	32,367
Medical	24,190	25,570	26,089
Miscellaneous	41,523	32,633	35,876
Pensions and Gratuities	8,799	6,730	11,778
Police and Prisons	3,784	4,722	4,426
Posts and Telegraphs	26,042	36,779	39,098
Power and Electrical	20,923	10,622	14,316
Public Works	8,599	8,812	8,923
Public Works Recurrent	38,934	25,956	21,946
Secretariat and Treasury	12,997	16,847	15,814
Special Expenditure including Colonial Development and Welfare Schemes	72,439	101,626	53,060

The statements of Assets and Liabilities at 30th June, 1958, and 30th June, 1959, are shown on pages 10 and 13. There is no public debt.

Statement of Assets and

LIABILITIES		£	s.	d.	£	s.	d.
DEPOSIT ACCOUNTS:							
Postal Monies		2,028	17	7			
Miscellaneous		24,182	5	7			
					26,211	3	2
FUNDS:							
Reserve Fund		263,245	17	9			
Renewals Funds:							
Aviation	12,622	19	1				
Marine	13,658	17	9				
Power Station	14,571	7	6				
					40,853	4	4
Oil Stocks Replacement Fund		395	1	2			
Special Funds:							
Savings Bank	999,690	3	0				
Government Employees' Provident	6,995	2	6				
Note Security	94,356	8	8				
Old Age Pensions Equalisation	55,847	19	8				
					1,156,889	13	10
Other Funds:							
Land Sales	271,490	1	0				
Workmen's Compensation	3,923	10	4				
					275,413	11	4
Remittances					1,736,797	8	5
General Revenue Balance:					13,388	5	3
Balance at 1st July, 1957 deficit	40,264	19	3				
Add Depreciation of Investments	1,827	0	3				
					42,091	19	6
Add Deficit year ending 30th June, 1958	7,665	8	3				
Balance, 30th June, 1958 Deficit					49,757	7	9
					£1,726,639	9	1

The above statement does not include a sum of £3,466 10s. 11d. due from Development and Welfare Schemes:

	£	s.	d.
D970A	42	0	0
D2600	27	15	6
D2958	35	0	0
D2959	3,361	15	5
	£3,466	10	11

Liabilities at 30th June, 1958

ASSETS		£	s.	d.	£	s.	d.
CASH:							
Treasury		30,101	11	3			
Crown Agents		707	0	9			
Joint Consolidated Fund		11,000	0	0			
					41,808	12	0
INVESTMENTS:							
Surplus Funds		24,191	17	8			
Reserve Fund		209,226	17	5			
Renewals Funds:							
Aviation	12,568	19	3				
Marine	12,470	2	2				
Power Station	14,233	15	7				
					39,272	17	0
Special Funds:							
Savings Bank	1,037,645	1	1				
Government Employees' Provident	7,804	3	8				
Note Security	61,015	14	5				
Old Age Pensions Equalisation	54,423	19	2				
					1,160,888	18	4
Other Funds:							
Land Sales	234,326	16	7				
Workmen's Compensation	3,563	19	4				
					237,890	15	11
Advances					1,671,471	6	4
Remittances					13,255	10	5
					104	0	4
					£1,726,639	9	1

H.M. Government in respect of under issues on the following Colonial

Statement of Assets and

LIABILITIES		£	s.	d.	£	s.	d.
DEPOSIT ACCOUNTS:							
Postal Monies		2,284	19	4			
Wireless Telegraph Monies		1,911	9	8			
Miscellaneous		17,429	2	0			
					21,625	11	0
FUNDS:							
Reserve		245,030	2	0			
Renewals:							
Aviation	16,589	8	1				
Marine	15,122	7	1				
Power Station	17,202	12	4				
		48,914	7	6			
Oil Stocks Replacement		3,376	7	11			
Special:							
Savings Bank	1,058,878	1	5				
Government Employees' Provident	7,874	7	6				
Note Security	91,283	12	6				
Old Age Pensions Equalisation	67,509	19	7				
		1,225,546	1	0			
Other:							
Land Sales	271,599	6	11				
Workmen's Compensation	4,174	11	5				
		275,773	18	4			
					1,798,640	16	9
Remittances					24,488	3	1
General Revenue Balance:							
Balance at 1st July, 1958 <i>deficit</i>	49,757	7	9				
<i>Deduct</i> Appreciation of Investments	10,572	2	10				
		39,185	4	11			
<i>Deduct</i> Surplus year ending 30th June, 1959	25,868	14	11				
Balance, 30th June, 1959 <i>Deficit</i>					13,316	10	0
					£1,831,438	0	10

The above statement does not include a sum of £2 15s. 6d. due from Welfare Scheme D.2600.

Liabilities at 30th June, 1959

ASSETS		£	s.	d.	£	s.	d.
CASH:							
Treasury		23,012	13	6			
Crown Agents		243	17	10			
Joint Consolidated Fund		92,000	0	0			
					115,256	11	4
INVESTMENTS:							
Surplus Funds		24,632	3	4			
Reserve Fund		212,455	2	8			
Renewals Funds:							
Aviation	16,752	5	11				
Marine	14,266	16	8				
Power Station	17,094	10	10				
		48,113	13	5			
Special Funds:							
Savings Bank	1,041,957	2	4				
Government Employees' Provident	8,104	3	6				
Note Security	62,081	7	2				
Old Age Pensions Equalisation	62,836	3	4				
		1,174,978	16	4			
Other Funds:							
Land Sales	240,329	13	0				
Workmen's Compensation	3,836	2	8				
		244,165	15	8			
					1,704,345	11	5
Advances					11,156	11	0
Remittances					679	7	1
					£1,831,438	0	10

H.M. Government in respect of under issues on Colonial Development and

TAXATION

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

Customs Tariff

Import duties were payable at the following rates:

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

Spirits: 52s. per gallon, with the exception of rum which was taxed at 36s. per gallon.

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

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

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

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

Export duties during 1958-59 were payable at the following rates:

Wool: *Ad valorem* duty; 1½d. per lb. for the 1958-59 clip.

Tallow, hides and skins: 2½ per cent. of the selling price.

Whale and seal oil: 6d. per barrel of 40 gallons for each £5 of the average market price per ton of first-grade oil.

Other whale and seal products: 6d. per 100 lb.

Revenue from customs duties was:

	1957-58	1958-59
<i>Imports</i>	£	£
Wines	340	478
Spirits	18,902	19,953
Malt Liquors	738	1,028
Tobaccos and Cigarettes	7,509	4,650
Matches	164	152
<i>Exports</i>		
Wool	47,657	28,453
Tallow	36	4
Hides and Skins	1,375	713

Income Tax

The following were the rates on taxable income for the years 1958 and 1959:

Public Finance and Taxation

Companies: 3s. 6d. per £ (flat rate).

Individuals: first £100 . . . Nil.
next £100 . . . 1s. per £
next £250 . . . 2s. per £
next £250 . . . 2s. 6d. per £
next £250 . . . 3s. per £
above £950 . . . 3s. 6d. per £.

Allowances

Married person: £100.

Children under 16 years: £100 each.

Children receiving full-time education abroad: £125.

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

Dependent relative: £25.

Insurance or pension fund contributions: Premiums or contributions (maximum one-sixth of chargeable income).

Revenue received during 1957-58:

Companies £58,085, individuals £28,785.

Revenue received during 1958-59:

Companies £76,213, individuals £38,717.

The following tabular statement shows the incidence of tax on individuals at varying rates of income*:

Annual Income	Single	Married	Married with 1 child	Married with 2 children	Married with 3 children	Married with 4 children
£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
200	2 14 0	—	—	—	—	—
300	8 8 0	1 14 0	—	—	—	—
400	16 8 0	6 8 0	14 0	—	—	—
500	24 8 0	14 8 0	4 14 0	—	—	—
600	33 0 0	22 8 0	12 8 0	3 14 0	—	—
700	43 0 0	30 10 0	20 8 0	10 8 0	2 14 0	—
800	53 0 0	40 10 0	28 8 0	18 8 0	8 8 0	1 14 0
900	63 7 0	50 10 0	38 0 0	26 8 0	16 8 0	6 8 0
1,000	75 7 0	60 10 0	48 0 0	35 10 0	24 8 0	14 8 0
1,100	87 7 0	72 7 0	58 0 0	45 10 0	33 0 0	22 8 0
1,200	99 9 0	84 7 0	69 7 0	55 10 0	43 0 0	30 10 0
1,300	113 9 0	96 7 0	81 7 0	66 7 0	53 0 0	40 10 0
1,400	127 9 0	109 19 0	93 7 0	78 7 0	63 7 0	50 10 0
1,500	141 9 0	123 19 0	106 9 0	90 7 0	75 7 0	60 10 0
1,600	155 9 0	137 19 0	120 9 0	102 19 0	87 7 0	72 7 0
1,700	169 9 0	151 19 0	134 9 0	116 19 0	99 9 0	84 7 0
1,800	183 9 0	165 19 0	148 9 0	130 19 0	113 9 0	96 7 0
1,900	197 9 0	179 19 0	162 9 0	144 19 0	127 9 0	109 19 0
2,000	211 9 0	193 19 0	176 9 0	158 19 0	141 9 0	123 19 0

* An allowance of £6 has been made in each case to cover insurance or pension fund contributions.

Estate Duty

Estate duty in accordance with the schedule below was payable whether or not the deceased died in the Colony, but only in respect

of property in the Colony. There is provision in the Ordinance for relief in respect of quick successions.

Rate of Estate Duty

	£		£	Rate of Duty
Not exceeding	100			Nil.
Exceeding	100 but not exceeding	300	£1	10s. 0d. (fixed)
"	300	"	500	£2 10s. 0d. (fixed)
"	500	"	1,000	1 per cent.
"	1,000	"	2,000	2 "
"	2,000	"	3,000	3 "
"	3,000	"	5,000	4 "
"	5,000	"	7,500	5 "
"	7,500	"	10,000	6 "
"	10,000	"	12,500	7 "
"	12,500	"	15,000	8 "
"	15,000	"	20,000	10 "
"	20,000	"	25,000	12 "
"	25,000	"	30,000	14 "
"	30,000	"	35,000	16 "
"	35,000	"	40,000	18 "
"	40,000	"	45,000	20 "
"	45,000	"	50,000	22 "
"	50,000	"	60,000	24 "
"	60,000	"	75,000	27 "
"	75,000	"	100,000	30 "
"	100,000	"	150,000	35 "
"	150,000	"	200,000	40 "
"	200,000	"	250,000	45 "
"	250,000	"	300,000	50 "
"	300,000	"	500,000	55 "
"	500,000	"	750,000	60 "
"	750,000	"	1,000,000	65 "
"	1,000,000	"	2,000,000	70 "
"	2,000,000	"		75 "

The Estate Duty (Amendment) Ordinance, 1959 abolishes estate duty on all estates valued at under £5,000, and provides that estates valued at over £40,000 shall not attract duty at a higher rate than 10 per cent. It also provides that a lower rate of duty than that leviable under the existing law shall be introduced, and it allows reliefs from estate duty similar to those allowed under equivalent English law. Under the amending law, estate duty will be payable in respect of certain classes of property which were formerly exempt from duty and in respect of movable property wherever situate provided that double taxation relief can be obtained. This Ordinance, which was enacted in December, 1959, had not been brought into force at the end of the period under review.

STANLEY TOWN COUNCIL FINANCES

Revenue accruing to the Stanley Town Council, the only local authority in the Colony, amounted to £6,492 during 1958 and £7,490 during 1959. Expenditure during 1958 was £6,090 and during 1959 was £5,685.

The main heads of revenue were:

	1958 £	1959 £
Government Grant (Charitable Relief)	800	800
General Rates (including contribution of £825 by Government)	3,440	3,407
Water Rate	595	624
Hire of Town Hall	947	1,007
Government grant for Fire Brigade Equipment	—	500
Sale of Lorry	—	500

The main heads of expenditure were:

	1958 £	1959 £
Town Clerk	420	421
Cemetery	489	355
Fire Brigade	530	329
Library	176	173
Charitable Relief	729	860
Scavenging	1,818	1,750
Street Lighting	447	432
Town Hall	851	968

Chapter 4: Currency and Banking

THE legal tender of the Colony consists of Falkland Islands Government currency notes of £5, £1 and 10s. denominations and United Kingdom coinage. On 31st December, 1959, the note issue in circulation was £85,491 10s. 0d.

There are no commercial banks in the Colony but the Treasury remits funds abroad on payment of a commission of 1 per cent. A similar service is also provided by the Falkland Islands Trading Company, Limited, and the Estate Louis Williams, who operate agencies of Lloyds Bank Limited and Hambros Bank respectively.

Deposits in the Government Savings Bank amounted to £1,071,109 5s. 2d. at 30th June, 1959, and the number of depositors' accounts open was 1,884. At the same date in 1958 deposits totalled £1,057,784 9s. 3d. and the number of depositors was 1,960. Interest on deposits is paid at the rate of 2½ per cent. per annum.

Chapter 5: Commerce

IMPORTS

WITH the exception of meat and a limited quantity of vegetables and berry fruits, practically the whole of the Colony's requirements in foodstuffs is imported.

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

Value of Imports

	1958	1959
	£	£
Food	75,258	83,047
Beverages and tobacco	41,400	46,083
Crude materials, inedible, except fuels	13,063	18,354
Mineral fuels, lubricants and related materials	27,899	15,942
Animal and vegetable oils and fats	185	194
Chemicals	25,821	24,510
Manufactured goods classified chiefly by materials	110,531	82,665
Machinery and transport equipment	109,097	63,746
Miscellaneous manufactured articles	75,777	74,914
Miscellaneous transactions and commodities	11,761	6,155
TOTAL IMPORTS	£490,792	£415,610

Principal Imports and Sources of Supply, 1958

Item	Value	Quantity	Principal Supplying Countries
	£		
Provisions	71,885	717 tons	United Kingdom £43,317, Argentine £21,173, Uruguay £4,515
Alcoholic beverages	25,870	40,859 gal.	United Kingdom £24,526, Uruguay £474
Tobacco manufactures	13,523	14,808 lb.	United Kingdom £13,523
Petroleum products	22,008	481 tons	United Kingdom £5,667, Uruguay £16,341
Manufactures of metals	43,193	—	United Kingdom £43,040
Road motor vehicles and spare parts	27,381	—	United Kingdom £27,069
Clothing	24,477	—	United Kingdom £23,952
Electric machinery, apparatus and appliances	20,789	—	United Kingdom £16,091

Principal Imports and Sources of Supply, 1959

Item	Value	Quantity	Principal Supplying Countries
	£		
Provisions	72,919	624 tons	United Kingdom £45,372, Argentine £17,643, Uruguay £4,960
Alcoholic beverages	30,506	36,206 gal.	United Kingdom £28,731
Tobacco manufactures	13,806	15,801 lb.	United Kingdom £13,730
Timber	25,337	—	Chile £12,490, United Kingdom £11,415
Petroleum products	15,253	283 tons	Uruguay £12,137, United Kingdom £3,116
Manufactures of metals	23,861	—	United Kingdom £23,660
Road motor vehicles and spare parts	28,100	—	United Kingdom £28,044
Clothing	26,443	—	United Kingdom £26,317
Electric machinery, apparatus and appliances	16,819	—	United Kingdom £12,554

Sources of Import

	1958	1959
Commonwealth	82.36%	80.83%
Foreign countries	17.64%	19.17%

Principal Supplying Countries

	1958	1959
	£	£
United Kingdom	384,038	329,349
Other parts of the Commonwealth	20,190	6,583
Argentina	25,793	28,019
Chile	227	17,780
Denmark	4,507	137
Germany	11,114	8,343
Holland	2,811	1,637
Switzerland	7,379	2,352
Sweden	9,064	154
U.S.A.	580	532
Uruguay	23,539	19,269

All goods imported, except on Government account, are distributed by local traders. Imports from the dollar area consist mainly of spare parts for the two Beaver aircraft and for American-made wind generators.

EXPORTS

The value, quantities and markets for exports were as follows:

Value of Exports

	1958	1959
	£	£
Wool	785,282	904,415
Hides and skins	24,148	25,094
Tallow	255	325
Livestock	1,031	913
Other articles	3	105
TOTAL EXPORTS	810,719	930,852
TOTAL RE-EXPORTS	13,393	9,600
TOTAL	£824,112	£940,452

Note: All values are based on selling price.

Principal Exports

Item	Value		Unit	Quantity		Destination in both years
	1958	1959		1958	1959	
Wool	£785,282	£904,415	Unit lb.	4,551,347	4,545,719	United Kingdom
Hides and skins	£24,148	£25,094	cwt.	3,214	3,356	United Kingdom
Livestock	£1,031	£913	sheep	1,031	913	Chile

Note: All values are based on selling price.

Chapter 6: Production

ALL land, with the exception of some 41,500 acres remaining to the Crown, is freehold, and is divided into sheep farms varying in size from 3,600 to 161,000 acres, and carrying up to 36,000 sheep, approximately one sheep to every five acres.

The Falkland Islands Company, Limited, which owns a number of farms, holds freehold land amounting to approximately 1,229,000 acres and carrying 277,897 sheep.

Crown land may be rented.

Resources at present undeveloped are the extensive kelp (macro-cystis) beds, whales which are found in the surrounding waters, deep-sea fishing and sealing.

AGRICULTURE AND ANIMAL HUSBANDRY

No crops are grown in the Colony, with the exception of a limited supply of oaten hay.

The staff of the Agricultural Department comprise two Agricultural and Livestock Assistants and two labourers. One of the Agricultural and Livestock Assistants is Officer in Charge of the Department; the other has, for most of the period under review, been seconded for service with the surveyors engaged on the topographical survey of the Colony and, therefore, has not been available to the Department.

The policy of the Agricultural Department is:

- (i) to co-operate with the sheep farmers in maintaining a high standard of health in their flocks by combating and preventing disease;
- (ii) to control the importation of livestock and agricultural products;
- (iii) to advise stock owners in all matters connected with animal husbandry; and
- (iv) to collect and produce agricultural and livestock statistics.

In 1958 the Colony had 611,421 sheep, 12,059 cattle, 3,099 horses and 56 swine. The numbers in 1959 were 620,642, 11,417, 3,255 and 48 respectively.

Sheep and cattle are distributed among farms in the East and West Falklands. Methods of keeping livestock are uniform throughout the Colony.

The average weight of wool exported annually over the last five years was 4,468,750 lb. The wool clips in 1958 and 1959 were exported through the Falkland Islands Company, Limited.

No dairy produce was exported. An occasional shipment of mutton was made to the whaling establishments in South Georgia, and some sheep were sold to meat-freezing plants in Southern Chile.

The Colony is self-supporting in mutton and beef, supplies for Stanley being obtained from various settlements. Three small dairies in Stanley supply milk to the town. Farms in the Camp have their own cows.

Details of exports of livestock products are given on page 20.

FORESTRY

There are no forests in the Colony.

FISHERIES

There is no organised fishing industry. Occasional catches of mullet and smelt were made by net hauling by part-time fishermen. All the fish caught were sold for local consumption. Trout fishing provides good sport for anglers.

MINING

There is no mining in the Falkland Islands.

MANUFACTURING INDUSTRIES

The Colony has no manufacturing industries.

CO-OPERATIVE SOCIETIES

The Government Employees' Canteen was formed in 1952 and membership is open to employees and pensioners of the Colonial Government. All members are required to take up one £10 share on joining the canteen. A maximum of 50 shares may be held.

The canteen is run on the lines of a co-operative society and imports groceries, clothing and footwear, furniture and household goods. It is managed by a committee who remain in office for three years and a full-time secretary-treasurer. Part-time storekeepers attend on five afternoons a week.

Chapter 7: Social Services

EDUCATION

GOVERNMENT is responsible for all education in the Colony. All education in the years under review was free, except for a nominal fee of £12 a year charged for boarding school education. Children in Stanley wishing to continue their education after reaching the age of 14 years may do so in what is known as the Continuation Class at the Senior School. There is no secondary or higher education. Bursaries are awarded to children wishing to train for teaching posts within the Department of Education. Evening classes are held each winter from May to October and are open to all who wish to attend, but apart from Government employees under the age of 18 years, whose attendance is compulsory, the response in 1958 was poor, and in 1959 frankly discouraging. Typing and shorthand classes were held each week throughout the whole of 1959.

Attendance in Stanley is compulsory for all children between the ages of 5 and 14 years and in the Camp for children between 5 and 14 years of age living within one mile, and children between 7 and 14 years of age living within two miles of a settlement school. Five travelling teachers were employed in the Camp in 1958 and eight in 1959. These teachers are each assigned a beat, and at regular intervals visit houses where there are children of school age; they stay at each house from a minimum of two to a maximum of four weeks.

There are two schools in Stanley. The Infants' School caters for children from 5 to 7 years of age. The first two classes of the Senior School are accommodated in the Infants' School building. The Senior School caters for children from 7 to 14 years and over.

The Boarding School at Darwin, East Falkland, which was opened in 1956, accommodates 39 boarders from various parts of the Camp and also caters for 11 day children. The West Falkland Boarding School, built at Port Howard and opened in 1957, caters for the educational needs of 20 day pupils, and, in the latter half of 1959, for five boarders.

The following is a summary of teachers and children in each school during the period under review:

Number of Teachers as at 31st December, 1958

	Infants' School		All Range School		Boarding Schools		Camp		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Certificated : Completed Secondary School Course	—	3	3	3	3	2	2	—	8	8
Uncertificated, but who have completed Secondary School Course	—	1	—	—	—	—	6	—	6	1
Trained (locally), but who have not completed Secondary School Course	—	—	—	1	—	1	—	—	—	2
Untrained	—	—	—	1	—	—	—	1	—	2

Number of Teachers as at 31st December, 1959

	Infants' School		All Range School		Boarding Schools		Camp		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Certificated : Completed Secondary School Course	—	—	3	2	4	2	1	—	8	4
Uncertificated, but who have completed Secondary School Course	—	1	—	1	—	—	8	—	8	2
Trained (locally), but who have not completed Secondary School Course	—	1	—	1	—	—	—	1	—	3
Untrained	—	—	—	1	—	1	—	—	—	2

Number of Children receiving Education

	Schools	Enrolment		
		Boys	Girls	Total
<i>On 31st December, 1958</i>				
Infants	1	31	10	41
All range	1	42	64	106
Boarding	2	40	29	69
Full-time settlement	1	44	57	101
Part-time settlement	10			
Camp teachers	8			
TOTAL	23	157	160	317
<i>On 31st December, 1959</i>				
Infants	1	30	23	53
All range	1	44	65	109
Boarding	2	35	42	77
Full-time settlement	2	35	43	78
Part-time settlement	8			
Camp teachers	10			
TOTAL	24	144	173	317

There were 16 children (seven boys and nine girls) not receiving education in 1958 and seven children (two boys and five girls) not receiving education in 1959.

Children in the Camp not attending a boarding school are encouraged to attend school in Stanley, and a boarding allowance of £2 per month for each child is granted. This scheme now also applies to children whose parents live in South Georgia.

Places for scholarship pupils are granted each year by Dorset County Council. No scholarship was awarded in 1958, but scholarships were granted to three boys in 1959.

An Overseas Education Allowances Scheme was initiated in 1957, under which Government makes a tax-free grant of £150 for the first year, and £100 a year for the next four years, to the parents of children between the ages of 11 and 18 years who are receiving

full-time education at a school overseas, such school being approved by the Superintendent of Education. The parents of 12 children benefit from this scheme.

There was one girl of school age in South Georgia in 1958 and one boy and three girls in 1959.

The Colony's total expenditure on education in 1957-58 was £25,514 or 11 per cent. of the total expenditure of the Colony; expenditure from Colonial Development and Welfare funds was £1,475. Expenditure in 1958-59 was £32,367 or 10.8 per cent. of the total expenditure of the Colony; expenditure from Colonial Development and Welfare funds was nil.

PUBLIC HEALTH

During the period under review, the general health of the population was good. An outbreak of influenza occurred in 1959, affecting about one-tenth of the population.

Inoculations with poliomyelitis vaccine were made available during 1959 to all persons under the age of 21 years; the scheme was afterwards extended to all sections of the community, and is provided free of charge.

The ophthalmic survey of the Colony, which also began during 1959, is still in progress.

Hospital Facilities

The Colony has one hospital, which is situated in Stanley. It has 32 beds for the treatment of medical, surgical, obstetric and tuberculosis cases. There were 101 admissions to hospital in 1958 and 120 in 1959.

The following operations were performed in the hospital:

	1958	1959
Major operations	8	20
Minor operations	20	29

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

Mortality

There were 21 deaths in the Colony in 1958 and 28 in 1959. Diseases of the circulatory system, mainly associated with old age, were the main cause of death. There were no maternal deaths in either year.

Medical Services in the Camp

For medical purposes, the Falklands are divided into three areas: Stanley and the North Camp, Lafonia, and West Falklands. The

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

All settlements on the main East and West islands can communicate with a doctor by telephone. All the inhabited islands are supplied with radio-telephones. Standard medical chests are provided at all settlements. The Government Air Service is available for the transport of doctors and patients. As a rule, the Camp doctors ride to their patients or travel by Land Rover but, when necessary, they are flown.

The system is practical, and efficiently meets the unusual needs of a roadless country of mountain ranges, great areas of grassland pastures, and many islands, inhabited by a widely-scattered population.

Medical Department

The staff of the Medical Department consisted of the Senior Medical Officer, three Medical Officers, three Dental Officers (two of these posts were vacant for part of the period under review), one Matron, two Nursing Sisters, one District Nurse, and six staff nurses. Two medical *locum tenens* were employed in 1958.

Other staff of the hospital consisted of one clerk, one caretaker, one cook, five maids, one laundry-maid, and one gardener.

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

Expenditure on medical services (including special expenditure) during 1957-58 was £26,501. In 1958-59 it was £27,014.

Revenue	1955	1956	1957	1958	1959
	£	£	£	£	£
Medical	1,739	2,856	2,899	3,585	4,040
Dental	580	627	1,654	1,204	1,280
	£2,319	£3,483	£4,553	£4,789	£5,320

Local Authority Services

The Stanley Town Council was responsible for sewage disposal, and employed two night-soil collectors. By the end of 1959, there still remained about 30 houses without modern sanitary installations.

There were three licensed dairies in Stanley. The dairy herds are examined periodically by the Agricultural Officer, and all animals are tuberculin tested.

HOUSING AND TOWN PLANNING

The majority of the houses in the Colony are built of timber with metal outer covering; the roofs are usually of corrugated iron. Concrete block building, particularly for Government premises, is now becoming popular. Plans for all new buildings must be submitted to the Stanley Town Council for approval and must conform to the sanitation and constructional requirements of the Council. There is a shortage of housing in Stanley, caused mainly by the high cost of materials and freight and the shortage of labour.

Government maintains accommodation for most of its overseas officials. Two blocks of small houses are available for rental by the poorer members of the community. These premises are liable to inspection and the tenants must keep them in a sanitary condition. The Stanley Town Council has power to condemn houses which are unfit for habitation.

SOCIAL WELFARE AND AMENITIES

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

An old age contributory pensions scheme introduced in 1952 is compulsory for all male residents in the Colony. The following weekly benefits are paid to contributors on reaching the age of 65 years: married man 30s., unmarried man or widower 20s., widow of pensioner 10s. Employees contribute 2s. weekly and employers 3s.

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

Poor relief is administered by the Stanley Town Council. The amount spent on poor relief in 1959 was £860. Accommodation for old and chronic invalids is provided in the hospital. There are no orphanages or poor law institutes.

The Stanley Benefit Club, open to all residents, is the oldest club in the Colony. The centenary of its formation was celebrated in 1959. It was formed, in July, 1859, to provide a fund for the support of members in cases of sickness or accident; it also contributes towards funeral expenses. The club's membership has fallen to 135, chiefly due to the older members dying and the lack of interest among younger people. The Stanley Benefit Club paid to its members sick and other benefits amounting to £317 in 1958 and £592 in 1959. The club's assets over liabilities on the 30th April, 1959, were £3,233.

The local branch of the Red Cross Society held its usual meetings each month. Canteens were run for visiting ships of the Royal Navy; and some members attend the hospital each week to undertake the mending of garments and linen. In 1958 the Society decided to present an ambulance to Stanley, and a public appeal to raise funds to meet the cost of purchasing the ambulance was launched in 1959 by Lady Arrowsmith, wife of the Governor and President of the Society. The fund reached the target-figure during the course of the year and the ambulance, which was purchased in England, arrived in the Colony in December, 1959.

The membership of the Girls' Life Brigade has increased during the period under review. Courses were completed in accordance with the International Headquarters Syllabuses at the advanced level in hygiene, first aid, cookery, knitting, and country dancing. Elementary standard badges were also granted in natural history, art, needlework, knitting and basketwork.

The 1st Falkland Islands Company of the Boys' Brigade was formed in 1944. Training is carried out during the winter months. Classes are held in signalling, first aid, physical training, and drill. A fourteen-day camp is held annually during the school holidays. The strength of the Company has decreased by 16 over the past two years. Lack of suitable accommodation has been one of the main causes of waning interest and the gradual decrease in membership. The Life Boys, the junior organisation of the Boys' Brigade, was formed in 1949. Meetings are held twice weekly for drill, physical training, and games. Outings are held during the summer months. The roll is now 15, a decrease of five over the past two years.

There are several clubs in Stanley, among them the Colony Club, the Falkland Club, the Working Men's Social Club, which holds an annual sports meeting for children, and the Falkland Islands Defence Force Club, membership of which is confined to past and present members of the force.

Full-bore rifle shooting held under the auspices of the Falkland Islands Defence Force Rifle Association has a good following. Annual prize meetings are held and when finances permit representative teams are sent to Bisley, England, to compete in the junior colonial competitions. Several of the teams have been successful in carrying off prizes in the past. The Association is sending their next teams to Bisley in 1960 to compete in the Centenary Meeting of the National Rifle Association of Great Britain.

There is a small-bore range in the Drill Hall and this is open to members and their wives. It is always well supported and this form of sport flourishes during the winter months. The Drill Hall is also used for badminton and table tennis.

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

The Cricket Club, formed in 1955, still continues to attract members, of whom there are now about 50. The pitch is matting on concrete. This must be the most southerly place where cricket is played regularly during the summer. Practices were well attended and a number of matches, mostly in "two-sweater" weather, were played against visiting ships.

An increasing interest is being taken in trout fishing. Brown trout (*salmo fario*) were introduced into the Colony's rivers between 1947 and 1952. These trout have over the years formed a sea-going habit, and return to the rivers to spawn. Specimens weighing 7 to 10 lb. are not uncommon. The trout fishing season opens on 1st September and closes on 30th April.

The Stanley Sports Association holds an annual meeting in December with horse racing, gymkhana and athletic events. Race meetings are also held at Darwin and at most of the principal settlements in turn on West Falkland.

The Stanley Badminton Club has a large membership and games are played in the gymnasium twice a week.

The squash court, donated by the Falkland Islands Company Limited in 1953, continues to be well used.

Darts is a popular winter game and there is a league in Stanley with nine teams. The standard of play is high.

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

The Guild of Spinners, Weavers and Dyers which had 24 members at the end of 1959 now has its own room in the gymnasium. Weekly classes were held for some of the girls attending Stanley Senior School during which spinning and weaving were taught as a handicraft.

Folk dancing is held in Stanley for five months of the year in the gymnasium. The society meets once a week for two hours. Classes for members are also held. Membership is open to all over 13 years of age, and averages about 100. Members pay a subscription of 2s. and an entrance fee of 6d. each evening. Social evenings at which there was ballroom and folk dancing were a great attraction.

The Town Hall, rebuilt in 1950 with the assistance of a grant from Colonial Development and Welfare funds after being destroyed by

fire in 1944, contains a dance hall with stage, dressing rooms, refreshment room and a well stocked and patronised library. In 1958 and 1959 film shows were given in the dance hall by a private operator.

Chapter 8: Legislation

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

1958

- No. 3. *The Guardianship and Custody of Children Ordinance*, consolidating the law in the Colony relating to the guardianship and custody of children (previously spread over four English Acts).
- No. 5. *The Old Age Pensions (Amendment) Ordinance*, enabling the Governor in Council to exempt such persons or classes of persons as shall be specified in an Order in Council from liability to contribute to the Old Age Pensions Fund.
- No. 6. *The Harbour (Amendment) Ordinance*, providing against the discharge or escape of fuel oil or diesel oil into any harbour.

1959

- No. 4. *The Foreign Judgments (Reciprocal Enforcement) Ordinance*, providing, on a basis of reciprocity, for the enforcement in the Falkland Islands of the judgments of superior courts of foreign countries.
- No. 7. *The Legislative Council (Elections) (Amendment) Ordinance*, making provision for the preparation of registers of electors by Registration Officers without the electors first having to apply to have their names included on the electoral roll.
- No. 9. *The Defence Force (Amendment) Ordinance*, extending to the Colony those parts and sections of the United Kingdom Army Act, 1955, concerning discipline and the trial and punishment of military offences and billeting and requisitioning of vehicles and payment for requisitioned vehicles.
- No. 13. *The Live Stock (Amendment) Ordinance*, widening the definition of dipping so as to permit the introduction and use of effective methods of dipping other than by immersion.

- No. 16. *The Live Stock (Amendment) (No. 2) Ordinance*, consolidating the provisions of section 11 of the Live Stock Ordinance (Cap. 40), which relate to the compulsory annual dipping of sheep, with a further provision empowering the Governor in Council to vary the period within which sheep must be dipped for experimental purposes.
- No. 18. *The Estate Duty (Amendment) Ordinance*, exempting from estate duty estates valued at under £5,000, providing that estates valued at over £40,000 shall not attract duty at a higher rate than 10 per cent., allowing reliefs from estate duty similar to those allowed under equivalent English law, and levying duty on certain classes of property at present exempt and on movable property wherever situate provided that double taxation relief can be obtained. This Ordinance had not been brought into force at the end of 1959.
- No. 20. *Application of Enactments (Amendment) Ordinance*, applying the Marine Insurance Act, 1906, and the Marine Insurance (Gambling Policies) Act, 1909, to the Colony, thus bringing the law of the Colony relating to marine insurance into uniformity with that of the United Kingdom. This Ordinance had not been brought into force at the end of 1959.

Chapter 9: Justice, Police and Prisons

JUSTICE

THE judicial system of the Colony is administered by a Supreme Court, with the Governor as Judge, and a Court of Summary Jurisdiction, both of which usually sit in Stanley. The Court of Summary Jurisdiction is presided over by the Magistrate or by a bench of magistrates composed of two or more Justices of the Peace. The post of Magistrate is at present held by the Colonial Secretary. The Colony retains the part-time services in England of a retired Colonial Judge as Legal Adviser.

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

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

The commonest type of litigation is for recovery of debt; the most frequent offences are larceny, malicious damage and breaches of the Licensing Ordinance.

The following tables show the number of civil and criminal cases heard by the courts during 1958 and 1959:

Civil Court

	1958	1959
Debt	5	16
Property Act	1	1
Marriage Act	—	1
Removal of disqualification for driving	—	3
Maintenance orders	3	1
Non-compliance with Court Order	3	6
Adoption orders	—	4

Court of Summary Jurisdiction

	Cases Heard		Discharged		Convicted	
	1958	1959	Adults	Juven-iles	Adults	Juven-iles
<i>Offences against the person:</i>						
Assaults	1	1	1	—	1	—
<i>Offences against Property:</i>						
Larceny	11	4	5	—	7	3
Malicious damage	1	2	—	—	3	—
<i>Offences against Local Ordinances:</i>						
Road traffic	15	18	—	—	30	3
Licensing	33	18	1	—	50	—
Dangerous dogs	1	1	—	—	2	—
Education	—	2	—	—	2	—
Firearms	—	1	—	—	1	—
<i>Offences against Public Order:</i>						
Breach of recognizance	1	—	—	—	1	—
Assaulting constable	1	1	—	—	2	—
Resisting arrest	1	—	—	—	1	—
Obscene language	—	1	—	—	1	—
Sending false telegram	—	1	—	—	1	—

Supreme Court

	1958	1959
Divorce	5	6
Enticement damages	—	1
Debt	—	1
Appeal	2	—
Contract	—	1

- *Includes 6 disqualifications from driving.
- *Indicates Prohibition Order made under Licensing Ordinance.

*Indicates Prohibition Order made under Licensing Ordinance.

Orders made.

Types of Punishment (1958 and 1959 combined)

Court of Summary Jurisdiction	Convicted			Imprisonment			Fined			Bound over		
	M.	F.	J.	M.	F.	J.	M.	F.	J.	M.	F.	J.
Assault . . .	1	-	-	-	-	-	1	-	-	-	-	-
Larceny . . .	7	-	3	-	-	-	7	-	-	-	-	3
Malicious damage . . .	3	-	-	-	-	-	3	-	-	-	-	-
Traffic . . .	30	-	3	-	-	-	30	-	3	9*	-	-
Licensing . . .	49	1	-	-	-	-	14	-	-	35*	1*	-
Education . . .	1	1	-	-	-	-	1	1	-	-	-	-
Firearms . . .	1	-	-	-	-	-	1	-	-	-	-	-
Dangerous dogs . . .	2	-	-	-	-	-	-	-	-	-	-	-
Obscene language . . .	1	-	-	-	-	-	1	-	-	-	-	-
Sending false telegrams . . .	1	-	-	-	-	-	1	-	-	-	-	-
Other cases . . .	4	-	-	-	-	-	4	-	-	-	-	-

POLICE

The authorised strength of the Falkland Islands Police Force is seven, consisting of the Chief Constable, one sergeant, one senior constable, and four constables, all of whom are stationed in Stanley. Two constables are also stationed at South Georgia.

With the exception of the Chief Constable, members of the Force are recruited locally.

Training is carried out under the supervision of the Chief Constable.

Crime

The number of indictable offences has decreased. Juvenile delinquency has almost disappeared, only six juveniles appeared before the magistrates during the period under review.

Other Police Duties

The Chief Constable also acts as Gaoler, Immigration Officer, and Sanitary Inspector. The Police Department issues and renews firearm certificates, gun licences, driving licences, and is responsible for the registration of motor vehicles, the testing of applicants for driving licences, and the licensing of dogs.

PRISONS

There is one small prison in Stanley. The Chief Constable acts as Gaoler and other members of the Force as warders. A part-time gaol matron is employed.

Two prisoners (both males) were received during 1958 and served sentences of three months each. No prisoners were received during 1959.

There is no special provision for first offenders, recidivists, etc.

Prison discipline is governed by the Prisons Regulations.

The health of the prisoners is under the supervision of the Senior Medical Officer of the Colony. There are no facilities for the education and training of prisoners.

Prisoners are employed on work in and around the gaol, such as painting, cleaning and gardening, and are occasionally put to work in cutting peat and making concrete blocks. Prisoners receive no payment when in prison. Remission of sentence is earned at the rate of four days per month by those imprisoned for one month or over.

The Colony has no Borstal or similar institution and there is no after-care of prisoners.

Chapter 10: Public Utilities and Public Works

ELECTRICITY

A 24-hour supply is available in Stanley. The supply voltage is 230 A.C. for lighting, heating and small power, and 400 A.C. for large power. The diesel electric power station opened in 1951, has a maximum output of 550 kW. Distribution is overhead at 3.3 kv. and 230 to 400 volts. The system is 3-phase 4-wire. The power station is operated by Government.

There are 460 consumers in Stanley. Tariff is at a fixed rate of 4½d. per unit. Major consumers are Government, the Falkland Islands Company Limited, and the Stanley Town Council.

In the Camp most of the farms have installed their own generating plants; some supply power to a single house, while others with a larger generating capacity supply the whole of a settlement. Shepherds living in isolated houses have in many cases installed their own lighting systems fed from low voltage batteries charged by wind generators.

WATER SUPPLY

The water supply in Stanley has been much improved by the construction of a completely new water purification and filtration plant. This plant was opened by the Governor, Sir Edwin Arrowsmith, in March, 1958. It ensures a sufficient supply of pure chlorinated water up to modern standards throughout the town. The source of water is the Moody Valley Stream which is some three miles to the west of the town. Water is pumped through a new pipeline into two existing reservoirs in Stanley. Storage is available for some 335,000 gallons, and many householders use rainwater tanks as reserves. Consumption averages 60,000 gallons per day.

PUBLIC WORKS

The Public Works Department is responsible for the care and maintenance of Government buildings, the construction of new Government works, and the maintenance of Stanley roads and water supply.

The staff in 1959 numbered 55, of whom two were artisans from the United Kingdom, one was a local tradesman, and the remainder were locally-engaged handymen and labourers.

The principal activities of the Department during the period under review were concerned with general repair and maintenance work and the reconstruction of the roads in Stanley. About 16,000 cubic yards of peat were also cut each year, all of it by hand.

Chapter 11: Communications

SHIPPING

The Falkland Islands Company's R.M.S. *Darwin*, a modern vessel of 739 registered tons and capable of carrying 40 passengers, replaced the *Fitzroy* in August, 1957. She averages 12 round trips to Montevideo annually, carrying mail, freight and passengers. In addition to being the main link with Montevideo the vessel makes various calls at settlements in the Colony. Vessels are also chartered by the Falkland Islands Company to bring supplies from the United Kingdom and to take back the wool clip.

The R.R.S. *John Biscoe* and the R.R.S. *Shackleton* provided occasional communication between Stanley, South Georgia and the Dependencies, and South America.

H.M.S. *Protector* was based on Stanley from November to March in 1957-58 and 1958-59.

The following table shows the number of vessels which entered and cleared Stanley in the two years:

	1958	1959
Number of ships entering	24	21
Number of ships clearing	20	21
Net tonnage in	29,621	17,129
Net tonnage out	27,545	17,129
Passengers in	274	257
Passengers out	314	335

RAILWAYS

There are no railways in the Colony.

ROADS AND VEHICLES

There are 12 miles of road in and around Stanley, they are mainly of water-bound macadam construction and were formerly in a very poor state of repair, but reconstruction work has begun. The main road along the sea front, on which are situated most of the principal buildings, is constructed of concrete; it was the first part of the new road reconstruction programme, having been completed in 1957. It is intended to reconstruct the remaining roads in tar-macadam; so far two miles have been completed.

Rough unsurfaced tracks connect some settlements on the East and West Islands and summer travel is possible by means of Land Rover or motor-cycles, depending on weather conditions.

The following table shows the number of vehicles registered in 1958-59:

	Imported		Registered	
	1958	1959	1958	1959
Lorries	1	—	63	63
Vans	—	—	18	18
Cars	10	4	71	75
Motor cycles	40	37	165	202
Power scooters	—	—	8	8
Land Rovers	8	6	47	53
Tractors	13	2	75	77
Jeeps	8	49	15	64
	80	98	462	560

LAKE AND RIVER TRANSPORT

There are no navigable rivers in the Colony and no lakes.

AIR SERVICE

The Falkland Islands Government Air Service was started in 1948, using one single-engined Auster land-plane. The service now operates two single-engined De Havilland Beaver sea-planes. The original medical and mail service has now been extended to include passengers and freight. The service is internal only.

During 1958, 1,560 passengers were flown; in 1959 the number of passengers increased to 1,998. During 1959, 5,683 lb. of freight was also flown.

Invaluable work was done in flying urgent medical cases to Stanley for treatment. Full use of the aircraft was made by the Medical Department during the second half of 1959 to transport the eye-specialist to the various outlying settlements, and to convey around the Camp those doctors who were engaged on giving inoculations against poliomyelitis.

There is no international air service connecting the Colony with the outside world.

POSTS AND TELEGRAPHS

A telephone system is maintained in Stanley by Government for general as well as official use. There were 395 telephone subscribers in 1958 and 411 in 1959.

A new exchange building was erected in 1957 and a new telephone exchange switchboard with a larger capacity was installed.

Most of the sheep-stations on the East Falkland have their own lines connected to the Stanley system; on the West Falkland the telephones converge on Fox Bay where there is a Government wireless station for inter-island traffic.

Some of the farms have private radio transmitters for local use, but these have been largely superseded by radio-telephone sets provided and installed by Government.

The Posts and Telegraphs Department handles approximately 16 mails annually from overseas, each averaging 180 bags. An average of 40 inter-island mails also passes through the Post Office. Inter-island airmail between Stanley and the settlement is carried when weather conditions permit.

Telegrams for inland and overseas are accepted at the Post Office and the number of telegrams handled in 1958 exceeded 57,000.

A commercial wireless telegraphy station operates daily from 9 a.m. until 11 p.m. and employs six operators and three apprentices.

Two electricians and one apprentice are employed on servicing the telephone and broadcasting services.

Chapter 12: Press, Broadcasting and Films

PRESS

THE only periodical printed in the Colony, other than the official *Gazette*, is the *Falkland Islands Monthly Review*, which is published on the first Friday of each month. A weekly newsletter is broadcast to Stanley, the Camp and the Dependencies.

BROADCASTING

The Falkland Islands established the first colonial broadcasting service. In the early part of 1929 a wired broadcasting system was started in Stanley; the service covered not only the town but also many parts of the East Falkland, the programme being carried to outlying farms by the normal telephone lines. Although a number of earlier experiments were made, wireless broadcasting from a radio transmitter did not become a regular feature until 1942. The two methods, operated jointly, are now a well-established service in the Islands.

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

Programmes of two or three hours' duration are broadcast daily, and four part-time announcers are employed. B.B.C. news bulletins,

sports results and "Radio Newsreel" are broadcast regularly, and extensive use is made of the B.B.C. Transcription Service. The acquisition of a tape recording machine in 1953 has facilitated the production of local features.

There were 471 wireless receiving licences issued in 1958 and 521 in 1959. Three hundred and twenty-five wired broadcasting subscriptions were paid in 1958 and 319 in 1959.

FILMS

A film library organised by the Superintendent of Education was established in 1953; it has grown considerably and its membership has increased. By the end of 1959 the library was supplying films to seven stations on the East Falkland and nine stations on the West Falkland. Prints are obtained from J. Arthur Rank Overseas Film Distributors Ltd., and from the Central Office of Information, London. The library operates on a non-profit basis. Films of educational value are shown at the Senior School, Stanley. A local business man operates a cinema in the Town Hall, Stanley, where films are shown once weekly.

INFORMATION SERVICES

No information service is operated by Government. Important announcements are broadcast over the local radio station.

Chapter 13: Local Forces

THE Falkland Islands Volunteer Corps was first formed in 1892. The Force stood down in 1919 and was reconstituted in 1920 as the Falkland Islands Defence Force. Service in the Force is voluntary.

Annual compulsory training consists of twelve instructional parades each of two hours' duration, musketry classification, the ceremonial parade on the occasion of the birthday of Her Majesty the Queen, and a maximum of four ceremonial parades as may be ordered by the Commanding Officer. In addition to the foregoing, twenty parades, each of one hour's duration, are compulsory for first-year recruits.

The full-bore rifle competition for the Falkland Islands Force 122 Trophy is held annually for members on the active list of the Force. The Stanley Cup Competition, which is also an annual event, is open to members on the active, reserve, and retired lists of the Force.

Small-bore rifle shooting takes place on two evenings a week in the Drill Hall throughout the winter months. The Miniature Rifle Club is open to members on the active, reserve, and retired lists of the Force, and to ladies who have attained the age of sixteen years. Shooting is also arranged on Sunday afternoons for members of the Boys' Brigade between the ages of 12 and 18 years. Badminton is played on Tuesdays and Saturdays during the winter.

During the summer months the Drill Hall is made available to the catering branch of H.M. ships and to the local branch of the Red Cross Society for the purposes of supplying suppers and teas for naval personnel when ashore, as there are no restaurants in Stanley.

The total expenditure on defence was £944 in 1957-58 and £969 in 1958-59.

Chapter 14: General

THE D.S.I.R. IONOSPHERIC OBSERVATORY

THE ionospheric observatory, which was established in Stanley in 1947, is maintained and staffed by the Radio Research Organisation of the Department of Scientific and Industrial Research.

The observatory provides data which, when combined with that from other similar stations located throughout the world, is used to predict optimum conditions for radio communication. The predictions are issued three months in advance and are of use to all controllers of communication circuits, enabling the best and most economic use to be made of the available facilities, especially the overcrowded frequency spectrum. The data is also used for long-term research into the behaviour of the ionosphere.

Measurements are made, by automatically operated transmitters, of the properties of the ionospheric reflecting layers directly overhead. Height and frequency characteristics are obtained hourly, whilst the absorption is measured daily at noon, when it is highest. These records are produced on film which is analysed at the station and the analysis is sent monthly to a World Data Centre at the Radio Research Station at Slough, England. The magnetic field of the earth has a considerable effect on ionospheric conditions and a continuous record is kept of local variations.

Radio noise from electrical storms in the atmosphere is often a limiting factor in communication and the station is equipped to enable the local level of such noise to be measured. Since this noise

originates in the lightning of the storms, a counter, recording lightning flashes within a pre-determined area, is also in use.

During the recently concluded International Geophysical Year the programme of the station was greatly increased and fitted into an extensive world-wide series of measurements. Ionospheric soundings were often required at quarter-hour intervals and absorption was measured hourly. The measurement of atmospheric noise was arranged to cover twenty-four hours. The staff of the station was increased to cover the extra work.

The observatory has a close liaison with the Falkland Islands Dependencies Survey. Regular contact is maintained with the base at Port Lockroy, where similar work has been in progress since 1952, and that station's results are thereby included in the prediction service. Since Port Lockroy is a high latitude station, this is especially valuable. It is hoped to extend this co-operation to the base at Halley Bay.

A seismograph which was originally installed for the I.G.Y., and which is operated and maintained on behalf of the Survey, has been retained in service and is producing a continuous record of seismological disturbances.

PART III

Chapter 1: Geography

THE Falkland Islands lie in the South Atlantic Ocean, between latitudes 51° and 53° South and longitudes 57° and 62° West, on the edge of the Patagonian Continental Shelf.

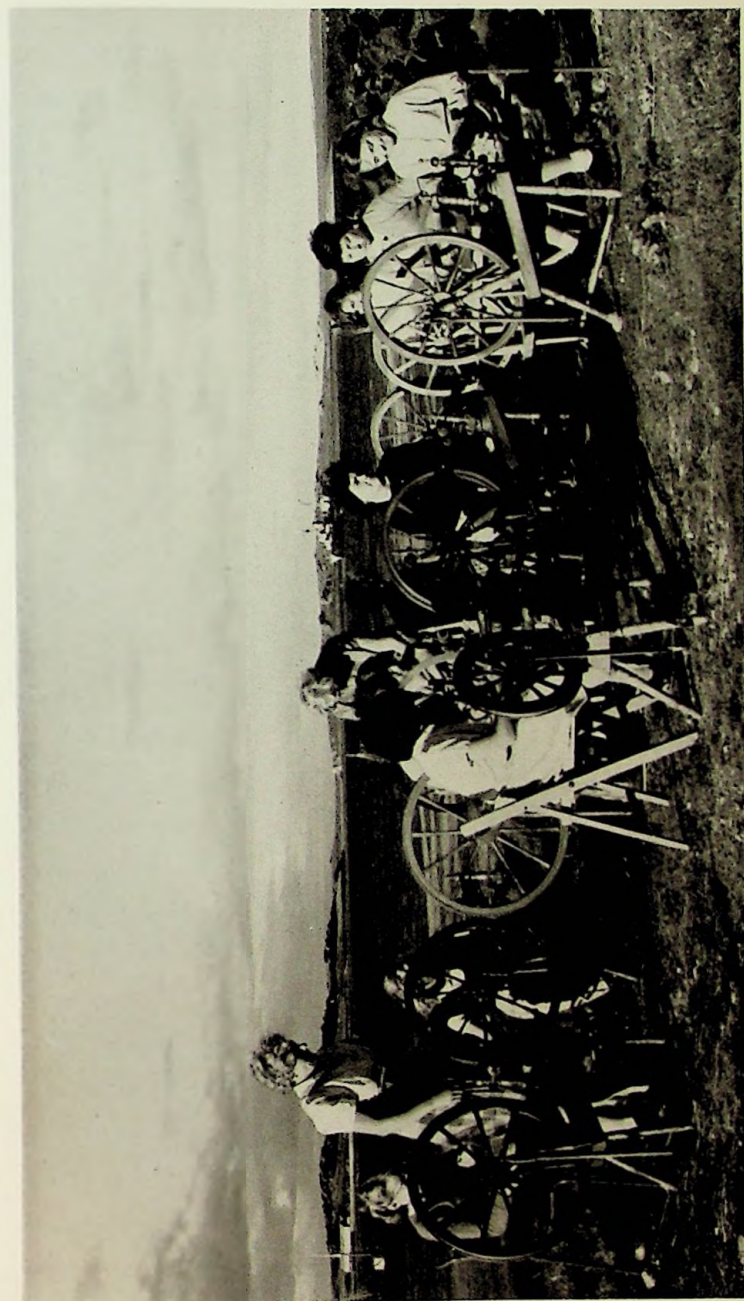
The group, consisting of two large islands and about 200 smaller islands, with a total land area of approximately 4,600 square miles, is situated about 400 miles north-east of Cape Horn and about the same distance from the eastern entrance to the Straits of Magellan. Montevideo, in Uruguay, which is the normal port of entry for the Falkland Islands, lies 1,010 miles to the north of the capital, Stanley.

The Colony is poorly mapped, for existing maps are still largely based upon the hydrographic surveys made between 1838 and 1845. Complete aerial photographic cover is now available and topographical maps will be published shortly.

GEOLOGY AND LANDFORMS

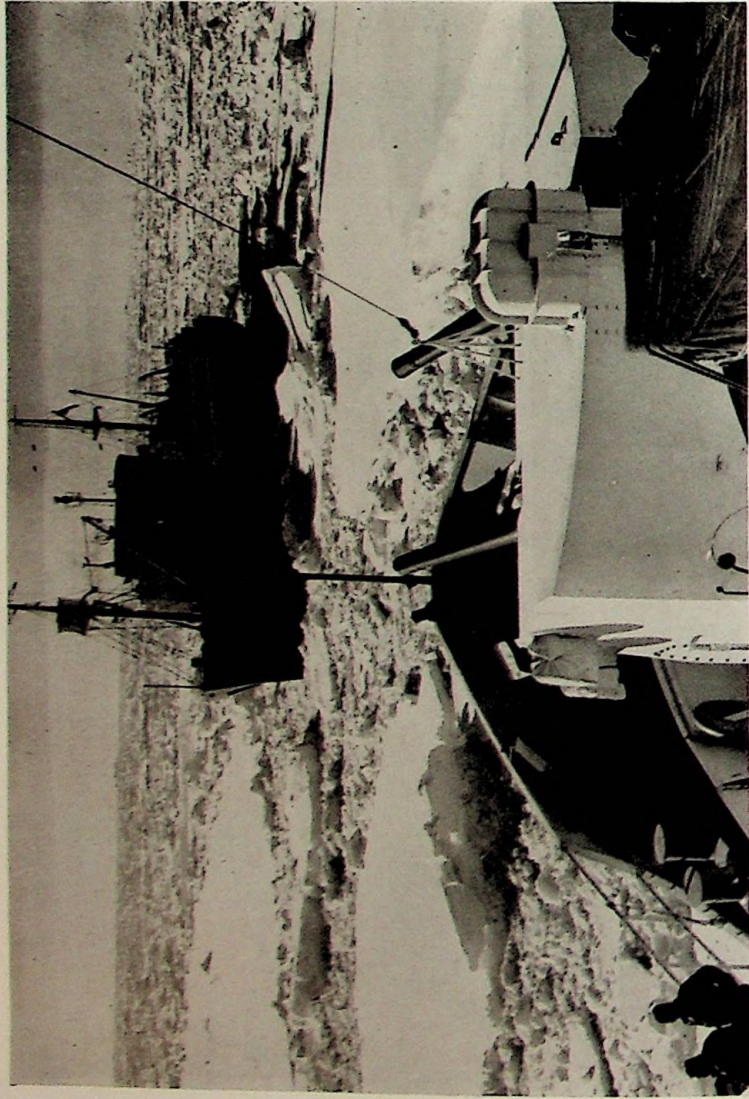
The Falkland Islands are composed almost entirely of palaeozoic and mesozoic sedimentary rocks. Some of these have strong lithological and palaeontological affinities with those of South Africa, Uruguay and Southern Brazil. Although the islands lie on the edge of the Patagonian Continental Shelf, there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

The distribution of rocks within the Falkland Islands is now fairly well known and geological mapping is as satisfactory as the present state of topographical mapping will permit. West Falkland and the adjacent islands are predominantly composed of palaeozoic sedimentary rocks, quartzites, sandstones and shales, with a few minor occurrences of tillite and a small exposure of the archæan basement complex at Cape Meredith in the extreme south.



Spinning Class, Government Senior School, Stanley

(Acknowledgement to J. Leonard)



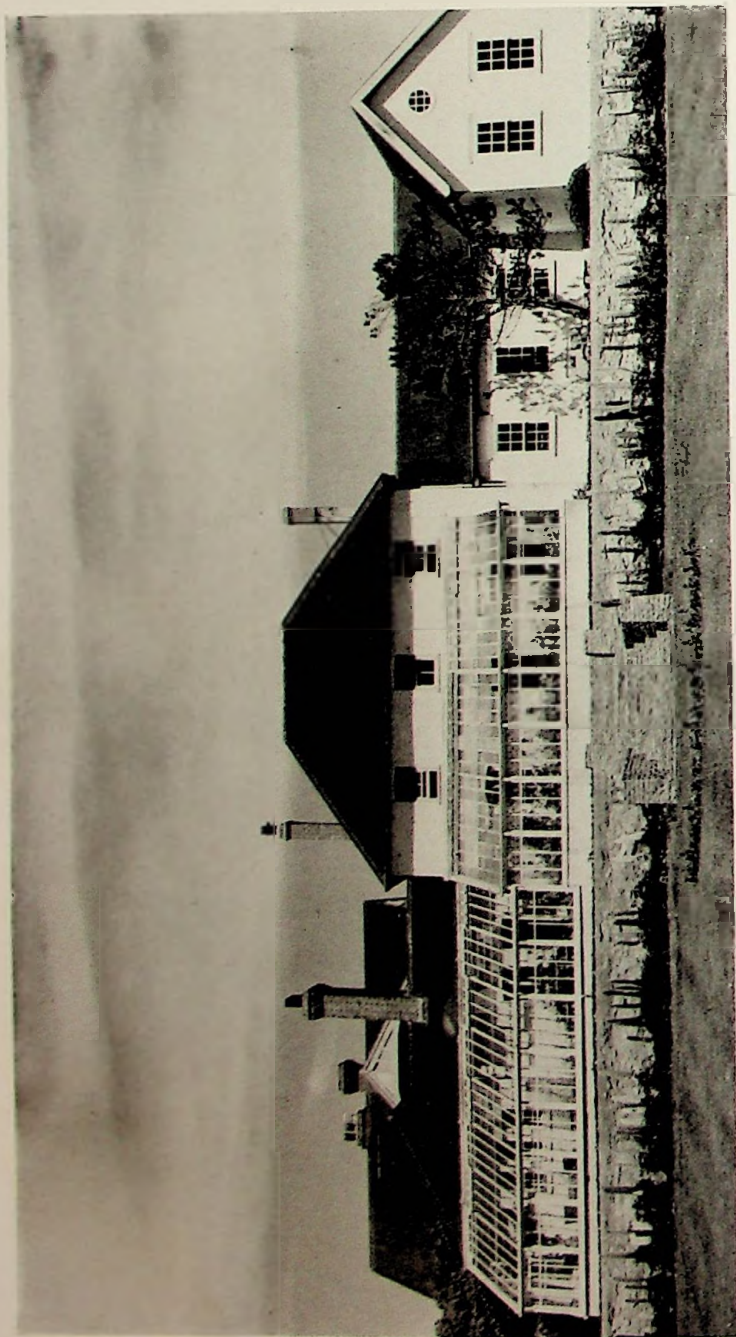
(Acknowledgement to J. P. Marley)

The R.R.S. "John Biscoe" in heavy pack ice off the west coast of Graham Land, March 1959
 Photograph taken from U.S. Icebreaker "Northwind"



Base J, Graham Coast

(Acknowledgement to J. Martin)



Government House, Stanley

(Acknowledgement to Sir Edwin Arrowsmith)

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

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

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

During the quarternary era, when adjacent parts of the South American mainland were glaciated, the Falkland Islands were ice-free. There is no evidence of any permanent glaciation within the group and it is supposed that, even at the glacial maxima, the climate was periglacial. During this period, large accumulations of quartzite boulders—stone runs, as they are called—formed in the valley floors of upland areas. The origin of the stone runs has been attributed to solifluction—soil creep down the valley sides, assisted by frost-and-thaw action—but this explanation is not wholly convincing.

Two main morphological elements may be recognised, the mountains which occur in the areas of folded Devonian-Carboniferous sandstone and quartzite, and the great plain of Lafonia, where the mesozoic rocks are exposed. The principal mountain ranges follow the trend of the folded quartzites, from east to west across both main islands and parallel with Falkland Sound on West Falkland. The hills occasionally rise to about 2,300 feet (Mount Adam, on West Falkland, is probably just over 2,300 feet; Mount Osborne, on East Falkland, is about 50 feet lower), but the general summit levels are between 1,500 and 2,000 feet. On East Falkland, the main upland ridge of Wickham Heights, rises steeply along the southern edge of the folded quartzites. The tillites and mesozoic sedimentary

rocks which lie to the south have been considerably less resistant to erosion so that, where these have been folded, the terrain consists of low parallel ridges rising to little more than 200 feet. South of the great inlets of Choiseul Sound and Brenton Loch, where the rocks are virtually undisturbed, the whole country is a flat plain which seldom rises more than 100 feet above sea-level.

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

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

CLIMATE AND VEGETATION

The Falkland Islands lie on the northern edge of the depression belt through Drake Passage; they are thus dominated by westerly winds and by the continuous variation of weather caused by the procession of air masses and fronts across them. The islands lie in the lee of the South American continent, but are separated from the mainland by about 300 miles of relatively cold sea. Although the warming and desiccating influences of the Andes are still felt in the islands, their effect upon the climate is considerably modified by this sea passage. The climate of the Falkland Islands is characterised by the low temperature range, high winds, seasonal uniformity and day-to-day variability of weather which are commonly associated with an oceanic situation in temperate latitudes.

The majority of reliable and long-term climatic records which are available for the Falkland Islands depend upon observations which have been made in the vicinity of Stanley. Consequently we have little precise knowledge as to how temperature and rainfall vary through the archipelago as a whole. It is commonly supposed that the south and west of the islands are warmer and drier than

the north-eastern corner, although this cannot be supported by instrumental evidence. At Stanley, the mean monthly temperature varies between 49.0° F. in January and 35.5° F. in July. The air temperature has never been known to exceed 77° F. or to fall below 12° F. No month is entirely frost-free, although the air temperature rarely falls below 32° F. in January or February. Average values for relative humidity are high. In consequence, the incidence of cloud is high with a large proportion of overcast days. The low sunshine records reflect this cloudiness, for only about 35 per cent. of the total possible sunshine is recorded annually. The rainfall at Stanley is about 27 inches, spread fairly evenly throughout the year, with a slight maximum in summer (December and January) and a minimum in early spring (September and October). The number of days with rain is high throughout the year (16–21 days per month). Snow falls on about 50 days during the year and has been recorded in every month except January and February. Snowfalls are, however, light and soon melt. The wettest year on record was 1911, when 37 inches of rain were measured. The driest year was 1946, with only 18.4 inches.

The prevailing winds are westerly. More than two-thirds of the winds blow from the quadrant between south-west and north-west. There is little seasonal variation in wind direction. The average wind speed is about 17 m.p.h. with very little diurnal or seasonal variation. Calm conditions are rare. There are generally about two days with gale during each month, but on many other days the wind strength is only a little below gale force. The persistence and strength of the wind are, without doubt, the most marked and disagreeable features of the climate.

The cool, windy climate has prevented natural tree-growth. The natural climax vegetation of the Falkland Islands is a grassland with certain species of heath and dwarf shrubs, which form plant communities similar to the moorland vegetation of upland Britain. The monotonous succession of arenaceous and argillaceous sedimentary rocks, with the absence of limestone, is reflected in the uniformity of the sub-soil type. The top-soil is generally peaty, though the thickness of the peat horizon may vary from less than one inch to more than fifteen feet. Much of the uplands are bare of vegetation, comprising eroded peat, scree and stone runs.

The grasslands of the Falkland Islands represent the sole natural resource which has proved capable of economic exploitation throughout the entire history of colonisation. Following the first settlement by the French in 1764, cattle ran wild on East Falkland. By 1840, the number of wild cattle had reached some figure

between 50,000 and 100,000 and appeared to be increasing rapidly despite the large numbers killed annually. During the early years of the Colony, the sale of beef to visiting ships represented the principal economic activity. Within ten years, however, sheep began to replace the wild cattle which were systematically slaughtered until, by 1880, they had been virtually exterminated. During the last thirty years of the nineteenth century, sheep-farming developed rapidly. Between 1893 and 1899, there were more than 750,000 sheep in the islands. This appears to have been a greater number than the pastures could support by the methods of large-scale ranching which have always been employed. After 1898, the number of sheep began to fall and this decline has persisted until the present day. This trend has been attributed to many factors, but certainly one of the most potent has been the deterioration of the richer grazing areas by continuous overstocking in the past at all seasons.

Little precise information was available until 1938-39, when the islands were first examined by a competent ecologist, but the results of this work showed that the major subdivisions of the grasslands are composed of comparatively few species which have any significant nutritional value. Pasture improvement experiments are at present being carried out by the Falkland Islands Company in Lafonia and by Bertrand and Felton Limited at Roy Cove, West Falkland.

POPULATION, LAND TENURE AND ECONOMY

The population is almost entirely of British origin, with a very small admixture of Scandinavian and Latin American blood. The first settlers, some of whose descendants still live in the Colony, began to arrive during the uneasy years which followed the establishment of the Colony in 1833 (see page 51). During the remainder of the nineteenth century the population increased until it had reached about 2,000 in 1900. During the whole of the twentieth century, the population has fluctuated between 2,000 and 2,300. This unique condition of an almost static population may be accounted for by the fact that owing to the limited economic opportunities, emigration from the islands has practically balanced the natural increases throughout the period.

During the early development of the Colony, great emphasis was laid upon its strategic position, both as a naval base and as a port of call for ships rounding Cape Horn. In consequence, the development of the land was largely neglected and no proper system of land tenure was ever devised. The Falkland Islands are unique among the Colonies in that the freehold title to all the land, save a few thousand acres, was sold without any proper survey.

The land on East Falkland was taken up first and most of it was sold by 1860. Colonisation of West Falkland began in 1867 and, within two years, virtually the whole of the land had been sold. The land thus acquired was converted into large sheep farms. The modern tendency has been for the number of separate estates to diminish as the larger firms increase their individual holdings. Today, the Falkland Islands Company owns rather more than half the entire area of the Colony. Extensive ranching of sheep for wool represents in fact the sole economy of the islands.

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

SETTLEMENT AND COMMUNICATIONS

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

There are motor roads in Stanley and rough tracks negotiable by Land Rover-type vehicles connect some of the sheep stations.

A growing number of jeeps and motor cycles has recently become a feature of Camp life. The bulk of heavy supplies is transported by sea; light goods, people and mail are carried by air. The introduction of an air service in 1949 has done much to reduce the extreme isolation of many of the outlying farms.

Communications with the rest of the world are largely confined to the monthly journeys made by one small vessel belonging to the Falkland Islands Company. Voyages are made to Montevideo, in Uruguay, every month and about once a year to Punta Arenas, in Chile.

Chapter 2: History

THE honour of first sighting the Falklands is thought to belong to Captain John Davis, who observed the group from his ship *Desire* in 1592. He sailed from Plymouth in an expedition commanded by Admiral Cavendish with the Philippines and the coast of China, via Cape Horn, as their destination.

John Jane, the historian of the voyage, described the discovery of the islands as follows:

"The ninth (August 1592) wee had a sore storme, so that wee were constrained to hull, for our sailes were not to indure any force. The 14 wee were driven in among certaine isles never before discovered by any knowen relation, lying fiftie leagues or better from the shore East and Northerly from the Streights; in which place unlesse it had pleased God of his wonderful mercie to have ceased the winde, wee must of necessity have perished. But the winde shifting to the East wee directed our course for the Streights, and the 18th August wee fell with the Cape (Virgin) in a very thick fogge; and the same night wee ankered ten leagues within the Cape."

These isles were the Falkland Islands.

Two years later Sir Richard Hawkins reports having seen them, and called them "Hawkins's Maidenland" after Queen Elizabeth, and a Dutchman, Sebald Van Weerd, appears to have visited some of the outlying islands, thought to be the Jasons, on the north-west coast in 1598. They were long named the Sebaldine Islands and are so shown on a map hanging in the Secretariat at Stanley, bearing a date "about 1790."

The Falklands were so named by Captain Strong after Viscount Falkland, Treasurer of the Navy, in 1690. He sailed in the *Welfare* between the West and East Falklands and called the passage Falkland Sound. But it does not appear that his name was applied to the group as a whole before 1745.

To historians the islands are known also as "Les Malouines" after Viscount de Bougainville, who sailed from the Brittany port of St. Malo; the Spanish variant of "Las Islas Malvinas" is used on the mainland of South America.

The recorded history of the islands begins in 1764 when a settlement was established by de Bougainville. Setting sail from St. Malo on 15th September, 1763, he called at Montevideo—as is still the custom—where he took on board everything that was necessary to establish a settlement, including cows, calves, goats, sheep, pigs and horses. The Falklands were reached on 31st January, 1764. Finding no good anchorage at what is known as West Falkland, the expedition sailed round to East Falkland and entered Berkeley Sound. The site for the new settlement was selected on 17th March and a fort, St. Louis, was erected, together with several huts. On 5th April formal possession in the name of King Louis XV was taken of all the islands under the name of "Les Malouines." Traces of this colony may still be seen at the western extremity of Berkeley Sound.

In the light of history it seems a strange coincidence that the Admiralty should have despatched to the Falklands about the same time a Captain John Byron ("Foul-weather Jack") with orders to seek some suitable place to use as a base. He had his landfall at Saunders Island and, taking possession of this and all the neighbouring islands in the name of King George III, named the settlement and harbour "Port Egmont" after the Earl of Egmont, then the First Lord of the Admiralty.

On his departure he left Captain MacBride in charge and the latter, while circumnavigating the islands, was surprised to discover the French settlement at Port Louis less than 100 miles from his own base. He warned the French to remove themselves from the territory belonging to the English Crown and himself went to England to report his discovery. The Government thereupon decided to establish a settlement at Port Egmont and during 1766 both countries maintained settlements in the islands. For the next two years much bad feeling was engendered among the three great Powers of the period, France, Spain and England. Spain had for long regarded the South Atlantic as her own particular sphere of interest and was determined to resist any attempts by either France or Britain to appropriate the islands. After long and very angry correspondence, the French King consented to withdraw his subjects and this was duly done in 1767 on payment of a sum said to have amounted to £24,000. The Spaniards, having taken possession, changed the name of the settlement to Soledad, and left a garrison there under authority of the Imperial Governor at Buenos Aires.

Of this episode, de Bougainville wrote:

"I delivered our settlement to the Spaniards who took possession of it by planting the Spanish colours which were saluted at sunrise and sunset, from the shore and from ships. I read King Louis' letter to the French inhabitants of this infant colony by which His Majesty permits their remaining under the Government of His Most Catholic Majesty. Some families profited of this permission: the rest, with the garrison, embarked on board the Spanish frigates."

Endeavours to induce the British to withdraw were more protracted and eventually orders were sent for their expulsion by force. On the 4th June, 1770, a Spanish frigate entered Port Egmont and two days later four more Spanish ships anchored opposite the settlement. The one British vessel was a sloop-of-war, the *Favourite*, and the only fortifications a block-house and a mud battery mounting four-pounders. The British Captain, playing for time, wrote to the Spanish commodore, requesting him to depart as soon as he had obtained "necessary refreshments." In a brief reply the Spaniard stated that he had come with a very large force, comprising 1,400 men, besides the crews of his vessels, and an ample supply of ammunition and artillery, and his orders were to expel the British occupants. The latter then had no other course but to capitulate, the Spanish troops coming ashore on the 10th June, 1770. The British settlers were embarked on board the *Favourite* and sailed on the 14th June, reaching England on the 24th September.

The Spanish action brought the two countries to the verge of war, but on 16th September, 1771, after protracted negotiations, Port Egmont was restored to Britain. However, the settlement was short-lived, for the islands were abandoned by the British in 1774; before they left a plaque was erected on a block-house with the following inscription:

"BE IT KNOWN TO ALL NATIONS That Falkland Islands with this Fort, the Stonehouse, Wharfs and Harbours, Bays and Creeks thereunto belonging are of the Sole Right and Property of His Most Sacred Majesty, George the Third, King of Great Britain, France and Ireland, Defender of the Faith, etc. In witness whereof this plate is set up, and His Britannic Majesty's colours left flying as a mark of possession

by S. W. Clayton

Commanding Officer at Falkland Islands

A.D. 1774 "

While Port Egmont remained deserted, the Spaniards maintained their settlement of Soledad until they too withdrew in the first quarter of the nineteenth century; the exact date is still uncertain. Apart from the sealing and other vessels which frequently took refuge in the natural harbours the Falklands were without permanent occupants for a number of years.

Argentine interests in the Falklands began in 1820 with the endeavours of Louis Vernet to revive the settlement at Port Louis (or Soledad). Vernet, by origin a German from Hamburg who had long resided in America, had moved to Buenos Aires. Under the authority of the Republic of Buenos Aires he finally took possession of Soledad in August, 1829. British protests followed this action, although the situation remained quiet until 1831. Vernet then seized three United States vessels, a rash action which eventually led to the American warship *Lexington* destroying the small fort at Soledad and retaking the vessels which had been seized.

Argentine claims to the islands persisted, but the British Government reasserted its sovereignty in 1832 by sending out His Majesty's ship *Clio* under command of Captain Onslow. On reaching Port Louis he found 25 Argentine soldiers, and a schooner flying the Argentine colours. The Argentine commander was acquainted with the object of the mission and given orders to quit; while consenting to embark his soldiers he kept the Argentine flag flying, whereupon Captain Onslow landed, hoisted the British flag, and sent an officer to haul down the foreign flag, which was delivered on board the Argentine ship. On leaving Port Louis in 1833 Captain Onslow entrusted William Dickson (Vernet's storekeeper) with the care of the settlement, leaving him with instructions that the British flag be hoisted when any vessels anchored and on all holidays.

The year of establishment of the Colony is marked with a savage crime, which will cause less surprise if the wild nature of the settlers remaining at Port Louis is called to mind—sealers and whalers of various nationalities, Indians, convicts and gauchos from South America and adventurers generally disposed to resent the mere existence of authority. On 26th August, 1833, without warning, and, as far as is known, for no tangible cause, Mathew Brisbane (Vernet's agent) and William Dickson were brutally done to death by three gauchos and six Indians, assisted by some deserters from vessels who supplied the firearms. Brisbane lies buried in the cemetery there, and his grave, put in order by Governor Allardyce many years after, and restored again by Sir James O'Grady in 1933, is now cared for and honoured.

When the news of the crime became known Lieutenant Henry Smith, R.N., was sent to the Colony as Governor and was succeeded as such by other naval officers until a civil administration was formed under Lieutenant R. C. Moody, R.E., in 1841. Governor Moody laid out a township which he named Anson and then removed in 1844 to Stanley, the present capital.

After difficult times at the beginning further settlers and fresh capital were gradually attracted by the possibilities of the new Colony, and in 1846 that part of the East Falkland Islands lying south of the isthmus at Darwin was conceded by sale to Samuel Lafone of Montevideo. Lafone, however, did not long continue to farm the property on his own account and in 1851 transferred it to the Falkland Islands Company, which was incorporated by charter that same year. The Falkland Islands Company, besides owning Lafonia, has extensive tracts of land in the northern half of the East Falkland Island and also on the West Falkland Island, and carries on business as shipping agents and general merchants in Stanley.

In 1849 the small garrison composed of sappers, which had been maintained in the Colony, was replaced in turn by a garrison of Marines, 25 in number and all married. About this time the South American Missionary Society founded a training settlement for Indians from Tierra del Fuego on Keppel Island. The settlement did not succeed and the experiment had to be abandoned. Bishop Stirling, who was consecrated the first Bishop of the Falkland Islands in 1869, came out to Keppel Island as superintendent of the settlement in 1862.

In February, 1871, the Duke of Edinburgh visited the islands and in January, 1881, Prince (later King) George entered Port William, together with his brother Prince Albert Victor, on board H.M.S. *Bacchante*, but was prevented from landing by receipt of sudden orders to proceed to the Cape of Good Hope.

The early industry of the Colony was exploitation, mainly for their hides, of wild cattle running freely over the East Falkland Island. These wild cattle were descendants of the cattle introduced by de Bougainville and of later importations during the Spanish occupation; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor. Sheep farming was attempted first by the brothers Whittington on East Falkland, where, by the year 1860, a considerable number of sheep were being run, and shortly afterwards a start was made on the West Falkland. Between 1870 and 1880 a definite change-over

from cattle to sheep took place, and subsequently the wild cattle were killed off by degrees and have now become almost extinct.

The Colony enjoyed a steady prosperity from the proceeds of its wool, but few landmarks of positive progress stand out, other than that in 1885 the Colony became entirely self-supporting and that in 1912 a wireless station was opened. Indeed, the Falkland Islands were little remembered until 8th December, 1914, when they sprang into fame as the scene of Sturdee's brilliant victory over Graf von Spee. Not long before they had bidden farewell to Craddock on the eve of Coronel. The 8th December has been adopted as a national day and is annually celebrated by religious services and by a public holiday. A memorial commemorating this victory was unveiled on 26th February, 1927.

When war was declared in 1939 the Falkland Islands Defence Force was embodied in order to man the previously chosen outposts and gunsites, and training of the infantry company was greatly intensified. At the same time the Colony's value as a naval base became obvious as a result of the activity in the South Atlantic. One notable local event was the return of the British cruisers after the battle of the River Plate to land the wounded, who were cared for in the local hospital for several weeks. At the beginning of 1940 there were at one time as many as six cruisers in Stanley harbour and its approaches, but after the disappearance of the German raiders, naval activity diminished greatly. The area to the south of the River Plate was devoid of shipping and, perhaps, too remote for submarine warfare.

In 1942, following the outbreak of war with Japan, a garrison of Imperial troops arrived. It comprised the 11th Battalion, the West Yorkshire (the Prince of Wales' Own) Regiment, the 259th A.A. Battery, R.A., and parties of the Auxiliary Corps, in all some 2,000 officers and men. The sending of such a force was an indication of the strategic importance of the Colony. The man-power shortage continued because batteries and outposts manned by the local force had to be kept at full strength.

Until a permanent camp of Nissen hutting was constructed, the 2,000 troops were billeted in the town, and the householders of Stanley, despite all inconveniences, including the evacuation of schoolchildren to the Camp, displayed the hospitality which is a characteristic of the Falkland Islands. The Force left at the beginning of 1944 and was greatly missed; it was succeeded by a much smaller body, about 200 men, which was responsible for the maintenance and eventually the dismantling of the camp, and was withdrawn in 1945.

Unemployment in the Colony disappeared with the calling up of men for the Falkland Islands Defence Force and this mobilisation embarrassed civil affairs in the early days. Military and civil manpower needs were a matter for frequent adjustment throughout the war, and although neither was perhaps fully satisfied, a state of fair equilibrium was reached, at least as regards essential activities. The drift of men into Stanley, which had been going on for some years, was aggravated in the early days of the war and has had a marked and permanent effect in a labour shortage on the farms.

Stanley Town Hall was accidentally burned to the ground in 1944. Its fine public hall played a very important part in social life, so that the loss of it was a blow to the whole community. The building contained also the Public Library, the Museum, and certain Government offices. A new Town Hall was opened in 1950.

During the war the Colony and Dependencies made gifts of over £70,000 to the United Kingdom as a war contribution, including some £20,000 for war charities. Ten Spitfires were purchased with £50,000 of this total, which was voted by the Legislative Council in 1940, and these aircraft flew into action bearing the name "Falkland Islands." Despite limited manpower, over 150 of the Colony's young men and women served in the Armed Forces, Merchant Navy, Nursing Services and the Land Army in the United Kingdom. After the war some of them elected to stay there.

The roads in Stanley deteriorated on account of heavy military traffic, for which they were not designed. Work on their reconstruction is well advanced.

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

Chapter 3: Administration

At the head of Government is the Governor and Commander-in-Chief, who is advised by an Executive Council composed of three *ex officio* and either four or five unofficial members. The three *ex officio* members are the Colonial Secretary, the Senior Medical Officer, and the Colonial Treasurer.

The constitution of the Legislative Council was changed in 1951, giving for the first time a majority to the unofficial members. With the Governor as President, the Legislative Council is composed of

three *ex officio* members (the Colonial Secretary, the Senior Medical Officer, and the Colonial Treasurer), two nominated official members, four elected members and two nominated unofficial members.

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

Chapter 4: Weights and Measures

IMPERIAL weights and measures are in general use.

Chapter 5: Reading List

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The Dependencies

PART I

General Review of 1958 and 1959

THE first crossing of the Antarctic was achieved by the Trans-Antarctic Expedition under the leadership of Dr. (now Sir Vivian) Fuchs, now Director of the Falkland Islands Dependencies Survey (F.I.D.S.). His main base, Shackleton, was established in the Dependencies area near to Vahsel Bay and his traverse as far as the South Pole lay within and reached the apex of the British sector of Antarctica.

The overall level of activities of the Falkland Islands Dependencies Survey was stepped up at the beginning of the International Geophysical Year on 1st July, 1957. Since then the scientific programme has been gradually and steadily reinforced.

Particular attention was paid to the opportunities provided by the Survey's two vessels R.R.S. *Shackleton* and R.R.S. *John Biscoe* to land summer field parties at locations inaccessible from established bases. Successful operations were carried out in both the summers which this report covers.

H.M.S. *Protector* gave much assistance especially during the summer of 1958-59 when field parties were landed by her helicopters in the South Shetlands to carry out a survey link between the mainland and the islands themselves by means of tellurometers.

The Survey was forced to close two bases south of 65° S. at the beginning of 1959; fast sea ice prevented the bases being relieved by sea, even with the help of the United States ice-breakers *Edisto* and *Northwind*.

Two other bases were closed because their scientific work had been completed.

The biggest setback of the period under review was the failure to establish a large field base on Stonington Island from which it was planned to operate aircraft in 1960. This was due to abnormally severe ice conditions.

PART II

Chapter 1: Population

THE population of South Georgia comprises the workers at the whaling stations and a few Government officers at King Edward Point (Grytviken) in Cumberland East Bay. The total population in 1959 was 1,272. Two deaths were registered in 1958 and two in 1959. There were neither marriages nor births. The population fluctuates with the whaling season; in the winter the total declines to about 100.

Chapter 2: Occupations and Wages

WHALING and, to a small extent, sealing—with the necessary auxiliaries of repair shops—are the only occupations in South Georgia. Labour is recruited from overseas, mainly from Norway and the United Kingdom, on special terms adopted by the whole whaling industry. The whaling season is from October to March and the men work about 60 hours a week. During the remainder of the year the average number of working hours is 46. Sealing operations are conducted only from Grytviken.

There is a system of bonuses according to production and, besides wages and bonuses, all hands are provided with quarters, light and food, which, although plain, is good and plentiful. All foodstuffs are supplied by the whaling companies, and no cost-of-living bonus is awarded. There are no private traders, but each station has a "slop chest" where clothing, tobacco, etc., may be purchased.

Chapter 3: Public Finance and Taxation

REVENUE for 1958-59 amounted to £450,070, of which £264,099 was received from Her Majesty's Government in the United Kingdom as a grant towards the cost of the Falkland Islands Dependencies Survey. Expenditure was £556,111. In 1957-58 ordinary revenue was £186,081 and the grant from Her Majesty's Government was £273,170, making a total of £459,251. Expenditure for the same period amounted to £536,425.

The revenue and expenditure figures during the last five financial years are as follows:

	Revenue £	Expenditure £
1954-55	300,327	308,511
1955-56	1,308,168	1,097,135
1956-57	867,679	1,018,256
1957-58	459,251	536,425
1958-59	450,070	556,111

The general revenue deficit balance at 30th June, 1959, was £23,378 and on the same date the Reserve Fund amounted to £120,000. The Dependencies financial year is from 1st July to 30th June.

The main heads of taxation are customs and income tax (for details see pp. 14 and 15). Revenue received was as follows:

	Import Duties £	Export Duties £	Income Tax £
1957-58	11,220	57,203	55,588
1958-59	14,884	68,513	70,265

Chapter 4: Currency and Banking

LEGAL tender consists of Falkland Islands Government currency notes of £5, £1 and 10s. denominations and United Kingdom coinage.

There are no banks, but facilities are provided by the Administration for deposits in the Government Savings Bank at Stanley and for remitting funds abroad.

Chapter 5: Commerce

EXCEPT for a certain amount of whale meat and fish, all Dependencies requirements of foodstuffs are imported.

The value of imports and exports for the years 1958 and 1959 was:

<i>Imports</i> (including imports from High Seas for re-export)		
	1958 £	1959 £
Food	235,851	240,392
Beverages and tobacco	21,544	18,825
Crude materials, inedible, except fuels	32,296	13,513
Mineral fuels, lubricants and related materials	1,004,890	452,941
Animal and vegetable oils and fats	372,800	171,492
Chemicals	97,740	51,787
Manufactured goods classified chiefly by materials	332,312	156,467
Machinery and transport equipment	230,793	149,968
Miscellaneous manufactured articles	67,607	29,502
TOTAL IMPORTS	£2,395,833	£1,284,887

Principal Imports and Sources of Supply, 1958

Item	Value	Quantity	Principal Supplying Countries	
	£	Tons		£
Mineral fuels, lubricants and related materials	1,004,890	115,977	Venezuela	388,000
			Argentina	235,581
			Norway	139,871
Animal and vegetable oils and fats	372,800	4,927	High Seas	372,800
Manufactured goods classified chiefly by materials	332,312	2,438	Norway	135,468
			United Kingdom	177,457
Food	235,851	1,862	United Kingdom	95,310
			Argentina	84,242
			Norway	67,598

Principal Imports and Sources of Supply, 1959

Item	Value	Quantity	Principal Supplying Countries	
	£	Tons		£
Mineral fuels, lubricants and related materials	452,941	60,313	Dutch West Indies	317,468
			Canary Islands	60,295
			United Kingdom	58,668
Food	240,392	1,229	United Kingdom	58,140
			Argentina	35,399
			Norway	35,261
Animal and vegetable oils and fats	171,492	4,359	High Seas	170,690
Manufactured goods classified chiefly by materials	156,467	749	United Kingdom	82,216
			Norway	71,410

Principal Supplying Countries

	1958	1959
	£	£
Norway	571,480	221,675
United Kingdom	435,554	350,777
Venezuela	388,000	—
Argentina	376,966	52,285
Netherlands (Antilles)	105,804	317,468

Production

Sources of Imports

	1958	1959
	%	%
Commonwealth	22.89	27.33
Foreign countries	61.49	50.74
High Seas	15.62	21.93

Domestic Exports

	Value		Quantity	
	1958	1959	1958	1959
Whale oil and seal oil	£2,396,406	£1,373,600	208,740 barrels	127,350 barrels
Other whale products	1,246,327	879,835	32,187 tons	17,242 tons
TOTAL VALUE	£3,642,733	£2,253,435		

Re-exports

	Value		Quantity	
	1958	1959	1958	1959
Whale oil	£345,241	£103,855	4,947 tons	1,479 tons
Meat extract	—	111,150	—	111 tons
Fuel oil	91,200	60,752	11,400 tons	7,594 tons
Empty containers	33,147	38,855	4,548 (No.)	276 (No.)
Goods returned for repair	36,259	17,392	98 tons	37 tons
Cine films	1,200	77,277	80 (No.)	88 (No.)
TOTAL VALUE	£507,047	£409,281		

Destination of Exports (including re-Exports)

(a) by value

	1958	1959
	£	£
United Kingdom	2,460,954	1,771,473
Holland	1,309,755	803,041
Norway	154,499	6,963

(b) by percentage of total value

	1958	1959
	%	%
Commonwealth	59.30	66.36
Foreign countries	38.51	31.17
High Seas	2.19	2.47

Chapter 6: Production

WHALING and sealing are the only industries in the Dependencies and the by-products of the whale, such as meat-meal, guano and blubber are the sole products. The whaling season lasts for six months, from October until March. The sealing season is from March to November. For the primary purpose of assisting whaling operations the Government has, since January, 1950, maintained a meteorological station in South Georgia, and in 1959 there were

eight other meteorological stations in various parts of the Dependencies manned by personnel of the Falkland Islands Dependencies Survey.

Whaling

There are three whaling stations, all of which are in South Georgia, and a ship repair base with a dry dock at Stromness.

The average price of first-grade whale oil in 1957-58 was £78 per metric ton; in 1958-59 it was £72 (estimated) per metric ton.

In the 1957-58 season, 3,356 whales were killed, giving 161,485 barrels of oil valued at £2,152,953. Some 20,283 metric tons of meat and bone meal were produced, worth £1,095,314. In the 1958-59 season 2,504 whales were killed, giving 102,638 barrels of oil valued at £1,100,663. Meat and bone meal produced amounted to some 14,704 metric tons, worth £759,594.

The following table shows the catch and production of whales for the past six seasons:

Season	Number of Whales	Oil (barrels)	Meat and Bone Meal (metric tons)
1953-54	3,654	184,836	16,661.6
1954-55	3,266	180,766	17,073.4
1955-56	3,001	172,363	12,431.4
1956-57	3,068	147,524	17,293.9
1957-58	3,356	161,485	20,283.6
1958-59	2,504	102,638	14,704.1

Sealing

This is confined to the surplus males of the herds of elephant seals (*Mirounga leonina*) and exploitation is strictly controlled by the Administration. On the recommendation of the Falkland Islands Dependencies Survey biologist, the annual catch was restricted to 6,000 for a five-year period starting in 1952 and sealing is only permitted in three of the four sealing divisions of South Georgia, one division being rested each year by rotation.

Chapter 7: Social Services

EDUCATION

THERE were four children of school age in South Georgia in 1959. There are no education facilities, but books and materials are obtainable from the Education Department in Stanley.

HEALTH

Apart from the common cold introduced from visiting ships, the Dependencies were remarkably free from sickness.

The whaling companies employ their own doctors, and maintain well-equipped hospitals. Government contributed a share of the salary of the Medical Officer at Grytviken. A dentist, appointed and paid by Government but equipped by the whaling companies, is also stationed at South Georgia.

HOUSING

All Government officials are provided with quarters and the accommodation provided by the whaling companies for the men working on the stations is adequate. Three new Government houses were completed during 1958.

SOCIAL AMENITIES

Each of the whaling companies has its own cinema. Football is the most popular sport in summer and ski-ing in winter.

Chapter 8: Legislation

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

1958

No. 1. *The Appropriation (Dependencies) (1958-59) Ordinance*, providing for the service between 1st July, 1958, and 30th June, 1959.

No. 3. *The Application of Colony Laws Ordinance*, applying the following Colony law to the Dependencies:
The Harbour (Amendment) Ordinance, 1958.

1959

No. 2. *The Application of Colony Laws Ordinance*, applying the following Colony laws to the Dependencies:
The Customs (Amendment) Ordinance, 1959.
The Foreign Judgments (Reciprocal Enforcement) Ordinance, 1959.

No. 4. *The Appropriation (Dependencies) (1959-60) (Amendment) Ordinance*, providing for the service between 1st July, 1959 and 30th June, 1960.

No. 5. *The Application of Colony Laws (No. 2) Ordinance*, applying the following Colony laws to the Dependencies:

The Whale Fishery (Amendment) Ordinance, 1959.
The Pensions (Amendment) Ordinance, 1959.
The Defence Force (Amendment) Ordinance, 1959.
The Application of Enactments Ordinance, 1959.
The Pensions (Increase) Ordinance, 1959.
The Whale Fishery (Amendment) (No. 2) Ordinance, 1959.

Chapter 9: Justice, Police and Prisons

THE Administrative Officer at South Georgia is also the Magistrate. He sits at Grytviken in the first instance, and the Supreme Court in Stanley is common to all the Dependencies. Two police constables are stationed at South Georgia.

The following offences were committed in 1958-59:

Against the Customs Ordinance	.	.	.	3
Against the Larceny Act, 1916	.	.	.	2
Against the Seal Fishery Ordinance	.	.	.	1
Against the Harbour Ordinance	.	.	.	1

There is a small prison at Grytviken; one of the police constables acts as gaoler when required.

The base leaders of the Falkland Islands Dependencies Survey are appointed Magistrates.

Chapter 10: Public Utilities

THERE are no public utilities. The whaling stations and the Government station have their own water and electricity supplies. The capacity of the Government electric power station is 177 kW, generating at 230/400 volts 50 cycles.

Chapter 11: Communications and Transport

WITH the exception of a mail voyage by R.M.S. *Darwin* in June of each year there is no regular sea communication between South Georgia and Stanley. During the whaling season the opportunity occurs for the passage of mails direct between Europe and the

River Plate and South Georgia. Ships of the pelagic fleet call at South Georgia on their way to the whaling grounds in November and again on their return journey in March.

South Georgia is usually visited on several occasions by the R.R.S. *John Biscoe* and the R.R.S. *Shackleton* in the course of their annual supply and relief tours of the Dependencies. H.M.S. *Protector* also pays a number of calls.

Three floating docks are maintained by the whaling companies at South Georgia, one at Grytviken and two at Stromness Harbour. The floating dock at Grytviken is 133 feet long and 34 feet broad; it has a lifting capacity of 600 tons. It will house vessels up to 140 feet in length and 15 feet 6 inches draught. The larger dock at Stromness is 150 feet long and 34 feet wide; this will accommodate vessels up to 160 feet in length and 15 feet in draught. There is a dry dock at Stromness which is capable of taking a vessel with a displacement of 975 tons.

There are two ports of entry in the Dependencies, one at Grytviken, South Georgia, and the other at Port Foster, Deception Island, in the South Shetlands.

The following ships entered at South Georgia in 1958 and 1959:

Nationality	1958		1959	
	Vessels	Tonnage	Vessels	Tonnage
British	45	94,318	48	84,440
Others	20	55,194	16	44,238

The tonnage represents the total net register.

Post offices are maintained at each of the F.I.D.S. bases and at South Georgia. Because of the enthusiasm of philatelists the sale of stamps is a large item in the revenue of the Dependencies.

The Colonial Wireless Station at Grytviken is in regular communication with Stanley through which traffic passes overseas.

Chapter 12: Meteorological Services

THE Falkland Islands and Dependencies Meteorological Service (which was established in 1950) is constituted as an integral part of the Falkland Islands Dependencies Survey and embraces also the forecasting offices at South Georgia and Stanley, Falkland Islands. The headquarters of the Service is at Stanley and the cost of its operation is carried on the Dependencies' budget with a small contribution from the Colony.

The general functions of the service are:

- (i) provision of forecasting services for the whaling fleets operating in the waters of the Falkland Islands and Dependencies, and for any aircraft in these areas;
- (ii) provision of local forecasts in the Falkland Islands for the general public, for coastal shipping, and the Government Air Service;
- (iii) the organisation of meteorological observations in the Falkland Islands and Dependencies, and the broadcasting of this information in the form of collective synoptic messages designed for international use;
- (iv) the collection and publication of climatic data;
- (v) limited investigations into the meteorology of the Falkland Islands and Dependencies' area.

Forecasting Services

Forecast bulletins were broadcast from Stanley and South Georgia during the whaling seasons, and local area forecasts for both the Falklands and South Georgia were issued throughout the period.

During 1958 aviation forecasts were supplied, on request, to the United States Weddell Sea base, Ellsworth.

Reporting Stations and Collective Broadcasts (FICOL)

Full reporting stations were maintained at Stanley, Grytviken, and the F.I.D.S. bases at Signy Island, Admiralty Bay, Deception Island, Hope Bay, Argentine Islands, and Horseshoe Island. Observations were also received from Halley Bay, which was a Royal Society station in 1958, and a F.I.D.S. base in 1959. Another F.I.D.S. base at Loubet Coast closed at the end of 1958.

The radio-sonde stations at Argentine Islands and Halley Bay made daily ascents at 1100 G.M.T. with extra ascents at 2300 G.M.T. during World Meteorological Intervals. Two subsidiary stations were maintained in the Falkland Islands throughout the period. During 1958 surface and upper air observations were also collected from Ellsworth.

All synoptic reports and upper air results were transmitted to Stanley in several radio schedules each day. During 1958, these were re-transmitted eight times daily in collective messages (FICOLS) at 0430, 0645, 1030, 1300, 1600, 1900, 2215 and 0000 G.M.T. In 1959 the number of FICOLS was reduced to three and only reports for the main synoptic hours were re-broadcast. Broadcast times were 0100, 1300 and 1900 G.M.T., the 0600 G.M.T. reports being

included as "retards" in the 1300 G.M.T. transmission. Reports from ships were included when available. All broadcasts were made on two frequencies simultaneously. During the first half of 1958 the main broadcast was made with a Marconi $3\frac{1}{2}$ kW transmitter but during the latter half of 1958 and all through 1959, a new transmitter generating about 7 kW was used.

Climatological Work

Daily returns were prepared for all stations and annual tables, which included frequency summaries were issued for 1955, 1956 and 1957. During 1958, special climatological forms required for the International Geophysical Year were completed at monthly intervals and forwarded to the Meteorological Office, London.

Upper Air Unit, Stanley

As at Argentine Islands and Halley Bay, regular daily flights were made at 1100 G.M.T., with extra ascents at 2300 G.M.T. during World Meteorological Intervals. Using British radio-sonde and wind-finding equipment the unit measures temperatures, humidities and winds to a high level, frequently over 60,000 feet. During 1958 the Air Ministry accepted financial liability for the unit, but with effect from 1st January, 1959, the main financial responsibility was transferred to the Ministry of Transport and Civil Aviation with contributions from F.I.D.S. and Air Ministry. All results are included in the collective messages and climatological publications of the local service.

Staff

Air Ministry Meteorological Office provided the staffs of the Headquarters Meteorological Office and the Upper Air Unit in Stanley. Other staffs were recruited directly.

Further details of the Meteorological Service are available in its annual reports, which are published by the Government Printing Office at Stanley and may be obtained either through the Meteorological Service in Stanley, or the Crown Agents for Oversea Governments and Administrations in London.

Chapter 13: Falkland Islands Dependencies Survey

SUMMER ACTIVITIES IN 1957-58

For the first time a programme of intensive work from ships operating in the summer season was planned.

The main task was to provide ground control for the aerial photography of the South Shetland Islands. In addition to this a programme of geology and a survey of Powell and Laurie Islands was arranged. A physicist was employed to work from the R.R.S. *John Biscoe* to make rock collections for subsequent palaeomagnetic examination, and a geologist to study the South Shetlands, particularly Deception Islands.

The R.R.S. *Shackleton* was holed in ice near the South Orkneys and, after being temporarily repaired by the shipwright staff of H.M.S. *Protector* she was forced to return to Stromness Harbour, South Georgia, for permanent repair. Part of the support for the summer parties was thus withdrawn. Adverse ice conditions also hampered shipping movements generally.

By the end of the summer the survey of Greenwich and Livingston Islands was complete, although the link from Greenwich to King George Island was weak. Nelson Island was left unfinished and the work in the South Orkneys was curtailed. The low priority Dundee and Brabant Islands schemes had to be abandoned.

Despite the unfortunate setbacks to the summer programme, much was achieved and the results proved that, north of latitude 65° S, such operations may cover a wider area in a shorter time than land-based activities. Further south the limited open season leaves time for little else but the relief and re-supply of land bases.

All bases were re-supplied by the Survey's two ships R.R.S. *John Biscoe* and R.R.S. *Shackleton*.

Base N, Anvers Island, was closed down and Base E, Stonington Island, was re-opened as a small field base.

WORK AT BASES IN 1958

By the beginning of the year the bases had had six months experience of the work required of them under the programme for the International Geophysical Year. The teething troubles had been overcome and the bases settled down to a routine of investigations into various aspects of the Polar sciences.

The geophysical observatory at the Argentine Islands undertook studies of magnetism, seismology, the vertical distribution of ozone, terrestrial and solar radiation, tides and long sea waves and glaciology. Upper air soundings were made daily to ascertain the vertical distribution of temperatures and humidity, and under suitable conditions of weather upper winds were also measured. Surface meteorological observations were recorded every three hours and transmitted to Stanley for re-broadcast over the International radio network.

Similar surface observations were made at most other bases.

On Regular World Days and at Special World Intervals the Argentine Islands and the base at Port Lockroy were called upon to increase their observational routines in accordance with the I.G.Y. programme.

Port Lockroy concentrated on a full programme of ionospheric investigations. Measurements were made of the height of various ionised layers, and the amount of energy absorbed from a radio wave during its transit through them. A special study of whistler atmospherics was made at the request of Dr. Morgan of the Thayer School of Engineering with equipment supplied by him.

Topographical surveys were planned to provide ground control for aerial photography by means of triangulation where possible. The main part of the survey was done from Hope Bay in the north of Graham Land and from the base at Dettale Islet situated at the north of Lallemand Fjord.

The survey work done from Hope Bay may be divided into two parts. The first requirement provided for a series of astronomical fixes in the area south of the East and West Russell Glaciers for mapping at a scale of 1 : 200,000. However, an accident to a theodolite curtailed this work. The second requirement was fulfilled by measuring a base line on James Ross Island and extending the triangulation across the Crown Prince Gustav Channel to the east coast of Trinity Peninsula. This provided the start to a complete triangulation of the north of Graham Land for mapping at a scale of 1 : 50,000.

The Dettale Islet party made a triangulation of the Loubet Coast and extended this scheme to the north of Marguerite Bay.

The base at Stonington Island, which was opened on 18th March, after having been closed since February, 1950, was also engaged in surveying. The best work of this base was done on a 59-day journey covering some 420 miles. Three men with three dog teams set off for Mushroom Island on 7th November, where they picked up a depot which they had laid earlier in the year. From Mushroom Island they spent some time travelling down the Wordie Shelf Ice to the Kinnear Mountains. From a point east of the Kinnear Range they travelled northwards, finding good routes along inland glaciers to the Traffic Circle on the Weddell Sea coast. They spent two weeks making a survey of Mobiloil Inlet as far as the Victory Nunataks before returning to base via Neny Trough, the Plateau, and North-east Glacier. They were fortunate in having good travelling conditions.

Geological investigations were made from Hope Bay, Stonington Island, Detaille Islet, and Horseshoe Island. Work was done in the Crown Prince Gustav Channel and its outlying islands, Marguerite Bay, and Lallemand Fjord.

A series of dog-food trials on 18 selected dogs was carried out at Stonington Island. The object of the trials was to ascertain the merits of the dog trail ration, Nutrican, an improved Nutrican, and the traditional dog pemmican. No results of this work have yet been published.

Base Y, Horseshoe Island, Marguerite Bay, is the nearest Base to the only Emperor penguin rookery in the Graham Land area, and a visit to the rookery on the Dion Islets was planned to coincide with the breeding season at midwinter. A three-man party left Horseshoe Island on 27th May. That night a sudden gale broke up the sea ice between the base and the Dions. Despite intensive searches of the north of Marguerite Bay which were pursued until 17th July, no sign of the missing men was seen.

SUMMER ACTIVITIES IN 1958-59

During the summer months a party of six surveyors was embarked in H.M.S. *Protector*. By using the ship's Westland Whirlwind helicopters a link was provided between the triangulations of the Graham Land/Gerlache Strait and the South Shetlands across the Bransfield Strait. Tellurometers were used in the Dependencies for the first time during these operations and proved their value in making observations which would otherwise have been unobtainable.

The same party carried out a tellurometer/theodolite traverse to connect Robert, Greenwich, and Nelson Islands in the South Shetland group, and a base line was measured by tellurometer between the trigonometrical points on Breakwater and Useful Islands for the Gerlache Strait triangulation.

A three-man party led by a surveyor was landed by R.R.S. *Shackleton* on Robert Island. During the six weeks they were in the field they completed the triangulation link from Greenwich Island through Robert and Nelson Islands to King George Island for mapping 1 : 100,000.

Two and a half months were spent on Livingston Island by a biological party. Investigations into glaciology and geology were also made. During the summer of 1957-58 a colony of fur seals was discovered but it was not possible to determine whether they were breeding on the island.

Professor Linton of the Geography Department of Birmingham University spent part of the summer studying the physiography of the Graham Land area. He was assisted by a research student.

A reconnaissance of Joinville Island was made between 29th December and 14th March. During the first six weeks a complete examination of the island was made. The remainder of the time was spent in triangulation, and rays were observed to points on the mainland. The geology of Joinville Island was also studied.

Geologists also worked at Admiralty Bay and paid a brief visit to Flandres Bay.

The relief of the bases south of 65° S. was severely hampered by the failure of the winter sea ice to break up. A very important part of the summer relief programme of R.R.S. *John Biscoe* was to deliver a large base hut and aircraft hangar to Base E on Stonington Island from where aircraft would be used in 1960 to continue the survey and geological work southwards towards the centre of the continent of Antarctica. When it became apparent that R.R.S. *John Biscoe* would not reach this location or even Base Y, Horseshoe Island, and Base W, Detaille Islet, help was sought from the United States ice-breakers *Edisto* and *Northwind*. Despite every effort on the part of these two ships and the R.R.S. *John Biscoe* the ice proved too strong for penetration and the operation was abandoned.

The Horseshoe Island Base was relieved and partially re-supplied by the *Northwind's* helicopters, and the wintering party from Stonington Island was taken off after the men had sledged over the sea ice to Horseshoe Island.

The Detaille Islet Base was closed down and the men were taken off by sledge and helicopter.

Two field bases were closed down upon completion of their respective programmes—Base J at Ferin Head, and Base O on the Danco Coast.

WORK AT BASES IN 1959

Without Bases E and W the number of bases which were maintained over the winter by the Survey was reduced to eight.

On the 1st January, the Survey took over the Royal Society base of Halley Bay, which is situated on the shelf ice fringing Coats Land in latitude 75° S. Scientific investigations at Halley Bay were reduced slightly from the I.G.Y. level and a party of 12 men maintained a programme of investigations into surface and upper air meteorology, terrestrial magnetism, terrestrial and solar radiation, auroral physics, seismology, glaciology, oceanography and ozone-metry. In addition a study was made of the habits of the Emperor penguin.

The men on the base at Halley Bay worked under conditions which are not encountered anywhere else in the F.I.D.S. area of work. Four months of darkness over the mid-winter period and the extremely low temperatures which are normally associated with such a latitude impose special problems which are made no easier by the fact that the hut is buried under 15 feet of snow.

At Signey Island in the South Orkneys work was resumed on the biology of seals. Intensive bird ringing was continued as in previous years and a daily round of marked nests was made during the summer months. Every opportunity was taken to make a collection of fresh-water life during the brief spells of warm weather in the summer.

Topographical surveying, supervised by the Directorate of Overseas Surveys, was carried out in specific areas in the north Graham Land and Trinity Peninsula area and also on King George Island. Ground control for aerial photography for mapping at scales of 1 : 200,000 and 1 : 50,000 was the main object.

Geological investigations were made in the areas Crown Prince Gustav Channel, King George Island, and the north of Marguerite Bay.

A geomagnetic survey of the Tabarin Peninsula was started at Hope Bay.

Investigations of glacier movement, ablation and accumulation and other aspects of ice formation were made by the bases at Hope Bay and Admiralty Bay.

All bases made a local study of the distribution of sea ice.

The effect of cold on the human body was studied by a physiologist at Hope Bay and the medical officers at other bases made supporting observations.

THE TRANS-ANTARCTIC EXPEDITION

Sir Vivian Fuchs and his party wintered at Shackleton Base in Vahsel Bay, from where they set out on their historic crossing of the continent during the following spring and summer to Scott Base in the Ross Sea.

A full account of this expedition will be found in the book *The Crossing of Antarctica* by Sir Vivian Fuchs and Sir Edmund Hilary.

ROYAL SOCIETY EXPEDITION—HALLEY BAY

(75½° S. 26½° W.)

This well equipped base made geophysical observations for I.G.Y. purposes. The weather reports were transmitted to Stanley. Radiosonde with radar upper wind data enhanced the value of the weather observations.

It is expected that a full report on the work of the base will be published in due course.

ROYAL NAVAL HYDROGRAPHIC SURVEY EXPEDITION

During the summer months of 1957-58 a small naval hydrographic unit led by Lieutenant C. J. C. Wynne-Edwards continued its work of the previous summer in the waters of the west coast of Graham Land between Port Lockroy and Ferin Head. By using a modified version of the latest launch used by survey ships of the Royal Navy the unit successfully surveyed the Graham Land coast from the Lemaire Channel to Ferin Head.

In the past surveying in this area had been restricted to sledge parties with limited range on unreliable sea ice, and the advantages of using a good, well-found launch were indicated by the large amount of surveying that the party achieved in a comparatively short time.

PART III

Chapter 1: Geography

THE Falkland Islands Dependencies were defined by Letters Patent of 21st July, 1908 and 28th March, 1917. They constitute that sector of the Antarctic Continent lying between the meridians 20° West longitude, together with certain islands adjacent to the Antarctic mainland within this sector. In addition, the British claim includes the islands of South Georgia and the South Sandwich, South Orkney and South Shetland groups. The area is administered as a Dependency of the Falkland Islands, with resident magistrates in South Georgia and at all the bases of the Falkland Islands Dependencies Survey. Both Argentina and Chile claim sovereignty over parts of this territory and maintain bases on certain of these islands and in Graham Land.

The general aspect of the Dependencies is distinctly inhospitable. The islands and the Graham Land peninsula are mountainous and difficult of access; the continental interior is part of the largest ice-sheet in the world. The climate is excessively stormy along the margins of Antarctica and exceptionally cold in high southern latitudes. With the exception of the whaling and sealing which has been carried on round the coasts of the continent and adjacent seas, there has been no economic activity in the area. Moreover no resources have been discovered which could justify permanent settlement within the area. Nevertheless, the Falkland Islands Dependencies have become the scene of conflicting claims of sovereignty during the last fifteen years. Owing partly to the need for supporting these territorial claims by continuous residence, and partly to the increasing demand for detailed scientific knowledge about Antarctica, the post-war years have been a period of unprecedented activity. This period has culminated in the work carried out during the International Geophysical Year (1957-58), since when scientific purpose has largely overridden political consideration.

The Falkland Islands Dependencies may be conveniently divided into two distinct geographical areas. These are, first, the islands and Graham Land peninsula, which are rugged and mountainous, situated along the structural weakness known to geologists as the Scotia Arc. Secondly, there is the continental part of the Dependencies which consists, almost everywhere, of an elevated and largely featureless ice plateau.

It will be appreciated that although Graham Land and many of the islands are now comparatively well known and well mapped, these represent only a fraction of the total land area of the Dependencies.

GEOLOGY AND GLACIOLOGY

The Scotia Arc has long been recognised as part of the tertiary fold axes which border the Pacific Ocean. The geological continuity between the southern Andes and Graham Land was recognised as long ago as 1904. Recent geological work has confirmed that this early hypothesis is still valid.

The geological structure of the area is extremely complex. Rocks of all ages occur from the Archaean basement complex of the South Orkney Islands and Marguerite Bay to the tertiary sedimentary rocks of the South Shetland Islands and Trinity Peninsula and recent volcanic rocks of Deception Island, King George Island and the South Sandwich Islands. Most of the pre-tertiary rocks are intensely folded and altered. Seismic and volcanic activity still occurs in some of the islands. No minerals of economic importance have so far been discovered.

The topography along the Scotia Arc is that of mountainous islands rising abruptly from the sea to heights as great as 9,000–10,000 feet. The Graham Land peninsula comprises a very narrow plateau at 6,000 feet or thereabouts with extremely precipitous slopes towards the coasts of the Weddell and Bellingshausen Seas. The mountains are heavily glacierized and extremely broken glaciers descend to sea-level. The greater part of the land is snow-covered except where it is too steep for snow to accumulate. South Georgia, which is the northern-most island, in the equivalent latitude of York and only 2° or 3° south of the latitude of the Falkland Islands, has a summer snow-line at about 1,000–1,500 feet. Elsewhere in the Dependencies, however, the snow-line reaches sea-level and only a few favoured localities are snow-free in summer.

Southwards from Graham Land, the Antarctic continental ice-sheet rises to heights exceeding 10,000 feet, and away from the coasts only the highest mountains penetrate the thick blanket of ice whose topography is largely independent of underlying irregularities in the rock floor. Very little is known of the geological structures underlying the ice. In the southern part of the Weddell Sea, however, preliminary reports about the Theron Mountains from the Commonwealth Trans-Antarctic Expedition suggest affinity with the rock succession in Southern Africa.

Along certain coastal areas there are large masses of land-fast ice which project far beyond the true shoreline. The origin of this shelf-ice, as it is called, is still not properly understood. It is certainly maintained by local accumulation from snowfall rather than the outward movement of the true land ice of the continental glaciers. It is often afloat, moving with the tides; elsewhere it is aground on small islets or irregularities of the sea bed. In some places, the movement of the inland glaciers imparts an outward movement to the shelf-ice, in others there is little or none. The outward edge of the shelf-ice is generally a steep ice-cliff 100 to 200 feet high, which frequently "calves" to form the characteristically tabular icebergs of the southern seas.

CLIMATE

The continental interior of Antarctica represents the major reservoir of cold air in the southern hemisphere. The continent is large, compact, high, and situated more or less symmetrically about the South Pole. Thus the intense cooling during winter, when the sun is absent from much of the continent, accounts for the lowest temperatures which have ever been recorded upon the surface of the earth. The absolute maximum recorded at the U.S. base at the South Pole during the winter of 1957 was -102° F. The configuration of the ice-cap permits the katabatic flow of air towards the coasts. Although the air is considerably warmed by descent to lower altitudes, it is still very cold when it reaches sea-level. During winter, therefore, the coastal waters are frozen and the pack-ice may extend a long way from the coast. The presence of this ice has important meteorological consequences, for an unbroken belt of sea-ice will have similar effects upon temperature to a snow-covered lowland and the ameliorating effects of open ocean do not occur. In consequence, very low winter temperatures may be experienced at great distances from the continent. For example, the South Orkney Islands, which lie in latitude 61° South—some 1,100 miles from the nearest part of the continental ice-sheet—have experienced surface temperatures as low as -40° F. during winter when the pack-ice was extensive.

In summer, despite the greater solar radiation, the warming of the atmosphere is insufficient to melt the winter accumulation of snow. The pack-ice tends to disperse, but the marginal seas are slow to warm so that even along the open coasts the air temperature generally remains a little below freezing point.

Generally speaking, the atmospheric circulation over Antarctica is anti-cyclonic. Although the continental high pressure systems have neither the extent nor permanence suggested by earlier writers,

the pressures recorded within the continental interior are normally higher than those over the peripheral oceans and, in consequence, the winds near the edge of the ice-cap are predominantly easterly. This easterly circulation governs the movement of surface water and pack-ice around the fringes of Antarctica. Further north, the circulation is predominantly westerly and an almost unbroken series of depressions sweeps through the oceanic spaces between Antarctica and the southern extremities of America, Africa and Australia. The polar front, which is generally situated in this area, forms the dividing line between the cold air masses derived from Antarctica and the warmer air from the subtropical anti-cyclones of the South Pacific and South Atlantic Oceans.

The weather of the oceanic areas of Drake Passage and the Scotia Sea, where the various island groups of the Falkland Islands Dependencies are situated, is characteristically stormy and variable. The sky is overcast for a considerable proportion of the year, gales are frequent, the temperature fluctuates violently according to the presence of warm or cold air masses, and it snows nearly every day.

At Cumberland Bay, in South Georgia, the mean monthly temperature varies between 42° F. in February and 28° F. in August. In higher latitudes the temperature seldom rises far above freezing point and may fall very low indeed. In the South Orkneys, South Shetlands, and western Graham Land, mean temperatures are commonly 30° F. to 32° F. in January, falling to 5° F. to 10° F. in July or August. In South Georgia, about 60 inches of precipitation are recorded annually, much of which falls as snow. Further south, rain is almost unknown and there are no reliable measurements of the total annual snowfall. In the continental interior the climate at all seasons is less stormy but always very cold.

PLANT AND ANIMAL LIFE

In South Georgia the climate is sufficiently temperate to support the growth of twenty species of hardy grass and other flowering plants. Reindeer have been introduced and thrive, having increased from 11 in 1909 to about 2,000 today. In the rest of the Dependencies, only two species of vascular plant are known and these are confined to the most favourable localities. Elsewhere the snow-free ground is partly covered with mosses and lichens. There are no terrestrial mammals.

All other forms of life are restricted to the open ocean and to the coastal waters. The sea, itself, is teeming with life from the smallest unicellular organisms at one end of the food chain to the largest mammals at the other. All forms either spend their whole

existence in the sea, or only come ashore to breed and moult, as do the birds and seals. The majority of those species which do breed on the coasts of Antarctica seldom venture far inland and generally migrate to temperate latitudes during the winter. The fauna of these seas are, on the whole, few in species but very rich in numbers. For example, the diminutive Wilson's Storm Petrel (*Oceanites oceanicus*), which is believed to be the commonest of all birds, breeds almost exclusively along the shores of Graham Land and the islands of the Scotia Arc.

Only the seals and whales have any economic value. The seals were first exploited in South Georgia a few years after the visit of Captain Cook in 1775. Those in the South Shetland and South Orkney Islands were virtually exterminated during the five years 1819-24. The principal species were the southern fur seal (*Arctocephalus australis*) which is only now beginning to return to some of the islands where it was most plentiful. The large oil-bearing elephant seal (*Mirounga leonina*) was also exploited during the first half of the nineteenth century, but recovered more quickly and has been taken under licence in South Georgia for more than fifty years. The other species of Antarctic seal are too solitary in their behaviour to warrant economic exploitation.

Whaling began early in the twentieth century and has grown into a highly specialised industry. From the beginning, South Georgia has been the most important centre of the industry and shore factories have operated at Grytviken, Leith Harbour, Husvik, Godthul and Prince Olaf Harbour, though only three now operate (only two during the 1957-58 season). The summer population of South Georgia averages 1,200-1,400, nearly all Norwegian. In winter, the resident population now falls to a little more than 100. The administrative centre is at Grytviken. There were formerly small shore factories operating at Deception Island in the South Shetlands, and Signey Island in the South Orkneys. These ceased to function some years before 1939. During the last twenty years, increasing use has been made of pelagic factory ships which can operate in open ocean throughout the whaling season. There are five species of whale common in these waters, but only two, the blue whale (*Balaenoptera musculus*) and the fin whale (*Balaenoptera physalus*), can really be regarded as having great economic importance, though the sperm whale is also taken in substantial numbers.

In recent years there has been growing concern about the future of the whaling industry. The rate of killing has exceeded the reproduction and growth rates of these mammals for many years so that the stock comprises fewer and smaller whales than formerly.

Attempts by the International Whaling Commission to limit the whaling season, to limit the size of the catch, and to provide adequate inspection on all vessels, has reduced the rate of killing but cannot give the protection which is necessary to preserve the stock for more than a few decades.

Chapter 2: History

THE history of the Falkland Islands Dependencies is partly the history of exploration in this sector of Antarctica, partly the history of the whaling industry. Discovery within the Dependencies largely falls into two distinct phases; the initial discovery of the northern islands and Graham Land peninsula during the period 1775 to 1825, and secondly the discovery of the continental interior during the expeditions of the twentieth century.

South Georgia was sighted at least twice between 1675 and 1756, but the first landing was that of Captain James Cook in 1775. The South Sandwich Islands were discovered by him also during the same voyage. Thereafter, South Georgia was frequently visited by sealers of many nationalities, who reaped a rich harvest from the immense number of fur seals and elephant seals which frequented these shores. By 1815, the slaughter of seals had reached such proportions that sealers were beginning to look elsewhere for them. The South Shetland Islands were discovered by William Smith in 1819, and during the next few years practically all the islands in the vicinity of northern Graham Land had been visited. The first sighting of the mainland of Antarctica is a matter for dispute, for conflicting claims have been put forward by different authorities on behalf of Edward Bransfield (Britain), N. B. Palmer (United States), and Thaddeus Bellingshausen (Imperial Russia). Certainly all three explorers sighted different parts of the western coast of Graham Land within a few weeks of one another during the summer of 1819-20. These initial discoveries were followed by a period of intense activity by sealers. The first wintering in Antarctica was made during 1820 on King George Island in the South Shetlands by the shipwrecked crew of the sealer *Lord Melville*. The South Orkney Islands were discovered by George Powell in 1821. The seals on all these coasts were quickly exterminated so that, after 1830, there were very few visits to them.

The second phase of Antarctic history was that of the early scientific expeditions. With the exception of the British Antarctic Expedition (1839 to 1843) commanded by Captain James Clark Ross, which visited the extreme north of Graham Land, the major

Antarctic discoveries occurred between 1898 when the *Belgica* expedition wintered in the Bellingshausen Sea and 1915, when Shackleton's *Endurance* was crushed in the pack-ice of the Weddell Sea. During these years, the activities of Shackleton, Scott and Bruce of Great Britain, Mawson of Australia, Charcot of France, Amundsen of Norway, Nordenskjöld of Sweden, and Drygalski and Filchner of Germany, provided our basic scientific knowledge of Antarctica by penetrating beyond the coastal fringe and wintering at different places around the edge of the continent. The presence of large tracts of shelf-ice and the continental ice-sheet were demonstrated by the inland journeys towards the geographical and magnetic poles.

This was the heroic era of Antarctic exploration when parties suffered extreme privation, owing to lack of knowledge about shelter, clothing, nutrition and transport in such extreme climatic conditions. The perseverance of the early explorers, in the face of such difficulties, their failures as well as their successes, led to the accumulation of specialised knowledge which, combined with the technical facilities of today, has been invaluable to the present-day explorers.

The following expeditions were particularly active in the Falkland Islands Dependencies. Details of the literature regarding each expedition are given in the Reading List on pp. 84-7).

	Nationality, etc.	Leader	Vessel	Region
1897-99	Belgian Antarctic Expedition	A. de Gerlache	<i>Belgica</i>	W. Graham Land Bellingshausen Sea
1901-03	Swedish South Polar Expedition	O. Nordenskjöld	<i>Antarctic</i>	E. Graham Land
1902-04	Scottish National Antarctic Expedition	W. S. Bruce	<i>Scotia</i>	S. Orkney Islands Eastern Weddell Sea
1903-05	French Antarctic Expedition	J. B. Charcot	<i>Francais</i>	W. Graham Land
1908-10	French Antarctic Expedition	J. B. Charcot	<i>Pourquoi Pas</i>	W. Graham Land
1910-12	German South Polar Expedition	W. Filchner	<i>Deutschland</i>	Weddell Sea
1914-16	British Imperial Trans-Antarctic Expedition	E. H. Shackleton	<i>Endurance</i>	Weddell Sea

The base established by W. S. Bruce at Laurie Island, South Orkney Islands, was handed over by Bruce to the Argentine Government for use as a meteorological observatory in 1904.

The principal development in the Dependencies took place in 1903, when C. A. Larsen founded the first modern whaling company based upon a shore factory in South Georgia. The industry immediately prospered and continued to expand quickly up to and during the first World War. In 1920, the Interdepartmental Committee on Research and Development in the Dependencies of the Falkland Islands recommended that some of the revenue derived from the whaling industry should be used for research, particularly into the

oceanography of the Antarctic seas and into the biology of the whale. In consequence, Discovery Investigations were inaugurated, partly as a shore-based marine biological unit at Grytviken, South Georgia, and partly as the sea-going unit aboard the Royal Research ship *Discovery*. In 1926, a year after the preliminary work began, Discovery Investigations acquired a second vessel, R.R.S. *William Scoresby*. Until 1939, the two vessels were almost continuously active in Antarctic waters. An enormous volume of valuable oceanographical, biological, and meteorological data was acquired, the analysis of which is by no means completed today.

During the inter-war period, there were few major land expeditions to Antarctica. Nevertheless, during the 20 years from 1919 to 1939, a considerable part of the unknown coasts were defined for the first time during summer voyages. In addition to the activities of Discovery Investigations, the summer expeditions of Lars Christensen the Norwegian whaling magnate, and Sir Douglas Mawson, all contributed to our knowledge of the coasts of Antarctica.

In the Falkland Islands Dependencies, the work of Discovery Investigations was of prime importance. In addition to the zoological and oceanographical work carried out at sea throughout the year, a certain period of each commission was devoted to inshore surveys of the various island groups of the Dependencies. Thus hydrographic surveys were made of parts of South Georgia, the South Sandwich Islands, the South Orkney and South Shetland Islands. During this period also, the first flights by the light aircraft used by Wilkins and Ellsworth paved the way to the considerable use of aircraft in Antarctica during the post-war period.

The British Graham Land Expedition of 1934-37 was of considerable importance to the subsequent exploration of the Falkland Islands Dependencies. The expedition was commanded by John Rymill, who, with many other members of the party, had received his training in the Arctic with H. G. Watkins during the early 1930's. They wintered at the Argentine Islands (65° 15' S., 64° 16' W) off the west coast of Graham Land in 1935, and at the Debenham Islands in Marguerite Bay (68° 08' S., 67° 07' W.) in 1936. During the second season, they were able to confirm that the Graham Land peninsula was continuous and was not, as previously thought, intersected by ice-filled straits. To the south of Marguerite Bay, they discovered the great rift of King George VI Sound which separates Alexander Land from the mainland.

In 1939, an American party established a base in Marguerite Bay at Stonington Island. This party formed the west base of the United

States Antarctic Service Expedition, and was commanded by Richard Black. It was able to expand the discoveries of the British Graham Land Expedition and, by a series of flights, was able to show the southward continuation of the Graham Land peninsula to its junction with the Filchner Ice Shelf in the Weddell Sea. The first overland crossing of the peninsula was also made. This party was evacuated by air in 1941. Another U.S. expedition, commanded by Finn Ronne, returned to Stonington Island in 1947-48 and co-operated with the Falkland Islands Dependencies Survey base in the same locality.

During the early years of the war, there were other forms of activity in the Falkland Islands Dependencies. Norwegian whaling fleets continued to operate in the Antarctic, although, in January, 1941, a substantial part of the pelagic fleet was captured by the German armed surface raider *Pinguin*. At South Georgia, one shore station managed to operate throughout the entire war. Between 1942 and 1943 visits were made to the South Shetland Islands and Graham Land by Argentine vessels, claiming sovereignty to a sector of Antarctica which is almost the same as that defined above as the Falkland Islands Dependencies. British vessels also visited these shores to renew existing claims.

Despite the state of the war, it was obvious that some attempt should be made further to protect the British claims to the Dependencies. In consequence, a small naval party was formed in 1943 for the purpose of establishing bases in the more accessible islands and mainland. On 6th February, 1944, the first base was established in the abandoned whaling station at Deception Island. A second base was established at Port Lockroy on Wiencke Island, off the west coast of Graham Land.

With the establishment of the first two bases, the pattern of the survey began to take form. At first it was a naval operation (code-name "Tabarin") but, after the end of the war, the responsibility was transferred to the Colonial Office. The Falkland Islands Dependencies Survey, as it was afterwards called, was first administered by a committee in London, with an experienced leader in the field at the largest base. After 1949, however, the Survey became the direct responsibility of the Governor of the Falkland Islands with a permanent headquarters and secretariat in Stanley. A scientific committee in the United Kingdom was convened to advise the Governor on scientific programmes.

The following table shows the number of bases and total size of wintering parties during each year that the Survey has operated. For comparison, figures are shown for the comparable Argentine

and Chilean parties which have wintered at their own bases during the same years. The Argentine and Chilean bases are largely manned by military units.

Year	F.I.D.S.		ARGENTINE		CHILE	
	Bases	Men	Bases	Men	Bases	Men
1944	2	14	1	about 7	0	0
1945	3	21	1	" 7	0	0
1946	5	30	2	" 7	0	0
1947	5	33	2	" 16	1	6
1948	7	38	3	about 25	2	13
1949	5	29	3	" 25	2	13
1950	6	26	3	" 31	2	13
1951	5	24	5	41	3	19
1952	7	39	6	62	3	about 21
1953	7	37	7	79	3	21
1954	7	48	7	about 72	3	37
1955	8	57	9	85	4	34
1956	10	76	8	about 75	4	about 35

The work of the Falkland Islands Dependencies Survey has largely been concerned with the exploration of Graham Land and the islands of the Scotia Arc. Although certain important discoveries have been made, especially along the eastern coasts of the peninsula and in King George VI Sound, there has so far been no attempt to carry the exploratory work into the unknown continental interior.

The major distinction between the work of the Survey and that of the principal pre-war expeditions has been the concentration upon continuous routine observations and careful systematic investigations in the better-known parts of the Dependencies.

During the years after 1955, expeditions have been active in other parts of the Dependencies. The establishment of the Royal Society Expedition base at Halley Bay in Coats Land, the Commonwealth Trans-Antarctic Expedition base, Shackleton, near Vahsel Bay, and the Argentine and United States bases on the Filchner Ice Shelf represent the first successful attempts at wintering on the southern and eastern shores of the Weddell Sea. The United States base at the South Pole has given us the first detailed picture of climatic conditions in the continental interior. The successful crossing of the Antarctic continent by the Commonwealth Trans-Antarctic Expedition led by Sir Vivian Fuchs in 1957-58 has extended our knowledge of the continental sector of Antarctica.

Chapter 3: Administration

THE Dependencies are subject to the authority of the Governor and his Executive Council, the former being empowered under the Letters Patent of 1948 to legislate for the Dependencies.

An Administrative Officer and an official staff are maintained in South Georgia, and control over whaling operations in the Depen-

dencies is carried out by representatives of the Government, who may accompany the expeditions as required, and by Government whaling inspectors at the three stations.

There is no local government in South Georgia; in fact, there are no communities other than the whaling stations, which are run by the managers on behalf of the several companies owning them.

The headquarters of the Falkland Islands Dependencies Survey is in Stanley, and a London Office co-ordinates United Kingdom activities.

Chapter 4: Weights and Measures

IMPERIAL and metric weights and measures are in general use.

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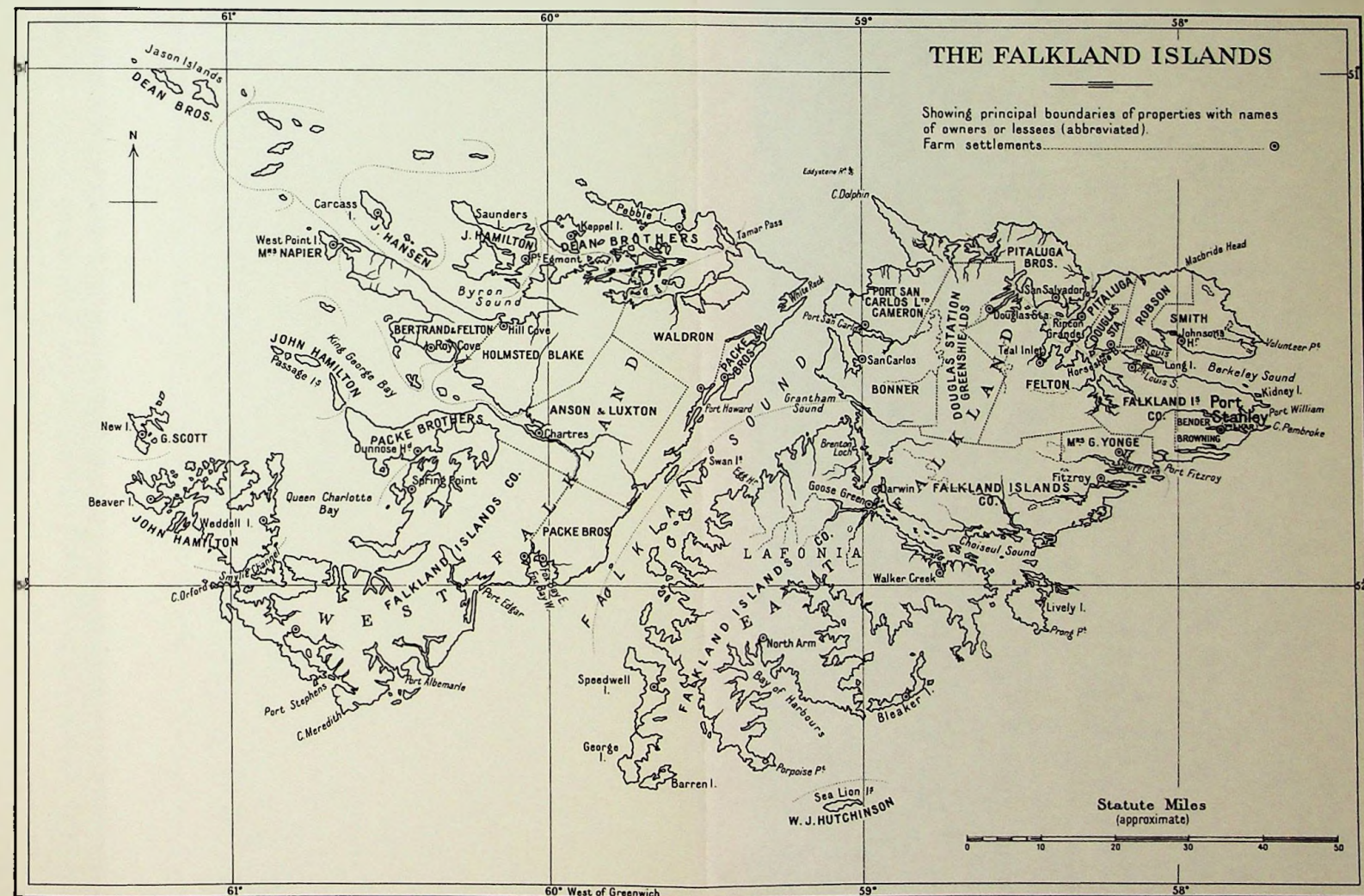
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- No. 1. *Organisation and Methods*. By V. E. Fuchs. A brief general statement of the area and the bases from which studies have been made. 4s. 6d. (4s. 11d.).
 - No. 2. *A New Method of Age Determination in Mammals with Special Reference to the Elephant Seal*. By R. M. Laws. 3s. (3s. 4d.).
 - No. 3. *The Upper Cretaceous Cephalopod Fauna of Grahamland*. By L. F. Spath. £1 10s. (£1 10s. 11d.).
 - No. 4. *Lower Cretaceous Gastropoda Lamellibranchia and Annelida from Alexander I Land*. By L. R. Cox. 5s. 6d. (5s. 10d.).
 - No. 5. *Fossil Penguins from the Mid-Tertiary of Seymour Island*. By B. J. Marples. 5s. 6d. (5s. 10d.).
 - No. 6. *Emperor Penguin (I) Breeding Behaviour and Development*. By B. Stonehouse. 10s. 6d. (11s. 3d.).
 - No. 7. *The Geology of South Georgia (I)*. By A. F. Trendall. 8s. 6d. (8s. 11d.).
 - No. 8. *The Elephant Seal (I) Growth and Age*. By R. M. Laws. £1 (£1 0s. 9d.).
 - No. 9. *New Evidence of Sea-Level Changes in the Falkland Islands*. By R. J. Adie, October 1st, 1952. 4s. (4s. 4d.).
 - No. 10. *Emperor Penguin (II) Embryology*. By T. W. Glenister. 17s. (17s. 7d.).
 - No. 11. *Petrology of Graham Land (I) Basement Complex; Early Palaeozoic Plutonic and Volcanic Rocks*. By R. J. Adie. 8s. 6d. (9s. 3d.).

- No. 12. *Petrology of Graham Land (II) Andean Granite Gabbro Intrusive Suite*. By R. J. Adie. 15s. (15s. 9d.).
- No. 13. *Elephant Seal (II) General, Social and Reproductive Behaviour*. By R. M. Laws. £1 10s. (£1 10s. 10d.).
- No. 14. *Brown Skua of South Georgia*. By B. Stonehouse. 10s. (10s. 5d.).
- No. 15. *Elephant Seal (III) Physiology of Reproduction*. By R. M. Laws. £1 7s. 6d. (£1 8s. 3d.).
- No. 16. *Notes on Weather Analysis in the Falkland Islands Dependencies, Antarctica*. By A. W. Mansfield and S. D. Glassey. 12s. (12s. 5d.).
- No. 17. *Pygoscelid Penguins. (I) Methods of Study; (II) Adelie Penguin*. By W. J. L. Sladen. £2 7s. 6d. (£2 8s. 6d.).
- No. 18. *Breeding Behaviour and Reproductive Cycle of the Weddell Seal*. By A. W. Mansfield. £1 (£1 0s. 7d.).
- No. 19. *Geology of South Georgia (II)*. By A. F. Trendall. 25s. (25s. 8d.).
- No. 20. *Petrology of Graham Land (III) Metamorphic Rocks of the Trinity Peninsula Series*. By R. J. Adie. 13s. 6d. (13s. 11d.).
- No. 21. *Upper Jurassic and Cretaceous Ammonite Faunas of Alexander Land and Graham Land*. By M. K. Howarth. 16s. 6d. (16s. 11d.).
- No. 22. *Introduced Reindeer of South Georgia*. By W. Nigel Bonner. 7s. (7s. 4d.).
- No. 23. *The King Penguin of South Georgia. (I) Breeding Behaviour and Development*. By Bernard Stonehouse. £1 5s. (£1 5s. 10d.).

Obtainable from HER MAJESTY'S STATIONERY OFFICE, except for items 1 to 15 which are obtainable only from F.I.D. Sc. Bureau, Crown Agents, 4, Millbank, London, S.W.1.

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Report for the years
1960 and 1961

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The Colony

PART I

General Review of 1960 and 1961

THE Legislative Council was dissolved on 2nd January 1960, and elections were held in the following March. The first meeting of the new Council took place in April 1960. In his opening address to that meeting the Governor, Sir Edwin Arrowsmith, K.C.M.G., gave a brief review of the principal events and developments that occurred during the four years in which the old Council held office and then, turning to the future, he listed the main problems of the Colony, including continued emigration from the Colony, the need for improved educational facilities, the need to carry out and intensify research and experimental work in ways and means of improving the pastures, the maintenance of essential services and the recruiting of staff to man them, and, perhaps the most important of all, the adverse budgetary position.

Three important projects, mentioned in the last Biennial Report, were successfully concluded during 1960. First there was the topographical survey of the Colony, which began with the aerial survey in 1957 by Hunting Aerosurveys Ltd. under a Colonial Development and Welfare contract, followed shortly after by the requisite ground survey by surveyors of the Directorate of Overseas Surveys. The field work was completed in June 1960, after some 55 surveyor months. The new maps of the Colony are now in the course of publication and the first of the series have already arrived in the Islands. Then there were two public health projects—the polio immunisation campaign and the ophthalmic survey. Practically everyone under the age of 21 years has now been immunised against polio and all those within the age groups susceptible to polio are offered the opportunity of being inoculated. The ophthalmic surgeon was in the Falklands for eight months and he saw almost 1,400 patients and performed 60 operations. These figures illustrate the magnitude and importance of this very successful survey.

Work on re-surfacing the roads in and around Stanley in tar macadam progressed satisfactorily during the period under review until September 1961, when it was halted by the destruction of the

tar machine by fire. A new machine was immediately ordered and has been received in the Colony, and it is planned shortly to recommence work on the roads.

The Falkland Islands Company has taken steps to establish a mink farming industry. The first mink arrived in the Colony early in 1960 and have since been breeding successfully. This much needed secondary industry was welcomed and encouraged by Government. Since the establishment of the mink farm necessitated approximately double the number of mutton sheep formerly required in Stanley, the Company combined the mink farm project with the construction of a new and modern butchery.

The importance of education in the Falkland Islands is fully realised and more educational projects are planned. The extension of Darwin Boarding School and the provision of additional facilities there stands high on the list of priorities, and will be implemented as soon as the expense can be met. Lack of men teachers continues to be a problem, and the assistance of volunteers from Voluntary Service Overseas has been most welcome.

Mr. A. R. Wannop, Director of the Hill Farming Research Organisation in Scotland, visited the Colony from November 1960 to January 1961, during which time he saw almost every farm on East and West Falkland and inspected many of the smaller islands too. His visit was connected with the important problem of the improvement of pastures and of the sheep industry. The pioneering efforts by some farmers towards improvement were favourably commented on, and though fencing, sub-division, and grazing control are likely to effect most improvement in the economics of farming in the Camp, land improvement of selected areas is an equally necessary development. The comments and recommendations contained in Mr. Wannop's report are being closely studied, and action as a result is proposed.

The Colony's revenue depends on the prosperity of the wool industry, since practically all revenue is derived, directly or indirectly, from sheep-farming. It is estimated that an average wool price of 55*d.* to 60*d.* per lb. is needed to present a balanced budget when expenditure, including a certain amount of special or development expenditure, ranges from £300,000 to £350,000 a year. For the past few years the average selling price of wool has been from 46*d.* to 48*d.* per lb. and there have been revenue deficits in spite of the fact that special expenditure has been reduced to an almost negligible amount.

Measures are now being introduced to increase the rate of taxation. As from 1st January 1962 the income tax scale will be extended from a maximum of 3*s.* 6*d.* in the £ on income over £950 to a

maximum of 5*s.* 9*d.* in the £ on income over £6,000, and at the same time the rate for companies tax will be increased from 3*s.* 6*d.* to 5*s.* 9*d.* With effect from 1st January 1963 it is proposed to introduce a profits tax of 10 per cent. A measure of relief from this considerable increase will be afforded by the abolition of export duty which will not be imposed after it has been levied on the proceeds of the 1960-61 wool clip.

New conditions of service for Government employees on the permanent establishment were introduced with effect from 1st July 1961. Under these the salaries of all officials were increased, increases ranged from 50 per cent. in the lowest income group to 25 per cent. in the highest. New leave and passage regulations were made during 1961, and these provide that free return passages to Britain may be granted to male officers after serving for an initial period of seven years and thereafter at intervals of five years; instead of every ten years as formerly. Female officers must serve ten years before qualifying for a passage, thereafter they earn one every five years; formerly a passage was granted every ten years in their case too.

A matter that continues to cause concern is the problem of the steady exodus of people from the Falklands, and the vacuum their departure creates. Increased prosperity, and the fuller life and wider opportunities offered abroad, particularly in countries such as New Zealand, combine to draw many people away from the Colony, and the question of replacements from the United Kingdom is both difficult and expensive. What can be afforded in the way of higher wages, more schools and better educational facilities, and improved conditions, all of which would attract people to the islands, is strictly limited by what can be obtained for local wool on the world markets.

The serious violations of the Colony's mails routed via South America continued during 1960. Every opportunity is taken to arrange that surface mails should be shipped direct from the United Kingdom, but such shipments cannot be confined only to these direct opportunities. The General Post Office in London has been most concerned with this problem, and an official of the General Post Office visited Montevideo in March 1961, where valuable discussions were held with the Uruguayan postal authorities. Various security measures were put into operation and the violations have now virtually ceased.

Ordinary revenue during the financial year 1959-60 amounted to £284,367, which was £71,118 more than was estimated but this was very largely due to the success of the new definitive stamp issue "Birds of the Falklands." During 1960-61 ordinary revenue amounted to £237,590 which was £3,032 less than was estimated.

Ordinary expenditure in 1959-60 at £240,183 fell short of the approved estimate by £14,765, and in 1960-61 ordinary expenditure was £235,813, being £30,333 less than estimated.

The following table shows Colonial Development and Welfare schemes in progress during the period under review, and the amount spent on each scheme both from Colonial Development and Welfare funds and from local sources.



Some members of the Girls' Life Brigade, Stanley



The Christmas Race Meeting, Stanley

(The above photographs were taken by John Leonard)



Loading wool at Port Stephens, West Falkland



Pressing wool, Pebble Island, West Falkland

(The above photographs were taken by John Leonard)

General Review of 1960 and 1961

5

Colonial Development and Welfare Schemes

<i>Head</i>	<i>Scheme No.</i>	<i>1959-60</i>		<i>1960-61</i>		<i>Total Expenditure for the years 1959-60 and 1960-61</i>	
		<i>Colony Expenditure</i>	<i>C.D. and W. Expenditure</i>	<i>Colony Expenditure</i>	<i>C.D. and W. Expenditure</i>	<i>Colony</i>	<i>C.D. and W.</i>
Roads	D2959B	£ 1,409	£ 10,333	£ 2,882	£ 21,133	£ 4,291	£ 31,466
Visit to the Falkland Islands by Mr. A. R. Wannop	R1168	—	—	53	579	53	579
		£1,409	£10,333	£2,935	£21,712	£4,344	£32,045

PART II

Chapter 1: Population

At the last census taken on 28th March 1953 the population of the Colony was 2,230, made up as follows:

	Males	Females	Total
Stanley	557	578	1,135
Other districts, East Falklands	410	232	642
West Falklands	279	174	453
TOTAL	1,246	984	2,230

The total population at previous censuses was:

1921	2,094
1931	2,392
1946	2,239

The population is almost entirely of British origin. On 31st December 1961 the population numbered 2,099 (2,127)*, of whom 1,127 (1,160) were males and 972 (967) females. The density of the population is approximately one person to every two square miles. About half the inhabitants live in Stanley, while the rest are divided, more or less equally, between the East and West Falklands. The number of births registered in 1961 was 48 (54), of which 23 (29) were male and 25 (25) female children. There were during the year 29 (21) marriages; 26 (32) deaths, of which 1 (1) was an infant under two years of age, were also registered. Two hundred and seventy-six (224) persons arrived in the Colony and 326 (292) left. The total population has decreased over the last 25 years by about 10.6 per cent, though the population of Stanley shows a slight increase.

* Figures for 1960 are in brackets.

Chapter 2: Occupations, Wages and Labour Organisation

EMPLOYMENT

Sheep farming, the principal industry, employs approximately 500 men. Government and the Falkland Islands Company Limited are the main employers of labour in Stanley. Fifty-three men were employed by the former on 31st December 1961, while the latter

Occupations, Wages and Labour Organisation

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employed 54 men. A few artisans were engaged under contract from the United Kingdom on behalf of the Public Works Department. A number of farms also found it necessary to recruit men from the United Kingdom to work as shepherds and navvies in the Camp. Several foreigners and some Tristan da Cunha islanders were engaged for similar work during the period under review.

There was no unemployment.

WAGES AND CONDITIONS OF EMPLOYMENT

Stanley

At the end of 1961 wages were being paid at the following rates:

Unskilled labourers—£7 17s. 6d. per week.

Skilled labourers—from £8 8s. 9d. to £9 15s. 0d. per week.

Artisans—£10 2s. 6d. per week.

A five-and-half-day week of 45 hours was worked. Time and a half was paid for overtime, with double time for work on Sundays and public holidays, of which there are seven each year. Hourly workers were granted a paid holiday of two weeks (90 hours) annually. There was no night work except in essential services.

The Camp

Outside Stanley general labourers, termed navvies, received £27 per month, and foremen were paid a minimum monthly wage of £39. Shepherds living in the settlements earned £29 5s. 0d. per month, while those living outside the settlements received an additional £3 per month. A special allowance of 12s. 6d. per month was paid to all employees on West Falkland farms. In addition, labourers and shepherds received free quarters, fuel, meat and milk. Extra bonuses were paid for shearing, while labourers and shepherds were able to add to their earnings by contract work such as fencing and peat cutting. All Camp employees were paid monthly. An average of 45 hours weekly was worked, with Saturday afternoons and Sundays as rest days. Employees in the Camp were given 15 days holiday annually, which included the seven public holidays.

COST OF LIVING

Mutton is the staple meat; the supply of fresh fish, poultry, pork and beef is irregular. The wild Upland Goose is eaten at all seasons and gives some variety to a restricted diet. Locally grown vegetables

are not easily obtained and the majority of householders grow their own.

One hotel and a few boarding houses in Stanley offer varying degrees of comfort at terms ranging from 35s. to 90s. a week. Several householders are also willing to take one or two paying guests. Rents for furnished houses vary from £5 to £10 a month.

The rents of unfurnished houses range from £2 a month. In the majority of cases Government provides houses with basic furniture for its overseas officials at rents related to the size and condition of the houses and extending from £3 to £8 6s. 8d. per month. Houses, if not so obtained, are very difficult to rent and relatively expensive to buy.

The cost of living rose during 1960 and 1961. The following were the prices of the more important commodities in December 1959 and December 1961:

	Unit	1959	1961
Bread	2 lb. loaf	1s.	1s. 5d.
Butter (imported)	$\frac{1}{2}$ kilo	5s. 10d.	4s. 8d.
Margarine	lb.	1s. 11d.	2s.
Coffee	lb.	5s. 5d.	6s. 2d.
Tea	lb.	4s. 11d.	6s. 1d.
Eggs	dozen	4s.	5s.
Flour	lb.	5 $\frac{1}{2}$ d.	6 $\frac{1}{2}$ d.
Meat:			
Mutton	lb.	6d.	6d.
Beef	lb.	5 $\frac{1}{2}$ d.	5 $\frac{1}{2}$ d.
Bacon	lb.	5s. 4d.	4s. 7d.
Ham	lb.	8s. 5d.	7s. 3d.
Pork	lb.	2s. 6d.	2s. 6d.
Milk	pint	6d.	8d.
Jam	2 lb. tin	2s. 7d. — 5s. 2d.	2s. 7d. — 5s. 5d.
Sugar	lb.	8 $\frac{1}{2}$ d.	8d.
Vegetables:			
Onions (imported)	lb.	7 $\frac{1}{2}$ d.	7 $\frac{1}{2}$ d.
Potatoes (imported)	lb.	6 $\frac{1}{2}$ d.	6 $\frac{1}{2}$ d.
Dried Fruit:			
Sultanas	lb.	2s. 7d.	2s. 5d.
Currants	lb.	2s. 1d.	2s. 1d.
Raisins	lb.	2s. 1d.	2s. 4d.
Porridge Oats	large pkt.	3s. 4d.	4s. 3d.
Cereals	pkt.	1s. 11d. — 4s. 1d.	1s. 7d. — 4s. 1d.
Cigarettes	50	3s. 11d. — 5s. 2d.	3s. 10d. — 5s. 2d.
Tobacco	lb.	25s. — 54s. 6d.	19s. 10d. — 54s. 6d.
Alcohol:			
Whisky	bottle	22s. 11d. — 28s. 4d.	24s. 6d. — 28s. 5d.
Brandy	bottle	20s. 4d. — 32s.	21s. 8d. — 32s. 10d.
Gin	bottle	18s. 10d.	19s.
Beer	doz. small bots.	16s. — 20s. 8d.	14s. 8d. — 21s. 3d.
Paraffin	gal.	4s. 2d.	4s.
Petrol	gal.	4s. 8d.	4s. 6d.
Electricity	unit	4 $\frac{1}{2}$ d.	4 $\frac{1}{2}$ d.

An important item in the domestic economy is peat, the only fuel generally available, which is sold by the cart-load. A lorry-load (three cart-loads) costs 50s. and a year's supply averages 15 to 40 loads, according to the size of the house, the number of fires, and the quality of the peat. Most of the local inhabitants cut and stack their own peat and have only the expense of carting it from the peat-bank. These banks are moving farther from Stanley as the years go by, and in some settlements in the Camp difficulty has been experienced in obtaining a good supply.

LABOUR DEPARTMENT

There is no Labour Department in the Colony.

LABOUR RELATIONS

There is one trade union, the Falkland Islands Labour Federation (general), with 550 paid-up members, a full-time secretary and an assistant secretary.

The Labour Federation meets annually with the Sheepowners' Association to draw up the yearly agreement between employers and workers in the Camp. There was one trade dispute in the period under review, but it was confined to several farms on the East Falkland where there was a loss of some seven to 10 days' working-time.

No labour legislation was enacted.

SAFETY, HEALTH AND WELFARE

There are no factories or industries in the Colony other than sheep farming, and consequently there is no legislation dealing with safety, health and welfare in work places. Accidents at work come within the provisions of the Workmen's Compensation Ordinance, enacted in 1960. This Ordinance is a revision of earlier legislation on the subject, and it enlarges the class of persons who can qualify for compensation to include all employed in manual labour and all those listed in a schedule to the Ordinance. It also increased the amount of compensation payable, limited the extent of the employers' liability, and included the power to require employers or classes of employers to insure against the liabilities they may incur under its provisions. There is no legislation or other provision for the payment of unemployment benefits.

INDUSTRIAL TRAINING

Apprentices are indentured in the building and allied trades and as W/T operators. An Apprenticeship Board was formed by Government in 1955. The members of the Board are nominees of the employers and the trade union, and the Superintendent of Education. The purpose of the Board is to standardise the forms of indenture and advise on pay, working conditions, and training, and also to act as arbiter in any dispute that might arise and to concern itself with the welfare of apprentices.

Chapter 3: Public Finance and Taxation

REVENUE and expenditure during the last three financial years were as follows:

Year	Revenue		Expenditure	
	Ordinary	Total	Ordinary	Total
	£	£	£	£
1958-59	288,154	306,156	245,444	298,503
1959-60	284,472	288,722	240,183	283,454
1960-61	237,590	266,586	235,813	275,172

The main heads of revenue and expenditure were as follows:

	Revenue		
	1958-59	1959-60	1960-61
	£	£	£
Aviation	8,678	8,316	6,981
Customs	55,431	55,279	57,891
Dependencies' contribution to the cost of the Central Administration	10,000	10,000	10,000
Electricity	18,005	17,300	19,539
Interest	21,718	21,945	20,829
Internal Revenue	128,262	83,314	73,868
Posts and Telegraphs	14,835	63,621	20,238
Colonial Development and Welfare	18,002	4,250	28,996

	Expenditure		
	1958-59	1959-60	1960-61
	£	£	£
The Governor	6,732	6,571	6,804
Aviation	14,024	11,087	11,145
Customs and Harbour	8,254	7,524	7,498
Education	32,367	30,403	31,243
Medical	26,089	28,216	30,933
Miscellaneous	35,876	33,426	34,305
Pensions and Gratuities	11,778	11,500	8,808
Police and Prisons	4,426	3,856	3,824
Posts and Telegraphs	39,098	36,574	34,174
Power and Electrical	14,316	15,449	13,676
Public Works	8,923	8,757	8,001
Public Works Recurrent	21,946	25,777	19,697
Secretariat and Treasury	15,814	14,978	19,179
Special Expenditure including Colonial Development and Welfare Schemes	53,060	43,271	39,360

The statements of assets and liabilities at 30th June 1960 and 30th June 1961 are shown on pages 12 and 15. There is no public debt.

Statement of Assets and

LIABILITIES		£	s.	d.	£	s.	d.
DEPOSIT ACCOUNTS:							
Postal Monies		2,509	15	5			
Wireless Telegraph Monies		2,791	0	6			
Miscellaneous		28,496	10	5			
					33,797	6	4
FUNDS:							
Reserve		245,030	2	0			
Renewals:							
Aviation	17,216	16	11				
Marine	15,656	4	7				
Power Station	17,869	14	7				
		50,742	16	1			
Oil Stocks Replacement		5,416	3	0			
Special:							
Savings Bank	1,011,620	15	1				
Government Employees' Provident	7,624	2	9				
Note Security	85,207	6	7				
Old Age Pensions Equalisation	73,339	10	10				
		1,177,791	15	3			
Other:							
Land Sales	271,703	12	10				
Workmen's Compensation	4,343	15	5				
		276,047	8	3			
					1,755,028	4	7
Remittances					14,957	15	5
General Revenue Balance:							
Balance at 1st July, 1959 deficit		13,316	10	0			
Add Depreciation of Investments		13,646	13	8			
		26,963	3	8			
Deduct Surplus year ended 30th June 1960		5,267	4	10			
Balance, 30th June 1960 Deficit					21,695	18	10
					£1,782,087	7	6

The above statement does not include:

- (1) A sum of £7,579 17s. 10d. due from H.M. Government in respect of
- (2) The sum of £50,000 held in 3% debenture stock in the Falkland Islands Freezer Co. Ltd.
- (3) Contingent liability to the Falkland Islands Government Savings Bank £45,121 15s. 11d.

Liabilities at 30th June 1960

ASSETS		£	s.	d.	£	s.	d.
CASH:							
Treasury		28,417	6	10			
Posts and Telegraphs		863	2	1			
Crown Agents		634	18	3			
Joint Consolidated Fund		48,000	0	0			
					77,915	7	2
INVESTMENTS:							
Surplus Funds		9,062	1	1			
Reserve Fund		206,692	14	6			
Renewals Funds:							
Aviation	16,907	1	9				
Marine	14,349	15	8				
Power Station	17,095	5	0				
		48,352	2	5			
Special Funds:							
Savings Bank	1,030,208	16	9				
Government Employees' Provident	7,546	16	4				
Note Security	80,718	16	6				
Old Age Pensions Equalisation	72,278	3	7				
		1,190,752	13	2			
Other Funds:							
Land Sales	234,494	1	5				
Workmen's Compensation	3,816	11	4				
		238,310	12	9			
Advances					1,693,170	3	11
					11,001	16	5
					£1,782,087	7	6

under issues on Colonial Development and Welfare schemes.

Statement of Assets and

LIABILITIES		£	s.	d.	£	s.	d.
DEPOSIT ACCOUNTS:							
Colonial Development and Welfare		673	13	10			
Postal Moneys		3,373	10	4			
Wireless Telegraph Moneys		1,363	5	2			
Miscellaneous		23,058	19	1			
					28,469	8	5
FUNDS:							
Reserve		236,443	4	9			
Renewals:							
Aviation		2,439	18	1			
Marine		16,227	4	10			
Power Station		18,583	10	5			
					37,250	13	4
Oil Stocks Replacement					3,544	12	7
Special:							
Savings Bank		1,026,489	5	7			
Government Employees' Provident		6,223	0	2			
Note Security		86,438	0	1			
Old Age Pensions Equalisation		79,860	17	7			
					1,199,011	3	5
Other:							
Land Sales		271,807	18	9			
Workmen's Compensation		4,588	17	4			
					276,396	16	1
					1,752,646	10	2
Remittances					17,562	9	1
General Revenue Balance:							
Balance at 1st July 1960	deficit	21,695	18	10			
Add Depreciation of Investments		967	7	2			
					22,663	6	0
Deduct Appreciation of Investments		305	0	10			
Balance, 30th June 1961	Deficit				22,358	5	2
					£1,776,320	2	6

The above statement does not include:

- (1) The sum of £50,000 held in 3% debenture stock in the Falkland Islands
- (2) Contingent liability to the Falkland Islands Government Savings Bank £26,044 8s. 1d.

Liabilities at 30th June 1961

ASSETS		£	s.	d.	£	s.	d.
CASH:							
Treasury		20,830	16	9			
Posts and Telegraphs		1,018	1	1			
Crown Agents		262	8	11			
Joint Consolidated Fund		63,000	0	0			
					85,111	6	9
INVESTMENTS:							
Surplus Funds		7,088	8	11			
Reserve Fund		201,658	6	2			
Renewals Funds:							
Aviation		17,917	18	2			
Marine		14,950	9	3			
Power Station		17,716	10	9			
					50,584	18	2
Special Funds:							
Savings Bank		1,015,150	6	1			
Government Employees' Provident		5,961	7	6			
Note Security		81,103	9	11			
Old Age Pensions Equalisation		82,296	17	2			
					1,184,512	0	8
Other Funds:							
Land Sales		235,501	15	5			
Workmen's Compensation		3,961	17	8			
					239,463	13	1
					1,683,307	7	0
Advances					7,901	8	9
					£1,776,320	2	6

Freezer Co. Ltd.

TAXATION

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

Customs Tariff

Import duties were payable at the following rates:

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

Spirits: 66s. per gallon.

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

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

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

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

Export duties during 1960-61 were payable at the following rates:

Wool: *Ad valorem* duty: 3½ per cent. of the average gross selling price per lb. of the whole clip of each farm.

Tallow, hides and skins: 2½ per cent. of the selling price.

Whale and seal oil: 5s. per barrel of 40 gallons payable on export.

Other whale and seal products: 6d. per 100 lb.

Revenue from customs duties was:

	1959-60	1960-61
<i>Imports</i>	£	£
Wines	512	473
Spirits	18,610	18,692
Malt Liquors	1,074	1,369
Tobaccos and Cigarettes	4,985	8,000
Matches	208	119
<i>Exports</i>		
Wool	28,389	28,963
Tallow	6	1
Hides and Skins	1,495	274

Income Tax

The following were the rates on taxable income for the years 1960 and 1961:

Companies: 3s. 6d. per £ (flat rate).

Individuals: first £100	.	.	.	Nil.
next £100	.	.	.	1s. per £
next £250	.	.	.	2s. per £
next £250	.	.	.	2s. 6d. per £
next £250	.	.	.	3s. per £
above £950	.	.	.	3s. 6d. per £

Allowances

Married person: £100.

Children under 16 years: £100 each.

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

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

Dependent relative: £25.

Insurance or pension fund contributions: Premiums or contributions (maximum one-sixth of chargeable income).

Revenue received during 1959-60:

Companies £44,138; individuals £35,896.

Revenue received during 1960-61:

Companies £36,938; individuals £32,706.

The following tabular statement shows the incidence of tax on individuals at varying rates of income*:

Annual Income	Single	Married	Married with 1 child	Married with 2 children	Married with 3 children	Married with 4 children
£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
200	2 14 0	—	—	—	—	—
300	8 8 0	1 14 0	—	—	—	—
400	16 8 0	6 8 0	14 0	—	—	—
500	24 8 0	14 8 0	4 14 0	—	—	—
600	33 0 0	22 8 0	12 8 0	3 14 0	—	—
700	43 0 0	30 10 0	20 8 0	10 8 0	2 14 0	—
800	53 0 0	40 10 0	28 8 0	18 8 0	8 8 0	1 14 0
900	63 7 0	50 10 0	38 0 0	26 8 0	16 8 0	6 8 0
1,000	75 7 0	60 10 0	48 0 0	35 10 0	24 8 0	14 8 0
1,100	87 7 0	72 7 0	58 0 0	45 10 0	33 0 0	22 8 0
1,200	99 9 0	84 7 0	69 7 0	55 10 0	43 0 0	30 10 0
1,300	113 9 0	96 7 0	81 7 0	66 7 0	53 0 0	40 10 0
1,400	127 9 0	109 19 0	93 7 0	78 7 0	63 7 0	50 10 0
1,500	141 9 0	123 19 0	106 9 0	90 7 0	75 7 0	60 10 0
1,600	155 9 0	137 19 0	120 9 0	102 19 0	87 7 0	72 7 0
1,700	169 9 0	151 19 0	134 9 0	116 19 0	99 9 0	84 7 0
1,800	183 9 0	165 19 0	148 9 0	130 19 0	113 9 0	96 7 0
1,900	197 9 0	179 19 0	162 9 0	144 19 0	127 9 0	109 19 0
2,000	211 9 0	193 19 0	176 9 0	158 19 0	141 9 0	123 19 0

* A deduction of £6 has been made in each case to cover insurance or pension fund contributions.

Estate Duty

Estate duty in accordance with the schedule below was payable whether or not the deceased died in the Colony on all property in the Colony, and in the case of persons domiciled in the Colony on

all movable property and effects wherever situate. Relief is allowed where it is proved that property in Britain, the Commonwealth, or a foreign country has been taxed under the laws of those countries.

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

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

STANLEY TOWN COUNCIL FINANCES

Revenue accruing to the Stanley Town Council, the only local authority in the Colony, amounted to £6,983 during 1960 and £5,915 during 1961. Expenditure during 1960 was £6,083 and during 1961 was £4,866.

The main heads of revenue were:

	1960 £	1961 £
Government Grant (Charitable Relief)	955	1,100
General Rates (including contribution of £825 by Government)	3,461	2,651
Water Rates	826	688
Hire of Town Hall	861	604
Transfer of Money from Fire Brigade	880	150

The main heads of expenditure were:

	1960 £	1961 £
Town Clerk	371	274
Cemetery	405	550
Fire Brigade	1,597	361
Library	172	235
Charitable Relief	888	813
Scavenging	1,291	975
Street Lighting	458	617
Town Hall	828	1,041

Chapter 4: Currency and Banking

THE legal tender of the Colony consists of Falkland Islands Government currency notes of £5, £1 and 10s. denominations and United Kingdom coinage. On 31st December 1961 the note issue in circulation was £92,704.

There are no commercial banks in the Colony but the Treasury remits funds abroad on payment of a commission of 1 per cent. A similar service is also provided by the Falkland Islands Trading Company, Limited, and the Estate Louis Williams, who operate agencies of Lloyds Bank Limited and Hambros Bank respectively.

Deposits in the Government Savings Bank amounted to £1,052,533 13s. 8d. at 30th June 1961, and the number of depositors' accounts open was 1,845. At the same date in 1960 deposits totalled £1,056,742 11s. 0d. and the number of depositors was 1,827. Interest on deposits is paid at the rate of 2½ per cent. per annum.

Chapter 5: Commerce

IMPORTS

WITH the exception of meat and a limited quantity of vegetables and berry fruits, practically the whole of the Colony's requirements in foodstuffs is imported.

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

Value of Imports

	1960 £	1961 £
Food	75,858	90,349
Beverages and tobacco	46,390	51,208
Crude materials, inedible, except fuels	11,187	28,653
Mineral fuels, lubricants and related materials	18,770	21,828
Animal and vegetable oils and fats	90	191
Chemicals	23,293	27,129
Manufactured goods classified chiefly by materials	63,706	82,749
Machinery and transport equipment	57,948	88,892
Miscellaneous manufactured articles	85,911	76,606
Miscellaneous transactions and commodities	1,394	50
TOTAL IMPORTS	£384,547	£467,655

Principal Imports and Sources of Supply, 1960

Item	Value	Quantity	Principal Supplying Countries
	£		
Provisions	68,385	409 tons	United Kingdom £37,717, Argentina £20,562, Uruguay £4,305
Alcoholic beverages	29,400	15,671 gal.	United Kingdom £27,234, Uruguay £871.
Tobacco manufactures	15,269	15,716 lb.	United Kingdom £15,269.
Petroleum products	15,826	329 tons	United Kingdom £2,600. Uruguay £13,226.
Manufactures of metals	24,018	—	United Kingdom £23,886.
Road motor vehicles and spare parts	18,890	—	United Kingdom £18,869.
Clothing	26,724	—	United Kingdom £26,353.
Electric machinery, apparatus and appliances	22,961	—	United Kingdom £14,396, Uruguay £1,175.

Principal Imports and Sources of Supply, 1961

Item	Value	Quantity	Principal Supplying Countries
	£		
Provisions	81,306	722 tons	United Kingdom £51,830, Argentina £17,784, Uruguay £3,802.
Alcoholic beverages	33,119	31,874 gal.	United Kingdom £31,053, Uruguay £695.
Tobacco manufactures	15,411	17,880 lb.	United Kingdom £15,411.
Petroleum products	17,915	525 tons	United Kingdom £4,039, Uruguay £13,876.
Manufactures of metals	37,058	—	United Kingdom £37,006.
Road motor vehicles and spare parts	32,850	—	United Kingdom £32,676.
Clothing	23,406	—	United Kingdom £23,178.
Electric machinery, apparatus and appliances	21,011	—	United Kingdom £11,417.

Sources of Imports

	1960 %	1961 %
Commonwealth	81.05	77.27
Foreign countries	18.95	22.73

Principal Supplying Countries

	1960 £	1961 £
United Kingdom	304,481	353,923
Other parts of Commonwealth	7,186	7,428
Argentina	28,218	26,863
Germany	10,526	13,922
Japan	3,968	5,117
Switzerland	2,858	6,874
Sweden	1,133	24,639
Uruguay	21,298	20,512

All goods imported, except on Government account, are distributed by local traders. Imports from the dollar area consist mainly of spare parts for the two Beaver aircraft and for American-made wind generators.

EXPORTS

The value of domestic exports and re-exports was as follows:

	1960 £	1961 £
Domestic Exports	934,178	978,490
Re-exports	15,404	5,967
TOTAL	£949,582	£984,457

Note. All values are based on selling price

Principal Exports

Item	Value		Quantity		Destination in both years	
	1960	1961	Unit	1960		1961
Wool	£908,117	£957,730	lb.	4,630,162	4,811,754	United Kingdom
Hides and skins	£24,880	£20,760	cwt.	3,303	2,538	United Kingdom
Livestock	£1,057	—	sheep nos.	1,057	—	Chile

Note: All values are based on selling price.

Chapter 6: Production

ALL land, with the exception of some 56,500 acres remaining to the Crown, is freehold, and is divided into sheep farms varying in size from 3,600 to 161,000 acres, and carrying up to 40,000 sheep, approximately one sheep to every five acres.

The Falkland Islands Company, Limited, which owns a number of farms, holds freehold land amounting to about 1,229,000 acres and carrying 274,483 sheep at 30th June 1961.

Crown land may be rented.

Resources at present undeveloped are the extensive kelp (macro-cystis) beds, whales which are found in the surrounding waters, deep-sea fishing and sealing.

AGRICULTURE AND ANIMAL HUSBANDRY

No crops are grown in the Colony, with the exception of a limited supply of oaten hay.

The staff of the Agricultural Department consists of two agricultural and livestock assistants and three labourers. There is at present no agricultural or veterinary officer, and the duties of such an officer are undertaken by one of the agricultural and livestock assistants who is also officer in charge of the department.

The policy of the Agricultural Department is:

- (i) to co-operate with the sheep farmers in maintaining a high standard of health in their flocks by combating and preventing disease;
- (ii) to control the importation of livestock and agricultural products;
- (iii) to collect and produce agricultural and livestock statistics.

In 1960 the Colony had 609,837 sheep, 11,453 cattle, 3,384 horses, and 19 swine, compared with 617,061, 10,925, 3,339, and 43 respectively in 1961.

Sheep and cattle are distributed among farms in the East and West Falklands. Methods of keeping livestock are uniform throughout the Colony.

The average weight of wool exported annually over the last five years was 4,616,000 lb. The wool clips in 1960 and 1961 were exported through the Falkland Islands Company, Limited.

No dairy produce was exported. An occasional shipment of mutton was made to the whaling establishments in South Georgia, and some sheep were sold to meat-freezing plants in Southern Chile.

Details of exports of livestock products are given on page 21.

The Director of the Hill Farming Research Organisation in Scotland visited the islands during 1960-61 in connection with improvement to the pastures and to the sheep industry generally. His report is at present being studied, and action as a result of his comments and recommendations is planned.

FORESTRY

There are no forests in the Colony.

FISHERIES

There is no organised fishing industry. Occasional catches of mullet and smelt were made by net hauling by part-time fishermen. All the fish caught were sold for local consumption. Trout fishing provides good sport for anglers.

MINING

There is no mining in the Falkland Islands.

MANUFACTURING INDUSTRIES

The Colony has no manufacturing industries.

CO-OPERATIVE SOCIETIES

The Government Employees' Canteen was formed in 1952 and membership is open to employees and pensioners of the Colonial Government. All members are required to take up one £30 share on joining the canteen. A maximum of 34 shares may be held. Members of the public may also join if they are recommended by persons who are already members of the Canteen and their nomination is accepted by the management committee.

The canteen is run on the lines of a co-operative society and imports groceries, clothing and footwear, furniture and household goods. It is managed by a committee who remain in office for three years and a full-time secretary-treasurer. Part-time storekeepers attend on five afternoons a week.

Chapter 7: Social Services

EDUCATION

GOVERNMENT is responsible for all education in the Colony. All education in the years under review was free, except for a nominal fee of £4 a term charged for boarding school education. Children in Stanley wishing to continue their education after reaching the age of 14 years may do so in what is known as the continuation class at the Senior School. There is no secondary or higher education.

Bursaries are awarded to children who have attained a satisfactory level of education and wish to train for teaching posts within the Department of Education. Evening classes are held each winter from May to October and are open to all who wish to attend: these classes are compulsory for all Government employees under

the age of 18 years and for all apprentices. The response over the last two years has been far better than in the previous two years. Typing classes were discontinued in 1961, but shorthand and book-keeping classes flourished throughout 1960 and 1961. In 1960 three candidates sat the elementary book-keeping examination of the Royal Society of Arts and one passed. In 1961 two candidates were entered at Stage 1 and two at Stage 2, and all passed the examinations.

Attendance in Stanley is compulsory for all children between the ages of 5 and 14 years, and in the Camp for children between 5 and 14 years of age living within one mile and children between 7 and 14 years of age living within two miles of a settlement school. Six travelling teachers were employed in the Camp in 1960 and four in 1961. These teachers are each assigned a beat, and at regular intervals visit houses where there are children of school age; they stay at each house from a minimum of two to a maximum of four weeks.

There are two schools in Stanley. The Infants' School caters for children from 5 to 7 years of age. The All-range School caters for children from 8 to 14 years and over.

The Boarding School at Darwin, on the East Falkland, was opened in 1956; it can accommodate 39 boarders and caters for as many day pupils as may wish to attend. The Port Howard Boarding School, on the West Falkland, was opened in 1957; it can accommodate nine boarders and takes the children of the settlement at Port Howard as day pupils.

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

*Number of Teachers at 31st December 1961**

	Infants' School		All Range School		Boarding School		Camp		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Certificated : Completed Secondary School Course	—	1 (1)	3 (2)	3 (1)	3 (3)	2 (2)	1 (1)	—	7 (6)	6 (4)
Uncertificated, but who have completed Secondary School Course	—	1 (1)	—	—	—	—	4 (6)	—	4 (6)	1 (1)
Trained (locally), but who have not completed Secondary School Course	—	1 (—)	—	2 (3)	—	— (1)	—	— (1)	—	3 (5)
Voluntary Service Overseas	—	—	—	—	—	—	4 (2)	—	4 (2)	—
Supplementary Teacher	—	—	—	1 (—)	—	—	—	(1) —	—	2 (—)

* Numbers at 31st December 1960 given in brackets.

Number of Children receiving Education

	Schools	1960			Schools	1961		
		Enrolment				Enrolment		
		Boys	Girls	Total		Boys	Girls	Total
<i>On 31st December:</i>								
Infants	1	27	24	51	1	25	25	50
All-Range	1	49	65	114	1	53	74	127
Boarding	2	30	34	64	2	28	34	62
Full-time settlement	2	33	42	75	7	36	39	75
Part-time settlement	7							
Camp teachers	10							
TOTAL	23	139	165	304	21	142	172	314

Five children in 1960 and eight children in 1961 were not visited by teachers but were educated at home by their parents with the aid of guidance and materials from the Education Department.

Children in the Camp not attending a boarding school are encouraged to attend school in Stanley, and a boarding allowance of £4 per month for each child is granted. An allowance of 1s. per meal is also granted to those children who, in order to receive education, attend school daily from distant parts. The boarding allowance also applies to children whose parents live in South Georgia.

An Overseas Scholarship Examination is held each year and successful candidates are granted a three-year course at boarding grammar schools in Dorset, England. Two scholarships were awarded in 1960 and two in 1961.

An Overseas Education Allowance Scheme was introduced in 1957, under which Government makes a tax-free grant of £150 for the first year, and £100 a year for the next four years, to the parents of children between the ages of 11 and 18 years who are receiving full-time education at a school overseas, such school being approved by the Superintendent of Education. The parents of 13 children benefit from this scheme.

There was one girl of school age in South Georgia in 1960 and one boy and one girl in 1961.

The Colony's total expenditure on education in 1959-60 was £33,745 or 11.9 per cent. of the total expenditure of the Colony; compared with £32,548 or 11.8 per cent. in 1960-61. There was no expenditure from Colonial Development and Welfare funds in either year.

PUBLIC HEALTH

During the period under review, the health of the population was good.

All children and most adults have now been immunised against poliomyelitis. The majority of children are also immunised against tuberculosis, diphtheria, whooping cough and smallpox.

The incidence of pulmonary tuberculosis has been greatly reduced. No immigrants may now enter the colony unless they have been certified free from pulmonary tuberculosis before their departure from their own country.

Mortality

There were 32 deaths in the Colony in 1960 and 26 in 1961. Diseases of the circulatory system, mainly associated with old age, were the main causes of death. There were no maternal deaths in either year.

Hospital Facilities

The Colony has one hospital, which is situated in Stanley. It is modern, well-equipped and has 32 beds for the treatment of medical, surgical, obstetric and tuberculosis cases. There were 182 admissions in 1960 and 137 in 1961.

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

Medical Services in the Camp

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

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

Medical Department

The staff of the Medical Department consisted of the senior medical officer, three medical officers, two dental officers and a dental technician, one matron, three nursing sisters, one district

nurse, and six staff nurses. For part of the period under review the establishment was short of one medical officer and one dental officer.

Other staff of the hospital consisted of one clerk, one caretaker, one cook, five maids, one laundry-maid, and one gardener.

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

Expenditure on medical services (including special expenditure) was £28,216 in 1959-60 and £30,933 in 1960-61. Revenue in those two years was:

	1959-60	1960-61
	£	£
Medical	4,104	3,792
Dental	274	1,140
	<u>£4,378</u>	<u>£4,932</u>

Local Authority Services

The Stanley Town Council is responsible for street lighting and cleaning, the collection and disposal of garbage, and the maintenance of drains and sewers. Since March 1960 all houses in Stanley have modern, water-borne sanitation.

There are three licensed dairies in Stanley. The dairy herds are examined periodically by the agricultural assistant, and all animals are tuberculin tested.

HOUSING AND TOWN PLANNING

The majority of the houses in the Colony are built of timber with metal outer covering; the roofs are usually of corrugated iron. Concrete block building, particularly for Government premises, is now becoming popular. Plans for all new buildings must be submitted to the Stanley Town Council for approval, and must conform to the sanitation and constructional requirements of the Council. There is a shortage of housing in Stanley, caused mainly by the high cost of materials and freight and the lack of labour.

Government maintains accommodation for most of its overseas officials. Two blocks of small houses are available for rental by the poorer members of the community. These premises are liable to inspection and the tenants must keep them in a sanitary condition. The Stanley Town Council has power to condemn houses which are unfit for habitation.

SOCIAL WELFARE AND AMENITIES

There are three places of worship: Christ Church Cathedral, consecrated in 1892, St. Mary's Roman Catholic Church, established

in 1899, and the Tabernacle (United Free Church), established in 1890. Church services are relayed every Sunday evening through the broadcasting station at Stanley.

An old age contributory pensions scheme introduced in 1952 is compulsory for all male residents in the Colony. The following weekly benefits are paid to contributors on reaching the age of 65 years: married man 36s. 6d., unmarried man or widower 23s. 6d., widow of pensioner 18s. Employees contribute 2s. weekly and employers contribute 3s. weekly in respect of each male person in their employ. (But see information under Ordinance No. 11 of 1961 on page 32.)

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

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

Poor relief is administered by the Stanley Town Council. The amount spent on poor relief in 1961 was £814. Accommodation for old and chronic invalids is provided in the hospital. There are no orphanages.

The Stanley Benefit Club, open to all residents, is the oldest club in the Colony. It was formed in July 1859, to provide a fund for the support of members in cases of sickness or accident; it also contributes towards funeral expenses. The club's membership has fallen to 123, chiefly owing to older members dying and to the fact that improved social conditions in the Colony generally make the aims of the club less attractive to younger people. The Stanley Benefit Club paid to its members sick and other benefits amounting to £501 in 1960 and £400 in 1961. The club's net assets on 30th April 1961 were £3,340.

The local branch of the Red Cross Society has now acquired its own permanent headquarters near the centre of Stanley. In 1960 the Society launched a public appeal for funds and clothing for the relief of victims of the Chilean earthquakes, and as a result of the appeal some 62 cases of clothing and a sum of £1,030 were forwarded to the appropriate authorities in Chile. During 1961 the Society presented the local hospital with a Queen Charlotte oxygen tent, complete with hot water bottles and air mixer, and an axycot and also gave it three infra-red lamps. The Society ran canteens for visiting ships of the Royal Navy.

The membership of the Girls' Life Brigade has increased. Courses were completed in accordance with the International Headquarters syllabuses at the advanced level in first aid, knitting, basket-work, household management and country dancing. Elementary standard badges were also granted in felt-work, art, needlework, knitting and basket-work. It is intended to send four girls to England to attend the Diamond Jubilee celebrations of the Brigade in June 1962.

The 1st Falkland Islands Company of the Boys' Brigade was formed in 1944. Training is carried out during the winter months. Classes are held in small-bore rifle shooting, physical training, and drill. The strength accommodation has been one of the main causes of waning interest and the gradual decrease in membership, but the Company has obtained a long lease of a suitable parcel of land in the centre of Stanley and it is proposed to build suitable accommodation on it and this, it is hoped, will go some way towards restoring interest in the movement. The Life Boys, the junior organisation of the Boys' Brigade, was formed in 1949. Meetings are held regularly during the winter for drill, physical training, and games. The roll increased to 30 over the past two years.

There are several clubs in Stanley, among them the Colony Club, the Falkland Club, the Working Men's Social Club, which holds an annual sports meeting for children on 8th December which is the Anniversary of the Battle of the Falkland Islands, and the Falkland Islands Defence Force Club, membership of which is confined to past and present members of the force.

Full-bore rifle shooting held under the auspices of the Falkland Islands Defence Force Rifle Association has a good following. Annual prize meetings are held and when finances permit representative teams are sent to Bisley, England, to compete in the junior colonial competitions. Several of the teams have been successful in carrying off prizes in the past.

There is a small-bore range in the Drill Hall and this is open to members and their wives. It is always well supported and this form of sport flourishes during the winter months. The Drill Hall is also used for badminton and table tennis.

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

The Cricket Club was formed in 1955, and cricket is played occasionally on a pitch of matting on concrete. This must be among the most southerly places where cricket is played.

An increasing interest is being taken in angling. Brown trout (*salmo fario*) were introduced into the Colony's rivers between 1947

and 1952. These trout have over the years formed a sea-going habit, and return to the rivers to spawn. Specimens weighing 7 to 10 lb. are not uncommon. The trout fishing season opens on 1st September and closes on 30th April. Salmon and sea trout ova were imported during the period under review and efforts are being made to introduce these fish into the Colony as well.

The Stanley Sports Association holds an annual meeting in December with horse racing, gymkhana and athletic events. Race meetings are also held in Lafonia, East Falkland, and at most of the principal settlements in turn on the West Falkland.

The Stanley Badminton Club has a large membership and games were played in the Gymnasium twice a week.

The squash court, donated by the Falkland Islands Company in 1953, continues to be well used.

Darts is a popular winter game and there is a league in Stanley with eight teams. The standard of play is high.

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

The Guild of Spinners, Weavers and Dyers, which had 18 members at the end of 1961, has now entered its fourteenth year of existence. Weekly classes were held for some of the senior girls attending Stanley School.

Folk dancing was held in Stanley once a week for about two hours during the winter months. Classes for members were also held. Membership is open to all over 12 years of age.

The Town Hall, rebuilt in 1950 with the assistance of a grant from Colonial Development and Welfare funds after being destroyed by fire in 1944, contains a dance hall with stage, dressing rooms, refreshment room and a well stocked and patronised library. In 1960 and 1961 film shows were given in the dance hall by a private operator.

Chapter 8: Legislation

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

1960

No. 1. *Workmen's Compensation Ordinance*, amending the law governing the payment of workmen's compensation. The Ordinance abolishes the arbitrary cash ceilings on entitlement to compensation and provides instead for compensation for injury to be paid to any person who is employed in manual labour or anyone listed in a schedule to the Ordinance which includes all persons who could

reasonably be regarded as coming within the scope of such legislation as this. It limits the extent of the employer's liability to 36 months' wages in the case of death, 48 months' wages in the case of permanent disablement, and five years' wages in the case of temporary disablement, and relates the amount of compensation payable directly to the disabled man's earning power at the time of the accident. It further contains the power to require employers or classes of employers to insure against the liabilities they may incur under this new Ordinance.

No. 2. *Old Age Pensions (Amendment) Ordinance*, increasing the weekly rate of pension for married men, single men, and widows, and deleting the provision enabling a contributor to withdraw all contributions made in respect of himself if he leaves the Colony after contributing for 21 years—this provision was considered over-generous on the amendment of the law to allow pensions to be paid overseas. It also allows men who leave the Colony to continue contributing on a voluntary basis.

No. 3. *Oil in Territorial Waters Ordinance*, providing against the discharge or escape of oil (excluding whale oil or seal oil) in the whole of the sea within the seaward limits of the territorial waters of the Colony and all other waters within those limits which are navigable by sea-going ships.

No. 9. *Family Allowances Ordinance*, regularising the payment of family allowances, by providing for the payment of such allowances to every family of two or more children under the age of 14 years, at the rate of 10s. per month in respect of each child. This Ordinance was made retrospective to 1st January 1949, the date on which payments first became due.

No. 11. *Geneva Conventions (Criminal Appeals) Ordinance*, making provision for appeals by prisoners of war or internees who have been convicted of offences and for ensuring that the time for appealing does not begin to run until notice of the conviction and sentence has been given to the protecting power.

1961

No. 1. *Stamp Duty (Repeal) Ordinance*, abolishing the payment of twopence stamp duty on each receipt, or bill of exchange, or promissory note, for money or money's worth, amounting to £2 or upwards, since the inconvenience caused by the Stamp Duty Ordinance was not justified by the negligible amount of revenue.

No. 4. *Income Tax (Amendment) Ordinance*, clarifying the conditions for the taxation of seasonal workers at South Georgia. Some doubt was cast upon the effect of the law for the taxation of seasonal workers in that one method of assessment appeared to apply to the earnings during the summer months and another to the earnings

during the winter months. This Ordinance amends the law so as to make it clear that one method of assessment shall be adopted for the whole year and to give clear legal authority for the practice which has always been followed.

No. 5. *Old Age Pensions (Amendment) Ordinance*, enabling the widows of contributors who die between the ages of 60 and 65 after having fulfilled the contributory requirements of the Ordinance to qualify for a pension.

No. 6. *Homicide Ordinance*, abolishing the doctrine of "constructive malice" from the law of murder, introducing the doctrine of diminished responsibility, providing that the question of provocation shall be left to the jury to decide as a matter of fact and not to the judge as a matter of law, providing also that the survivor of a suicide pact is to be guilty of manslaughter and not murder, and introducing a new and simplified form of sentence of death.

No. 7. *Non-contributory Old Age Pensions Ordinance*, providing a pension for those people who were too old to join the contributory old age pensions scheme introduced in 1952 and so derived no benefit from it. Provision is also made for widows whose husbands were too old to participate in the 1952 scheme and died since its introduction to be eligible for a pension, provided that they, themselves, were over 50 years of age on 1st July 1952.

No. 11. *Old Age Pensions (Amendment) (No. 2) Ordinance*, increasing the weekly rate of pension from 36s. 6d. to 52s. for married men, and from 23s. 6d. and 18s. to 26s. for unmarried men and widows respectively, and also increasing the rate of contributions to cover the additional expenditure from the Pensions Equalisation Fund. This Ordinance had not been brought into force at the end of 1961.

Chapter 9: Justice, Police and Prisons

JUSTICE

THE judicial system of the Colony is administered by a Supreme Court, with the Governor as Judge, and a Court of Summary Jurisdiction, both of which usually sit in Stanley. The Court of Summary Jurisdiction is presided over by the Magistrate or by a bench of magistrates composed of two or more Justices of the Peace. The post of Magistrate is at present held by the Colonial Secretary. The Colony retains the part-time services in England of a retired Colonial Judge as Legal Adviser.

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

Most farm managers are Justices of the Peace, as are also certain

residents in Stanley, and they have the power to deal with minor offences.

The commonest type of litigation is for recovery of debt; the most frequent offences are assault, larceny, and breaches of the Licensing Ordinance and of the Road Traffic Ordinance.

The following tables show the number of civil and criminal cases heard by the courts during 1960 and 1961:

Civil Court

	1960	1961
Debt	40	44
Removal of disqualification for driving	1	1
Maintenance Orders	4	5
Non-compliance with Court Orders	—	2
Adoption Orders	7	4
Custody of children	1	1

Court of Summary Jurisdiction

	Cases Heard		Discharged		Convicted	
	1960	1961	Adults	Juven-iles	Adults	Juven-iles
<i>Offences against the person:</i>						
Assaults	3	2	—	—	3	2
<i>Offences against property:</i>						
Larceny	4	6	3	—	7	—
Larceny receiving	1	—	1	—	—	—
Wilful damage	3	2	—	—	5	—
<i>Offences against Local Ordinances:</i>						
Road traffic	9	22	1	—	29	1
Licensing	34	29	2	—	61	—
Firearms	12	1	—	—	12	1
<i>Offences against Public Order:</i>						
Breach of Recognizance	5	2	—	—	7	—
Assaulting constable	—	5	—	—	5	—
Refusing to assist constable	—	1	1	—	—	—
Obscene language	2	—	—	—	2	—
Stowaways	3	1	—	—	4	—
Highway Act (animals straying)	1	6	—	—	7	—
<i>Other cases</i>	2	9	—	—	11	—

Supreme Court

	1960	1961
Divorce	4	4
Estate	1	—
Company	1	—
Larceny	1	1
Debt	3	2
Contract	1	1
Appeal	2	1

Types of Punishment (1960 and 1961 combined)

Court of Summary Jurisdiction	Convicted			Imprisonment			Fined			Bound over			Imprisonment by length of sentence
	M.	F.	J.	M.	F.	J.	M.	F.	J.	M.	F.	J.	
Assault	2	1	2	-	-	-	2	1	-	-	-	2	1 male, 14 days. *Includes dis- qualifications from driving. *Indicates Prohibition Order made under Licensing Ordinance.
Assault on constable	5	-	-	-	-	-	5	-	-	-	-	-	
Larceny	7	-	-	-	-	-	7	-	-	-	-	-	
Wilful damage	5	-	-	-	-	-	5	-	-	-	-	-	
Traffic	29	-	1	1	-	-	28	-	1	10*	-	-	
Licensing	61	-	-	-	-	-	42	-	-	39	-	-	
Firearms	12	-	1	-	-	-	12	-	-	-	-	1	
Stowaways	4	-	-	-	-	-	4	-	-	-	-	-	
Highway Act (animals straying) Other cases	5 11	2 -	- -	- -	- -	- -	5 1	2 -	- -	- 10	- -	- -	

POLICE

The authorised strength of the Falkland Islands Police is seven, consisting of the Chief Constable, one sergeant, one senior constable, and four constables, all of whom are stationed in Stanley. Two constables are also stationed at South Georgia.

With the exception of the Chief Constable, members of the Force are recruited locally.

Training is carried out under the supervision of the Chief Constable.

Crime

The number of indictable offences has decreased. Juvenile delinquency has almost disappeared; only four juveniles appeared before the magistrates during the period under review.

Other Police Duties

The Chief Constable also acts as Gaoler, Immigration Officer, and Sanitary Inspector. The Police Department issues and renews firearm certificates, gun licences, driving licences, and fishing licences; and is also responsible for the registration of motor vehicles, the testing of applicants for driving licences, and the licensing of dogs.

PRISONS

There is one small prison in Stanley. The Chief Constable acts as Gaoler and other members of the Force as warders. A gaol matron is also employed.

One prisoner (male) was received during 1961 and served a sentence of 14 days. There were no prisoners during 1960.

Chapter 10: Public Utilities and Public Works

ELECTRICITY

THE Government provides a continuous electricity supply in Stanley. The supply voltage is 230/400 volts single- and 3-phase at a frequency of 50 cycles.

Generation is by means of diesel alternators. The total installed capacity of the power station is 750 kW. Distribution is overhead and consists of 3.3 k.v., h.v. and l.v. lines.

The tariff, which is reviewed annually, is at a fixed rate of 4½d. per unit.

Outside Stanley most of the farms have installed their own generating plants; some supply power to a single house, while others with a larger generating capacity supply a whole settlement. Output from these sets is rarely more than 12 kW; the voltages vary from 110 to 230 A.C. and D.C. Shepherds living in isolated houses have in many cases installed their own lighting systems fed from 12 volt batteries charged by wind generators.

WATER SUPPLY

The water supply in Stanley has been much improved by the construction of a water purification and filtration plant, which was opened by the Governor in March 1958. It ensures a sufficient supply of pure chlorinated water up to modern standards throughout the town. The source of water is the Moody Brook which is some three miles to the west of the town. Water is pumped through a pipeline into two existing reservoirs in Stanley. Storage is available for some 335,000 gallons, and many householders use rainwater tanks as reserves. Consumption averages 72,000 gallons per day.

PUBLIC WORKS

The Public Works Department is responsible for the care and maintenance of Government buildings, the construction of new Government works, and the maintenance of Stanley roads and water supply.

Owing to the emigration of the younger people, the Department is suffering an acute shortage of skilled labour.

The principal activities of the Department during the period under review were concerned with general repair and maintenance work and the reconstruction of the roads in Stanley. About 12,000 cubic yards of peat were also cut each year, all of it by hand.

Chapter 11: Communications

SHIPPING

THE Falkland Islands Company's R.M.S. *Darwin*, a modern vessel of 739 registered tons and capable of carrying 40 passengers, averages 12 round trips to Montevideo annually, carrying mail, freight and passengers. In addition to being the main link with

Montevideo the vessel makes various calls at settlements in the Colony. Vessels are also chartered by the Falkland Islands Company to bring supplies from the United Kingdom and to take back the wool clip.

The R.R.S. *John Biscoe* and the R.R.S. *Shackleton* provided occasional communication between Stanley, South Georgia and the British Antarctic Territory, and South America.

H.M.S. *Protector* was based on Stanley from November to March in 1959-60 and 1960-61.

The following table shows the number of vessels which entered and cleared Stanley during the past two years:

	1960	1961
Number of ships entering	23	24
Number of ships clearing	24	25
Net tonnage in	47,841	21,640
Net tonnage out	48,290	22,235
Passengers in	224	276
Passengers out	292	326

RAILWAYS

There are no railways in the Colony.

ROADS AND VEHICLES

There are about 12 miles of road in and around Stanley. They are mainly of water-bound macadam construction and were formerly in a very poor state of repair, but reconstruction work is in progress. The main road along the sea front, on which are situated most of the principal buildings, is made of concrete. It is intended to reconstruct the remaining roads in tar-macadam.

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

The following table shows the number of vehicles imported and registered in 1960-61:

	Imported		Registered	
	1960	1961	1960	1961
Lorries	1	2	64	66
Vans	—	1	18	19
Cars	10	6	85	91
Motor cycles	41	30	243	273
Power scooters	—	—	8	8
Land Rovers	2	30	55	85
Tractors	2	3	79	82
Jeeps	6	8	70	78
	62	80	622	702

LAKE AND RIVER TRANSPORT

There are no navigable rivers in the Colony and no lakes.

AIR SERVICE

The Falkland Islands Government Air Service, started in 1948, operates two single-engined De Havilland Beaver sea-planes. The original medical and mail service has been extended to include passengers and freight. The service is internal only.

During 1960, 2,004 passengers were flown; in 1961 the number of passengers increased to 2,130. During 1961, 6,570 lb. of freight were also flown.

Invaluable work was done in flying urgent medical cases to Stanley for treatment. Full use of the aircraft was made by the Medical Department to convey medical and dental officers to visit patients in the Camp.

The air service is also being increasingly used to transport children travelling from the Camp to Stanley to attend school or to the boarding schools at Darwin and Port Howard. It is also a valued means of moving the travelling teachers around their beats.

There is no international air service connecting the Colony with the outside world.

POSTS AND TELECOMMUNICATIONS

A telephone system is maintained in Stanley by Government for general as well as official use. There were 428 telephone subscribers in 1961.

A new exchange building was erected in 1957 and a new manual magneto telephone exchange switchboard with a larger capacity was installed. Five operators are employed and a 24-hour service is maintained.

Most of the sheep-stations on the East Falkland have their own lines connected to the Stanley system; on the West Falkland the telephones converge on Fox Bay, where there is a Government wireless telegraphy and radio-telephone station for inter-island traffic.

All the outlying farms have direct communication with the Government stations at Stanley and Fox Bay by means of a radio-telephone network. This network operates in conjunction with the medical and air services much on the same lines as the Australian flying doctor service. The radio-telephone sets were provided and installed by Government.

Two technicians and one apprentice are employed on servicing the telephone, broadcasting and radio-telephone systems.

A Government-owned wireless telegraphy station operates from Stanley and has daily schedules with London, Oslo, Montevideo, and Buenos Aires. It is also in daily communication with Fox Bay on the West Falkland, South Georgia, and ships in the area. The station, which was established in 1912, handles all Government and commercial traffic and employs six operator-mechanics and three apprentices.

Communications with the British scientific bases in the Antarctic are maintained by the British Antarctic (formerly Falkland Islands Dependencies) Survey's wireless station which is also situated in Stanley.

The General Post Office in Stanley handles approximately 16 mails annually from overseas, each averaging 180 bags. An average of 40 inter-island mails also passes through the Post Office each year. Inter-island airmail between Stanley and the farm settlements is carried out when flying conditions permit. External airmail is carried by sea to Montevideo and thence by air.

In addition to its normal postal and telegraphic functions, the Post Office is also responsible for the payment and accounting of children's allowances and old age pensions.

There are nine sub-post offices under the control of the General Post Office at Stanley—one at Fox Bay, one at South Georgia, and seven at the British Antarctic Bases.

Chapter 12: Press, Broadcasting and Films

PRESS

THE only periodical printed in the Colony, other than the official *Gazette*, is the *Falkland Islands Monthly Review*, which is published on the first Friday of each month. A weekly newsletter is broadcast to Stanley, the Camp and the Dependencies.

BROADCASTING

The Falkland Islands established the first colonial broadcasting service. In the early part of 1929 a wired broadcasting system was started in Stanley; the service covered not only the town but also many parts of the East Falkland, the programmes being carried to outlying farms by the normal telephone lines. Although a number of earlier experiments were made, wireless broadcasting from a radio transmitter did not become a regular feature until 1942. The two methods, operated jointly, are now a well-established service in the Islands.

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

Programmes of two or three hours' duration are broadcast daily, and four part-time announcers are employed. B.B.C. news bulletins, commentaries and sports results are broadcast regularly, and extensive use is made of the B.B.C. Transcription Service. Local features and some overseas programmes are recorded and re-broadcast.

There were 504 wireless receiving licences issued in 1961, and in the same year 314 wired broadcasting subscriptions were paid. The figures for 1960 were 548 and 344 respectively.

FILMS

A film library was established in 1953; it has grown considerably and its membership has increased. By the end of 1961 the library was supplying films to sixteen farm settlements and R.M.S. *Darwin*, as well as to Stanley. Prints are obtained from J. Arthur Rank Overseas Distributors Ltd., and from the Central Office of Information, London. The library operates on a non-profit basis. Films of educational value are shown at the Senior School, Stanley. A local business man operated a cinema in the Town Hall, Stanley, where films were shown once a week.

INFORMATION SERVICES

No information service is operated by Government. Important announcements are broadcast over the local radio station.

Chapter 13: Local Forces

THE Falkland Islands Volunteer Corps was first formed in 1892. The Force stood down in 1919 and was reconstituted in 1920 as the Falkland Islands Defence Force. Service in the Force is voluntary.

Annual compulsory training consists of twelve instructional parades each of two hours' duration, musketry classification, the ceremonial parade on the occasion of the birthday of Her Majesty the Queen, and a maximum of four ceremonial parades as may be ordered by the Commanding Officer. In addition to the foregoing, twenty parades, each of one hour's duration, are compulsory for first-year recruits.

The full-bore rifle competition of the Falkland Islands Force 122 Trophy is held annually for members on the active list of the Force.

The Stanley Cup Competition, which is also an annual event, is open to members on the active, reserve, and retired lists of the Force.

Small-bore rifle shooting takes place on two evenings a week in the Drill Hall throughout the winter months. The Miniature Rifle Club is open to members on the active, reserve, and retired lists of the Force.

The total expenditure on defence was £846 in 1959-60 and £752 in 1960-61.

Chapter 14:

D.S.I.R. Radio Research Sub-Station

THE sub-station was established in Stanley in 1947 as an Ionospheric Observatory and is maintained and staffed by the Radio Research Organisation of the Department of Scientific and Industrial Research. The staff of the sub-station increased from three to five during the period under review.

The work carried out by the sub-station has been gradually changing during the period, and at the beginning of 1960 was mainly concerned with measurements on the bottom-side of the ionospheric reflecting layer immediately overhead, using automatically operated radio transmitters. These transmitters measure the height and frequency characteristics of this layer at hourly intervals and its absorption characteristics once a day at noon, when it is greatest. The measurements are produced on film which is analysed at the station and sent each month to a World Data Centre at the Radio Research Station, Slough, England, where they are combined with similar data from many other stations scattered throughout the world to predict optimum ionospheric conditions for radio communications. These predictions are issued three months in advance and are of use to all users of long-distance communication circuits, enabling the best and most economic use to be made of the equipment and frequencies available.

The measurements are also used for long-term research into the nature and behaviour of the ionosphere, and the height and frequency data in particular will be so used in conjunction with measurements of the top-side of the ionospheric reflecting layer taken by artificial earth satellites to be launched in 1962. These satellites, which will also measure a variety of other properties of the upper atmosphere, send their measurements back to earth by radio signals which can be picked up by specially designed high gain steerable aerials. Towards the end of 1960 a decision was taken to erect such an aerial at Stanley, as one of a small network of British Satellite Telemetry Stations spaced strategically round the world.

During 1961 detailed plans were formulated and the necessary site preparations carried out, so that, when the new equipment arrived towards the end of the year, it was installed immediately.

As the earth's magnetic field has a considerable effect on the state of the ionosphere, a magnetometer is maintained to give a continuous record of variations of the angle of declination.

As in previous years, the sub-station has maintained a close liaison with the British Antarctic (formerly Falkland Islands Dependencies) Survey. Regular contact is maintained with both bases carrying out ionospheric measurements, namely, Argentine Islands (formerly Port Lockroy) and Halley Bay, and their results are passed through the sub-station at Stanley for transmission to the World Data Centre. The measurements from these stations are of particular value since they are both high southerly latitude stations.

A seismograph which was originally installed during the International Geophysical Year, and which is operated and maintained on behalf of the Survey, has been retained in service and is producing a continuous record of seismological disturbances.

PART III

Chapter 1. Geography

THE Falkland Islands lie in the South Atlantic Ocean, between latitudes 51° and 53° South and longitudes 57° and 62° West, on the edge of the Patagonian Continental Shelf.

The group, consisting of two large islands and about 200 smaller islands, with a total land area of approximately 4,700 square miles, is situated about 400 miles north-east of Cape Horn and about the same distance from the eastern entrance to the Straits of Magellan. Montevideo, in Uruguay, which is the normal port of entry for the Falkland Islands, lies 1,010 miles to the north of the capital, Stanley.

Complete aerial photographic cover of the Colony is now available and topographical maps are in the course of publication.

GEOLOGY AND LANDFORMS

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

The distribution of rocks within the Falkland Islands is now fairly well known and geological mapping is as satisfactory as the present state of topographical mapping will permit. West Falkland and the adjacent islands are predominantly composed of palaeozoic sedimentary rocks, quartzites, sandstones and shales, with a few minor occurrences of tillite and a small exposure of the archæan basement complex at Cape Meredith in the extreme south.

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

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

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

During the quarternary era, when adjacent parts of the South American mainland were glaciated, the Falkland Islands were ice-free. There is no evidence of any permanent glaciation within the group and it is supposed that, even at the glacial maxima, the climate was periglacial. During this period, large accumulations of quartzite boulders—stone runs, as they are called—formed in the valley floors of upland areas. The origin of the stone runs has been attributed to solifluction—soil creep down the valley sides, assisted by frost-and-thaw action—but this explanation is not wholly convincing.

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

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

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

CLIMATE AND VEGETATION

The Falkland Islands lie on the northern edge of the depression belt through Drake Passage; they are thus dominated by westerly winds and by the continuous variation of weather caused by the procession of air masses and fronts across them. The islands lie in the lee of the South American continent, but are separated from the mainland by about 300 miles of relatively cold sea. Although the warming and dessicating influences of the Andes are still felt in the islands, their effect upon the climate is considerably modified by this sea passage. The climate of the Falkland Islands is characterised by the narrow temperature range, high winds, seasonal uniformity and day-to-day variability of weather which are commonly associated with an oceanic situation in temperate latitudes.

The majority of reliable and long-term climatic records which are available for the Falkland Islands depend upon observations which have been made in the vicinity of Stanley. Consequently we have little precise knowledge as to how temperature and rainfall vary through the archipelago as a whole. Several farms keep rainfall records but, due to the lack of a contour map, it has not been possible to construct a reasonably reliable chart showing rainfall distribution. At Stanley the mean monthly temperature varies between 49.0° F. in January and 35.5° F. in July. The air temperature has never been known to exceed 77° F. or to fall below 12° F. No month is entirely frost-free, although the air temperature rarely falls below 32° F. in January or February. Average values for relative humidity are high. In consequence, the incidence of cloud

is high with a large proportion of overcast days. The low sunshine records reflect this cloudiness, for only about 35 per cent. of the total possible sunshine is recorded annually. The rainfall at Stanley is about 25 inches, spread fairly evenly throughout the year, with a maximum in summer (December and January) and a minimum in early spring (September and October). The number of days with rain is high throughout the year (16–21 days per month). Snow falls on about 50 days during the year and has been recorded in every month. Snowfalls are, however, light and soon melt. The wettest year on record was 1911, when 37 inches of rain were measured. The driest year was 1960, with only 19.4 inches.

The prevailing winds are westerly. More than two-thirds of the winds blow from the quadrant between south-west and north-west. There is little seasonal variation in wind direction. The average wind speed is about 17 m.p.h. with very little diurnal or seasonal variation. Calm conditions are rare. Gales occur on about four days during each month, but on many other days the wind strength is only a little below gale force. The persistence and strength of the wind are, without doubt, the most marked and disagreeable features of the climate.

The cool, windy climate has prevented natural tree-growth. The natural climax vegetation of the Falkland Islands is a grassland with certain species of heath and dwarf shrubs, which form plant communities similar to the moorland vegetation of upland Britain. The monotonous succession of arenaceous and argillaceous sedimentary rocks, with the absence of limestone, is reflected in the uniformity of the sub-soil type. The top-soil is generally peaty, though the thickness of the peat horizon may vary from less than one inch to more than fifteen feet. Much of the uplands are bare of vegetation, comprising eroded peat, scree and stone runs.

The grasslands of the Falkland Islands represent the sole natural resource which has proved capable of economic exploitation throughout the entire history of colonisation. Following the first settlement by the French in 1764, cattle ran wild on East Falkland. By 1840, the number of wild cattle had reached some figure between 50,000 and 100,000 and appeared to be increasing rapidly despite the large numbers killed annually. During the early years of the Colony, the sale of beef to visiting ships represented the principal economic activity. Within ten years, however, sheep began to replace the wild cattle which were systematically slaughtered until, by 1880, they had been virtually exterminated. During the last thirty years of the nineteenth century, sheep-farming developed rapidly. Between 1893 and 1899, there were more than 750,000 sheep in the islands. This appears to have been a greater number

than the pastures could support by the methods of large-scale ranching which have always been employed. After 1898, the number of sheep began to fall and this decline has persisted until the present day. This trend has been attributed to many factors, but certainly one of the most potent has been the deterioration of the richer grazing areas by continuous over-stocking in the past at all seasons.

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

WILD LIFE

The Falkland Islands are a rich source of wild life. The deep sub-antarctic waters of the South Atlantic, which surround these islands, support many forms of marine life, including at one end the microscopic algae, upon which certain species of sea birds feed, and at the other end the huge mammals of the sea such as whales.

Beside those mammals living in the sea, the waters, reefs, and vast kelp seaweed beds play a major part in the life cycle of other species, supplying food to countless thousands of penguins and other sea birds which breed in these islands.

There is a variety of bird life in the islands. The favourite with most people is the comic and fascinating penguin which is found in all parts of the Falkland Islands, the commonest kinds being the Rockhopper (*Eudyptes crestatus*), Jackass (*Spheniscus magellanicus*) and Gentoo (*Pygoscelis papua*). Other species of sea birds breeding in appreciable numbers are the Blackbrowed Albatross (*Diomedea melanophrys*), Dominican Gull (*Larus dominicanus*), Dolphin Gull (*Leucophaeus scoresbii*), Rock Shag (*Phalacrocorax magellanicus*), King Shag (*Phalacrocorax albivent*), a number of Petrel species, and a most attractive, sea bird, with feathers of a delicate grey-blue shade, the Thin-billed Prion (*Pachiptila belcheri*).

Among the birds which predominate in coastal and inland waters are a number of varieties of ducks and geese and the beautiful Black-necked Swan (*Cygnus melanocoryphus*) which can be seen on some inland and tidal waters. No account of wild life would be complete without a mention of the Upland Goose (*Chloephaga magellanica*), that handsome bird so tame and common round almost every settlement which, alas, is such an enemy of the farmer because of the amount of grazing it consumes.

There are no known indigenous land mammals in the islands. Mice, rats, rabbits, hares and on certain islands foxes occur, all having probably been introduced by man in the last century. Seals breed in considerable numbers. The Southern Sea Lion (*Ontaria byronia*) is perhaps the most abundant, and breeds on many of the small islands around the mainland coasts. The large and bulbous-looking Sea Elephant (*Mirounga leonina*) breeds in certain areas of the Falklands, and occasionally the less common Leopard Seal (*Hydrurga*) can be found. Except in certain more inaccessible areas, Fur Seals (*Arctocephalus australis*) are rarely seen on the main coastlines. This comparatively small seal, after nearly being exterminated by sealers in years gone by, is now breeding in stronger numbers in a few areas around the Falklands.

Whale and dolphin, true marine mammals, are seen in many Falkland waters. Rarely does a vessel leave harbour without being joined by an escort of Commerson's Dolphins (*Cephalorhynchus commersonii*) to break and dive through the boat's bow waves in play.

POPULATION, LAND TENURE AND ECONOMY

The population is almost entirely of British origin, with a very small admixture of Scandinavian and Latin American blood. The first settlers, some of whose descendants still live in the Colony, began to arrive during the uneasy years which followed the establishment of the Colony in 1833 (see page 53). During the remainder of the nineteenth century the population increased until it had reached about 2,000 in 1900. During the whole of the twentieth century, the population has fluctuated between 2,000 and 2,300. This unique condition of an almost static population may be accounted for by the fact that owing to the limited economic opportunities, emigration from the islands has practically balanced the natural increases throughout the period.

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

firms increase their individual holdings. Today, the Falkland Islands Company owns rather more than half the entire area of the Colony. Extensive ranching of sheep for wool represents in fact the sole economy of the islands.

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

SETTLEMENT AND COMMUNICATIONS

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

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

Communications with the rest of the world are largely confined to the monthly journeys made by one small vessel belonging to the Falkland Islands Company. Voyages are made to Montevideo, in Uruguay, every month and about once a year to Punta Arenas, in Chile.

Chapter 2: History

THE honour of first sighting the Falklands is thought to belong to Captain John Davis, who observed the group from his ship *Desire* in 1592. He sailed from Plymouth in an expedition commanded by Admiral Cavendish with the Philippines and the coast of China, via Cape Horn, as their destination.

John Jane, the historian of the voyage, described the discovery of the islands as follows:

"The ninth (August 1592) wee had a sore storme, so that wee were constrained to hull, for our sailes were not to indure any force. The 14 wee were driven in among certaine isles never before discovered by any known relation, lying fiftie leagues or better from the shore East and Northerly from the Streights; in which place unlesse it had pleased God of his wonderful mercie to have ceased the winde, wee must of necessity have perished. But the winde shifting to the East wee directed our course for the Streights, and the 18th August wee fell with the Cape (Virgin) in a very thick fogge; and the same night wee ankered ten leagues within the Cape."

These isles were the Falkland Islands.

Two years later Sir Richard Hawkins reports having seen them, and called them "Hawkins's Maidenland" after Queen Elizabeth, and a Dutchman, Sebald Van Weerd, appears to have visited some of the outlying islands, thought to be the Jasons on the north-west coast, in 1598. They were long named the Sebaldine Islands and are so shown on a map hanging in the Secretariat at Stanley, bearing a date "about 1790."

The Falklands were so named by Captain Strong after Viscount Falkland, Treasurer of the Navy, in 1690. He sailed in the *Welfare* between the West and East Falklands and called the passage Falkland Sound. But it does not appear that his name was applied to the group as a whole before 1745.

To historians the islands are known also as "Les Malouines" after Viscount de Bougainville, who sailed from the Brittany port of St. Malo; the Spanish variant of "Las Islas Malvinas" is used on the mainland of South America.

The recorded history of the islands begins in 1764 when a settlement was established by de Bougainville. Setting sail from St. Malo on 15th September 1763, he called at Montevideo—as is still the custom—where he took on board everything that was necessary to establish a settlement, including cows, calves, goats, sheep, pigs and horses. The Falklands were reached on 31st January 1764. Finding no good anchorage at what is known as West Falkland, the expedition sailed round to East Falkland and entered Berkeley Sound. The site for the new settlement was selected on 17th March and a fort, St. Louis, was erected, together with several huts. On 5th April formal possession in the name of King Louis XV was taken of all the islands under the name of "Les Malouines." Traces of this colony may still be seen at the western extremity of Berkeley Sound.

In the light of history it seems a strange coincidence that the Admiralty should have despatched to the Falklands about the same time a Captain John Byron ("Foul-weather Jack") with orders to seek some suitable place to use as a base. He had his landfall at Saunders Island and, taking possession of this and all the neighbouring islands in the name of King George III, named the settlement and harbour "Port Egmont" after the Earl of Egmont, then the First Lord of the Admiralty.

On his departure he left Captain MacBride in charge and the latter, while circumnavigating the islands, was surprised to discover the French settlement at Port Louis less than 100 miles from his own base. He warned the French to remove themselves from the territory belonging to the English Crown and himself went to England to report his discovery. The Government thereupon decided to establish a settlement at Port Egmont and during 1766 both countries maintained settlements in the islands. For the next two years much bad feeling was engendered among the three great Powers of the period, France, Spain and England. Spain had for long regarded the South Atlantic as her own particular sphere of interest and was determined to resist any attempts by either France or Britain to appropriate the islands. After long and very angry correspondence, the French King consented to withdraw his subjects and this was duly done in 1767 on payment of a sum said to have amounted to £24,000. The Spaniards, having taken possession, changed the name of the settlement to Soledad, and left a garrison there under authority of the Imperial Governor at Buenos Aires. Of this episode, de Bougainville wrote:

"I delivered our settlement to the Spaniards who took possession of it by planting the Spanish colours which were saluted at sunrise and sunset, from the shore and from ships. I read King Louis' letter to the French inhabitants of this infant

colony by which His Majesty permits their remaining under the Government of His Most Catholic Majesty. Some families profited of this permission: the rest, with the garrison, embarked on board the Spanish frigates."

Endeavours to induce the British to withdraw were more protracted and eventually orders were sent for their expulsion by force. On 4th June 1770 a Spanish frigate entered Port Egmont and two days later four more Spanish ships anchored opposite the settlement. The one British vessel was a sloop-of-war, the *Favourite*, and the only fortifications a block-house and a mud battery mounting four-pounders. The British captain, playing for time, wrote to the Spanish commodore, requesting him to depart as soon as he had obtained "necessary refreshments." In a brief reply the Spaniard stated that he had come with a very large force, comprising 1,400 men, besides the crews of his vessels, and an ample supply of ammunition and artillery, and his orders were to expel the British occupants. The latter then had no other course but to capitulate, the Spanish troops coming ashore on 10th June 1770. The British settlers were embarked on board the *Favourite* and sailed on 14th June, reaching England on 24th September.

The Spanish action brought the two countries to the verge of war, but on 16th September 1771, after protracted negotiations, Port Egmont was restored to Britain. However, the settlement was short-lived, for the islands were abandoned by the British in 1774; before they left a plaque was erected on a block-house with the following inscription:

"BE IT KNOWN TO ALL NATIONS That Falkland Islands with this Fort, the Stonehouse, Wharfs and Harbours, Bays and Creeks thereunto belonging are of the Sole Right and Property of His Most Sacred Majesty, George the Third, King of Great Britain, France and Ireland, Defender of the Faith, etc. In witness whereof this plate is set up, and His Britannic Majesty's colours left flying as a mark of possession

by S. W. Clayton

Commanding Officer at Falkland Islands

A.D. 1774 "

While Port Egmont remained deserted, the Spaniards maintained their settlement of Soledad until they too withdrew in the first quarter of the nineteenth century; the exact date is still uncertain. Apart from the sealing and other vessels which frequently took refuge in the natural harbours the Falklands were without permanent occupants for a number of years.

Argentine interests in the Falklands began in 1820 with the endeavours of Louis Vernet to revive the settlement at Port Louis (or Soledad). Vernet, by origin a German from Hamburg who had long resided in America, had moved to Buenos Aires. Under the authority of the Republic of Buenos Aires he finally took possession of Soledad in August 1829. British protests followed this action, although the situation remained quiet until 1831. Vernet then seized three United States vessels, a rash action which eventually led to the American warship *Lexington* destroying the small fort at Soledad and retaking the vessels which had been seized.

Argentine claims to the islands persisted, but the British Government reasserted its sovereignty in 1832 by sending out His Majesty's ship *Clio* under command of Captain Onslow. On reaching Port Louis he found 25 Argentine soldiers, and a schooner flying the Argentine colours. The Argentine commander was acquainted with the object of the mission and given orders to quit; while consenting to embark his soldiers he kept the Argentine flag flying, whereupon Captain Onslow landed, hoisted the British flag, and sent an officer to haul down the foreign flag, which was delivered on board the Argentine ship. On leaving Port Louis in 1833 Captain Onslow entrusted William Dickson (Vernet's storekeeper) with the care of the settlement, leaving him with instructions that the British flag be hoisted when any vessels anchored and on all holidays.

The year of establishment of the Colony is marked with a savage crime, which will cause less surprise if the wild nature of the settlers remaining at Port Louis is called to mind—sealers and whalers of various nationalities, Indians, convicts and gauchos from South America, and adventurers generally disposed to resent the mere existence of authority. On 26th August 1833, without warning, and, as far as is known, for no tangible cause, Mathew Brisbane (Vernet's agent) and William Dickson were brutally done to death by three gauchos and six Indians, assisted by some deserters from vessels who supplied the firearms. Brisbane lies buried in the cemetery there, and his grave, put in order by Governor Allardyce many years after, and restored again by Sir James O'Grady in 1933, is now cared for and honoured.

When the news of the crime became known Lieutenant Henry Smith, R.N., was sent to the Colony as Governor and was succeeded as such by other naval officers until a civil administration was formed under Lieutenant R. C. Moody, R.E., in 1841. Governor Moody laid out a township which he named Anson and then removed in 1844 to Stanley, the present capital.

After difficult times at the beginning further settlers and fresh capital were gradually attracted by the possibilities of the new Colony, and in 1846 that part of the East Falkland Islands lying south of the isthmus at Darwin was conceded by sale to Samuel Lafone of Montevideo. Lafone, however, did not long continue to farm the property on his own account, and in 1851 transferred it to the Falkland Islands Company, which was incorporated by charter that same year. The Falkland Islands Company, besides owning Lafonia, has extensive tracts of land in the northern half of the East Falkland Island and also on the West Falkland Island, and carries on business as shipping agents and general merchants in Stanley.

In 1849 the small garrison composed of Sappers, which had been maintained in the Colony, was replaced in turn by a garrison of Marines, 25 in number and all married. About this time the South American Missionary Society founded a training settlement for Indians from Tierra del Fuego on Keppel Island. The settlement did not succeed and the experiment had to be abandoned. Bishop Stirling, who was consecrated the first Bishop of the Falkland Islands in 1869, came out to Keppel Island as superintendent of the settlement in 1862.

In February 1871 the Duke of Edinburgh visited the islands and in January 1881 Prince George (later King George V) entered Port William, together with his brother Prince Albert Victor, on board H.M.S. *Bacchante*, but was prevented from landing by receipt of sudden orders to proceed to the Cape of Good Hope.

The early industry of the Colony was exploitation, mainly for their hides, of wild cattle running freely over the East Falkland Island. These wild cattle were descendants of the cattle introduced by de Bougainville and of later importations during the Spanish occupation; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor. Sheep farming was attempted first by the brothers Whittington on East Falkland, where, by the year 1860, a considerable number of sheep were being run, and shortly afterwards a start was made on the West Falkland. Between 1870 and 1880 a definite change-over from cattle to sheep took place, and subsequently the wild cattle were killed off by degrees and have now become almost extinct.

The Colony enjoyed a steady prosperity from the proceeds of its wool, but few landmarks of positive progress stand out, other than that in 1885 the Colony became entirely self-supporting and that in 1912 a wireless station was opened. Indeed, the Falkland Islands were little remembered until 8th December 1914, when they sprang into fame as the scene of Sturdee's brilliant victory over Graf von

Spee. Not long before they had bidden farewell to Craddock on the eve of Coronel. The 8th December has been adopted as a national day and is annually celebrated by religious services and by a public holiday. A memorial commemorating this victory was unveiled on 26th February 1927.

When war was declared in 1939 the Falkland Islands Defence Force was mobilized in order to man the previously chosen outposts and gun sites, and training of the infantry company was greatly intensified. At the same time the Colony's value as a naval base became obvious as a result of the activity in the South Atlantic. One notable local event was the return of the British cruisers after the Battle of the River Plate to land the wounded, who were cared for in the local hospital for several weeks. At the beginning of 1940 there were at one time as many as six cruisers in Stanley harbour and its approaches, but after the disappearance of the German raiders, naval activity diminished greatly. The area to the south of the River Plate was devoid of shipping and, perhaps, too remote for submarine warfare.

In 1942, following the outbreak of war with Japan, a garrison of Imperial troops arrived. It comprised the 11th Battalion, the West Yorkshire (the Prince of Wales' Own) Regiment, the 259th A.A. Battery, R.A., and parties of the Auxiliary Corps, in all some 2,000 officers and men. The sending of such a force was an indication of the strategic importance of the Colony. But the local forces still had to man the batteries and outposts as before; so the shortage of manpower for civilian purposes continued.

Until a permanent camp of Nissen hutting was constructed the 2,000 troops were billeted in the town, and the householders of Stanley, despite all inconveniences, including the evacuation of schoolchildren to the Camp, displayed the hospitality which is a characteristic of the Falkland Islands. The Force left at the beginning of 1944 and was greatly missed; it was succeeded by a much smaller body, about 200 men, which was responsible for the maintenance and eventually the dismantling of the camp, and was withdrawn in 1945.

Unemployment in the Colony disappeared with the calling up of men for the Falkland Islands Defence Force and this mobilisation embarrassed civil affairs in the early days. Military and civil manpower needs were a matter for frequent adjustment throughout the war, and although neither was perhaps fully satisfied, a state of fair equilibrium was reached, at least as regards essential activities. The drift of men into Stanley, which had been going on for some years, was aggravated in the early days of the war and has had a marked and permanent effect in a labour shortage on the farms.

Stanley Town Hall was accidentally burned to the ground in 1944. Its fine public hall played a very important part in social life, so that the loss of it was a blow to the whole community. The building contained also the Public Library, the Museum, and certain Government offices. A new Town Hall was opened in 1950.

During the war the Colony and Dependencies made gifts of over £70,000 to the United Kingdom as a war contribution, including some £20,000 for war charities. Ten Spitfires were purchased with £50,000 of this total, which was voted by the Legislative Council in 1940, and these aircraft flew into action bearing the name "Falkland Islands." Despite limited manpower, over 150 of the Colony's young men and women served in the Armed Forces, Merchant Navy, Nursing Services and the Land Army in the United Kingdom. After the war some of them elected to stay there.

The roads in Stanley deteriorated on account of heavy military traffic, for which they were not designed. Work on their reconstruction is well advanced.

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

Chapter 3: Administration

At the head of Government is the Governor and Commander-in-Chief, who is advised by an Executive Council composed of three *ex officio* and either four or five unofficial members. The three *ex officio* members are the Colonial Secretary, the Senior Medical Officer, and the Colonial Treasurer.

The constitution of the Legislative Council was changed in 1951, giving for the first time a majority to the unofficial members. With the Governor as President, the Legislative Council is composed of three *ex officio* members (the Colonial Secretary, the Senior Medical Officer, and the Colonial Treasurer), two nominated official members, four elected members and two nominated unofficial members.

A general election was held in March 1960 following the dissolution on 2nd January 1960 of the Legislative Council on the expiry of its period of office. The first meeting of the new Legislative Council took place on 27th-29th April 1960.

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

Chapter 4: Weights and Measures

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The Dependencies

PART I

General Review of 1960 and 1961

By an Order in Council which came into force on 3rd March 1962, that part of the Falkland Islands Dependencies which lies south of latitude 60° South and between 20° and 80° of West longitude was constituted a separate colony under a High Commissioner with the name of British Antarctic Territory. The Falkland Islands Dependencies now comprise South Georgia, South Sandwich and certain rocks; the only inhabited island is South Georgia. The report which follows deals with the Dependencies as now constituted except where otherwise stated and a separate report will be issued on the British Antarctic Territory.

The two years under review have seen great changes in the whaling industry which is the main activity of South Georgia. In the whaling season 1960-61 the Tonsberg Company ceased to operate and sold their rights in the lease of Husvik to the newly formed Albion Star Company, which is the successor of the Compania Argentina de Pesca and to which the lease of Grytviken was transferred. Little use seems to have been made of Husvik Harbour, and in fact there were only two companies operating (Albion Star and South Georgia Co.), each with the same number of catchers as previously. When it was realised that whaling companies had not been faring well, tax on these companies was reduced and simplified, a flat rate of 5s. being charged on every barrel of oil exported; previously the tax had been calculated at 6d. per barrel for each £5 of the average market price. The number of whales caught in the season 1960-61 was 2,274 compared with 2,300 in 1959-60 and 109,796 barrels of oil were obtained in 1960-61 compared with 97,673 in 1959-60.

In the season 1961-62 the South Georgia Company (Messrs. Christian Salvesen and Co.) ceased to operate leaving only the Albion Star Company. The duty on whale oil was reduced to 1s. a barrel. One thousand, one hundred and eighty-three whales were killed by the single company yielding 49,815 barrels of oil. In spite of the fact that the value of whale oil has decreased, the total estimated value of the catch was reckoned at £833,455 which is nearly

£60,000 better than the value for the previous year, the improvement being attributed to improved methods of producing meat and bone meal.

It was decided to replace Discovery House, the bachelor quarters for the Government staff at King Edward Point, and it is hoped to start work on the new building in 1962.

PART II

Chapter 1: Population

THE population of South Georgia comprises the workers at the whaling stations and a few Government officers at King Edward Point in Cumberland East Bay. The total population in 1961 was 521. Two deaths were registered in 1960 and two in 1961. There were neither marriages nor births. The population fluctuates with the whaling season; in the winter the total declines to rather less than half the number resident during the summer.

Chapter 2: Occupations and Wages

WHALING and, to a small extent, sealing are the only occupations in South Georgia. Labour is recruited from overseas, mainly from Norway and the United Kingdom, on special terms adopted by the whole whaling industry. The whaling season is from October to March and the men work about 60 hours a week. During the remainder of the year the average number of working hours is 46 a week.

There is a system of bonuses according to production and, besides wages and bonuses, all hands are provided with quarters, light and food.

*Chapter 3: Public Finance and Taxation**

REVENUE for 1960-61 amounted to £815,196, of which £636,355 was received from Her Majesty's Government in the United Kingdom as a grant towards the cost of the Falkland Islands Dependencies Survey. Expenditure was £763,137. In 1959-60 revenue was £780,640 including a grant from Her Majesty's Government of £627,091 and £385 from the Royal Society as a contribution to F.I.D.S. W/T Service in connection with the International Geophysical Year. Expenditure amounted to £765,460.

* This chapter includes revenue from and expenditure on the former dependencies.

The revenue and expenditure figures during the last five financial years (1st July to 30th June) are as follows:

	Revenue £	Expenditure £
1956-57	867,679	1,018,256
1957-58	459,251	536,425
1958-59	450,070	556,111
1959-60	780,640	765,460
1960-61	815,196	763,137

The general revenue balance at 30th June 1961 was £39,970 and on the same date the Reserve Fund amounted to £120,000.

The main heads of taxation are customs and income tax (for details see pp. 16 and 17). Revenue received was as follows:

	Import Duties £	Export Duties £	Income Tax £
1959-60	12,127	42,795	48,868
1960-61	4,242	52,632	32,556

Chapter 4: Currency and Banking

LEGAL tender consists of Falkland Islands Government currency notes of £5, £1 and 10s. denominations and United Kingdom coinage.

There are no banks, but facilities are provided by the Administration for deposits in the Government Savings Bank at Stanley and for remitting funds abroad.

Chapter 5: Commerce*

EXCEPT for a certain amount of whale meat and fish, all requirements of foodstuffs are imported.

The value of imports and exports for the years 1960 and 1961 was:

Imports (including imports from High Seas for re-export)

	1960 £	1961 £
Food	116,093	47,121
Beverages and tobacco	6,085	6,822
Crude materials, inedible, except fuels	13,493	5,052
Mineral fuels, lubricants and related materials	773,843	466,575
Animal and vegetable oils and fats	1,640	360,804
Chemicals	43,869	19,257
Manufactured goods classified chiefly by materials	107,127	81,484
Machinery and transport equipment	85,099	61,162
Miscellaneous manufactured articles	33,953	23,524
TOTAL IMPORTS	£1,181,193	£1,071,801

* This chapter includes the trade of the former dependencies.

Principal Imports and Sources of Supply, 1960

Item	Value	Quantity	Principal Supplying Countries
	£	Tons	£
Mineral fuels, lubricants and related materials	773,843	87,501	U.S.S.R. 233,592 Canary Islands 213,705 Dutch West Indies 137,200
Provisions	113,859	1,145	United Kingdom 49,634 Argentina 37,752 Norway 21,893
Manufactured goods classified chiefly by materials	107,127	608	United Kingdom 70,532 Norway 30,738
Machinery and transport equipment	85,090	88	United Kingdom 48,031 Norway 37,059

Principal Imports and Sources of Supply, 1961

Item	Value	Quantity	Principal Supplying Countries
	£	Tons	£
Mineral fuels, lubricants and related materials	466,575	57,099	Dutch West Indies 298,224 United Kingdom 67,886 Canary Islands 52,174
Animal and vegetable oils and fats	360,804	5,069	High Seas 360,636
Manufactured goods classified chiefly by materials	81,484	578	United Kingdom 46,627 Norway 33,359
Machinery and transport equipment	61,162	480	Norway 45,348 United Kingdom 15,539
Provisions	42,059	382	United Kingdom 24,887 Norway 11,901

Principal Supplying Countries

	1960 £	1961 £
United Kingdom	221,189	169,252
Norway	148,797	144,559
Argentina	77,207	42,919
U.S.S.R.	233,592	—
Canary Islands	213,705	52,174
Netherlands Antilles	149,080	298,224

Sources of Imports

	1960	1961
	%	%
Commonwealth	18.92	15.96
Foreign Countries	81.08	84.04

Domestic Exports

	Value		Quantity	
	1960	1961	1960	1961
	£	£		
Whale oil and seal oil	1,645,868	1,249,524	24,591 tons	19,531 tons
Other whale products	1,269,119	838,109	19,097 tons	16,404 tons
TOTAL VALUE	£2,914,987	£2,087,633		

Re-exports

	Value		Quantity	
	1960	1961	1960	1961
	£	£		
Fuel oil	312,848	109,512	39,106 tons	13,689 tons
Goods returned for repair	20,635	35,440	263 tons	44 tons
Empty containers	4,261	1,770	4,067 (No.)	660 (No.)
Cine films	3,500	—	35 (No.)	—
TOTAL VALUE	£341,244	£146,722		

Destination of Exports (including re-exports)

(a) by value

	1960	1961
	£	£
United Kingdom	2,363,772	1,657,640
Holland	559,580	257,220
Norway	14,006	209,983
Argentina	6,025	—
High Seas	312,848	109,512

(b) by percentage of total value

	1960	1961
	%	%
Commonwealth	72.59	74.19
Foreign Countries	17.80	20.91
High Seas	9.61	4.90

Chapter 6: Production

WHALING and sealing for oil are the only industries and the by-products of the whale, such as meat-meal, guano and meat extract are the only other products. The whaling season lasts for six months, from October until March. The sealing season is from March to November. For the primary purpose of assisting whaling operations the Government has, since January 1950, maintained a meteorological station in South Georgia.

Whaling

There are three whaling stations (operated by two whaling companies), all of which are in South Georgia, and a ship repair base with a dry dock at Stromness.

The average price of first-grade whale oil in 1959-60 was £74 10s. 0d. per metric ton; in 1960-61 it was £68 17s. 6d.

In the 1959-60 season, 2,300 whales were killed, giving 97,673 barrels of oil valued at £1,139,033. Some 14,552 metric tons of meat and bone meal were produced, worth £626,290. In the 1960-61 season, 2,274 whales were killed, giving 109,796 barrels of oil valued at £1,188,100. Meat and bone meal produced amounted to some 13,805 metric tons, worth £432,131.

The following table shows the catch and production of whales for the past six seasons:

Season	Number of Whales	Oil (barrels)	Meat and Bone Meal (metric tons)
1955-56	3,001	172,363	12,431
1956-57	3,068	147,524	17,294
1957-58	3,356	161,485	20,284
1958-59	2,504	102,638	14,704
1959-60	2,300	97,673	14,552
1960-61	2,274	109,796	13,805

Sealing

This is confined to the surplus males of the herds of elephant seals (*mirounga leonina*) and exploitation is strictly controlled by the Administration. The annual catch is restricted to 6,000 a year, and sealing is permitted in only three of the four sealing divisions of South Georgia, one division being rested each year by rotation.

Chapter 7: Social Services

EDUCATION

THERE were two children of school age in South Georgia in 1961. There are no education facilities, but books and materials are supplied by the Education Department in Stanley.

HEALTH

Apart from the common cold introduced from visiting ships, the Dependencies were remarkably free from sickness.

The whaling companies employ their own doctors, and maintain well-equipped hospitals. Government contributed a share of the salary of the medical officer at Grytviken. A dentist, appointed and paid by Government but equipped by the whaling companies, is also stationed at South Georgia.

HOUSING

All Government officials are provided with quarters and the accommodation is provided by the whaling companies for the men working on the stations.

SOCIAL AMENITIES

Each whaling company has its own cinema. Football is the most popular sport in summer and ski-ing in winter.

Chapter 8: Legislation

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

1960

The Whale Fishery (Amendment) Ordinance, providing that the Governor may grant to any person a special permit to employ detection devices in whaling for the purpose of scientific research or experimentation, subject to such conditions as may be considered desirable.

The Application of Colony Laws Ordinance, applying the following Colony laws to the Dependencies:

Pensions (Increase) (Amendment) Ordinance, 1959.

Estate Duty (Amendment) Ordinance, 1959.

Application of Enactments (Amendment) Ordinance, 1959.

Customs (Amendment) Ordinance, 1959.

Oil in Territorial Waters Ordinance, 1960.

Foreign Judgments (Reciprocal Enforcement) (Amendment) Ordinance, 1960.

Government Employees Provident Fund (Amendment) Ordinance, 1960.

The Whale Fishery (Amendment) (No. 2) Ordinance, enlarging the grounds on which special permits to use detection devices in whaling may be granted by deleting the condition that they must be for the purpose of scientific research or experimentation.

1961

The Application of Colony Laws Ordinance, applying the following Colony laws to the Dependencies:

Firearms (Amendment) Ordinance, 1960.

Geneva Conventions (Criminal Appeals) Ordinance, 1960.

Application of Enactments (Amendment) Ordinance, 1960.

Stamp Duty (Repeal) Ordinance, 1961.

Pensions (Increase) (Amendment) Ordinance, 1961.

Income Tax (Amendment) Ordinance, 1961.

Homicide Ordinance, 1961.

Chapter 9: Justice, Police and Prisons

THE Administrative Officer at South Georgia is also the Magistrate. He sits at King Edward Point in the first instance, and the Supreme Court in Stanley is common to the Dependencies. Two police constables are stationed at South Georgia.

There were no offences committed in 1961.

The following offences were committed in 1960:

Against the Customs Ordinance	2
Against the Prevention of Crime Act	2
Against the Persons Act	1

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

Chapter 10: Public Utilities

THERE are no public utilities. The whaling stations and the Government station have their own water and electricity supplies. The capacity of the Government electric power station is 177 kW; generating at 230/400 volts 50 cycles.

Chapter 11: Communications and Transport

WITH the exception of a mail voyage by R.M.S. *Darwin* in June of each year there is no regular sea communication between South Georgia and Stanley. During the whaling season the opportunity occurs for the passage of mails direct between Europe and the

River Plate and South Georgia. Ships of the pelagic fleet call at South Georgia on their way to the whaling grounds in November and again on their return journey in March.

South Georgia is usually visited on several occasions by the R.R.S. *John Biscoe* and the R.R.S. *Shackleton* in the course of their annual supply and relief tours of the British Antarctic Territory. H.M.S. *Protector* also pays a number of calls.

Three floating docks are maintained by the whaling companies at South Georgia, one at Grytviken and two at Stromness Harbour. The floating dock at Grytviken is 133 feet long and 34 feet broad; it has a lifting capacity of 600 tons. It will house vessels up to 140 feet in length and 15 feet 6 inches draught. The larger dock at Stromness is 150 feet long and 34 feet wide; this will accommodate vessels up to 160 feet in length and 15 feet in draught. There is a dry dock at Stromness which is capable of taking a vessel with a displacement of 975 tons.

There is one port of entry at Grytviken, South Georgia.

The following ships entered at South Georgia in 1960 and 1961:

	1960		1961	
	Vessels	Tonnage	Vessels	Tonnage
British	52	65,800	45	39,684
Others	17	61,293	24	76,566

The tonnage represents the total net register.

A post office is maintained at South Georgia. Because of the enthusiasm of philatelists the sale of stamps is a large item in the revenue of the Dependencies.

The Colonial Wireless Station at Grytviken is in regular communication with Stanley through which traffic passes overseas.

Chapter 12: Meteorological Services

THE Falkland Islands and Dependencies Meteorological Service (which was established in 1950) is constituted as an integral part of the Falkland Islands Dependencies (now British Antarctic) Survey and embraces also the forecasting offices at South Georgia and Stanley, Falkland Islands. The headquarters of the Service is at Stanley and the cost of its operation is carried on the British Antarctic Territory budget with a small contribution from the Colony.

The general functions of the service are:

- (i) provision of forecasting services for the whaling fleets operating in the waters of the Falkland Islands and Dependencies, and for any aircraft in these areas;



Elephant Seal Cow, South Georgia



Two Bull Elephant Seals fighting, South Georgia

(The above photographs were taken by Sir Edwin Arrowsmith)



Icebergs near South Georgia



Shackleton's Memorial. King Edward Point. South Georgia

(The above photographs were taken by Sir Edwin Arrowsmith)

Meteorological Services

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- (ii) provision of local forecasts in the Falkland Islands for the general public, for coastal shipping, and the Government Air Service;
- (iii) the organisation of meteorological observations in the Falkland Islands and Dependencies, and the broadcasting of this information in the form of collective synoptic messages designed for international use;
- (iv) the collection and publication of climatic data;
- (v) limited investigations into the meteorology of the Falkland Islands and Dependencies area.

Forecasting Services

Forecast bulletins were broadcast from Stanley and South Georgia during the whaling seasons, and local area forecasts for both the Falkland Islands and South Georgia were issued throughout the period. Surface and aviation forecasts were supplied to British Antarctic Survey bases on request.

Reporting Stations and Collective Broadcasts (FICOL)

Full reporting stations were maintained at Stanley, Grytviken, and the British Antarctic Survey bases. Two subsidiary stations were maintained in the Falkland Islands throughout the period.

Staff

Air Ministry Meteorological Office provided the staffs of the Headquarters Meteorological Office and the Upper Air Unit in Stanley. Other staff was recruited directly.

Further details of the Meteorological Service are available in its annual reports, which are published by the Government Printing Office at Stanley and may be obtained either through the Meteorological Service in Stanley, or the Crown Agents for Oversea Governments and Administrations in London.

PART III

Chapter 1: Geography

THE Falkland Islands Dependencies were defined by Letters Patent of 21st July 1908 and 28th March 1917. They constituted that sector of the Antarctic Continent lying between the meridians 20° and 80° West longitude, together with certain islands adjacent to the Antarctic mainland within this sector. In addition, the British claim includes the islands of South Georgia and South Sandwich, South Orkney and South Shetland groups. By an Order in Council which came into force on 3rd March 1962 that part of the Dependencies which lies south of latitude 60 degrees South was constituted a separate colony under a High Commissioner with the name of British Antarctic Territory.* The Falkland Islands Dependencies now comprise South Georgia, South Sandwich, Shag Rock and certain other rocks.

CLIMATE

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

PLANT AND ANIMAL LIFE

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

All other forms of life are restricted to the open ocean and to the coastal waters. The sea, itself, is teeming with life from the smallest unicellular organisms at one end of the food chain to the largest mammals at the other. All forms either spend their whole existence in the sea, or only come ashore to breed and moult, as do the birds and seals. The majority of those species which do breed on the coasts of Antarctica seldom venture far inland and generally migrate to temperature latitudes during the winter. The fauna of these seas are, on the whole, few in species but very rich in numbers.

* A separate report will be published on the British Antarctic Territory.

Only the seals and whales have any economic value. The seals were first exploited in South Georgia a few years after the visit of Captain Cook in 1775. The principal species were the southern fur seal (*Arctocephalus australis*) which is only now beginning to return to some of the islands where it was most plentiful. The large oil-bearing elephant seal (*Mirounga leonina*) was also exploited during the first half of the nineteenth century, but recovered more quickly and has been taken under licence in South Georgia for more than fifty years. The other species of Antarctic seal are too solitary in their behaviour to warrant economic exploitation.

Whaling began early in the twentieth century and has grown into a highly specialised industry. From the beginning, South Georgia has been the most important centre of the industry and shore factories have operated at Grytviken, Leith Harbour, Husvik, Godthul and Prince Olaf Harbour, though only two operated during 1960-61 season. There were formerly small shore factories operating at Deception Island in the South Shetlands, and Signy Island in the South Orkneys. These ceased to function some years before 1939. During the last twenty years, increasing use has been made of pelagic factory ships which can operate in open ocean throughout the whaling season. There are five species of whale common in these waters, but only two, the fin whale and the sei whale can really be regarded as having great economic importance, though the sperm whale is also taken in substantial numbers.

In recent years there has been growing concern about the future of the whaling industry. The rate of killing has exceeded the reproduction and growth rates of these mammals for many years so that the stock comprises fewer and smaller animals than formerly. Attempts by the International Whaling Commission to limit the whaling season, to limit the size of the catch, and to provide adequate inspection on all vessels, has reduced the rate of killing but cannot give the protection which is necessary to preserve the stock for more than a few decades.

Chapter 2: History

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

The principal development in the Dependencies took place in 1903 when C. A. Larsen founded the first modern whaling company based upon a shore factory in South Georgia. The industry immediately prospered and continued to expand quickly up to and during the first World War.

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

Chapter 3: Administration

THE Dependencies are subject to the authority of the Governor and his Executive Council, the former being empowered under the Letters Patent of 1948 to legislate for the Dependencies.

An Administrative Officer and an official staff are maintained in South Georgia, and control over whaling operations in the Dependencies is carried out by representatives of the Government, who may accompany the expeditions as required, and by Government whaling inspectors at the land stations.

There is no local government in South Georgia; in fact, there are no communities other than the whaling stations, which are run by the managers on behalf of the companies owning them.

Chapter 4: Weights and Measures

IMPERIAL and metric weights and measures are in general use.

Chapter 5: Reading List

CARSE, DUNCAN. "The Survey of South Georgia," *Geographical Journal*, vol. 125, part 1, March 1959, pp. 20-37.

FALKLAND ISLANDS DEPENDENCIES SURVEY. *Scientific Reports*. Her Majesty's Stationery Office.

No. 7. *The Geology of South Georgia (I)*. By A. F. Trendall.

N. 9. *New Evidence of Sea-Level Changes in the Falkland Islands*. By R. J. Adie.

No. 14. *Brown Skua of South Georgia*. By B. Stonehouse.

No. 22. *Introduced Reindeer of South Georgia*. By W. Nigel Bonner.

No. 23. *The King Penguin of South Georgia. (I) Breeding Behaviour and Development*. By B. Stonehouse.

(Items up to and including No. 22 obtainable only from British Antarctic Survey Office, 4 Millbank, London, S.W.1. No. 23 obtainable from Her Majesty's Stationery Office.)

FISHER, M. and FISHER, JAMES. *Shackleton*. London, Barrie, 1957.

MATHEWS, L. H. *South Georgia: The British Empire's Sub-Antarctic Outpost*. London, Simpkin Marshall, 1931.

Land Tenure in Zanzibar

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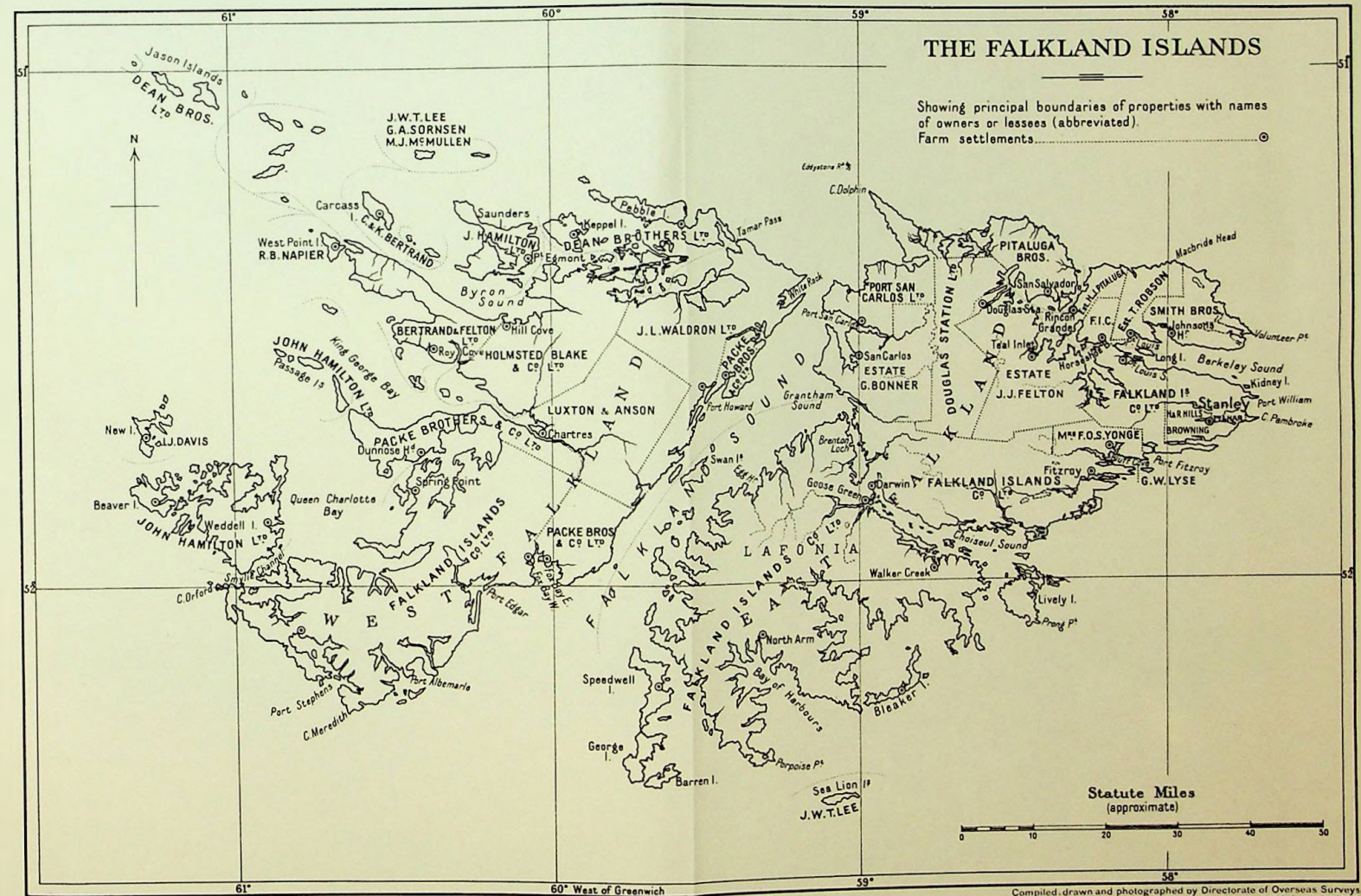
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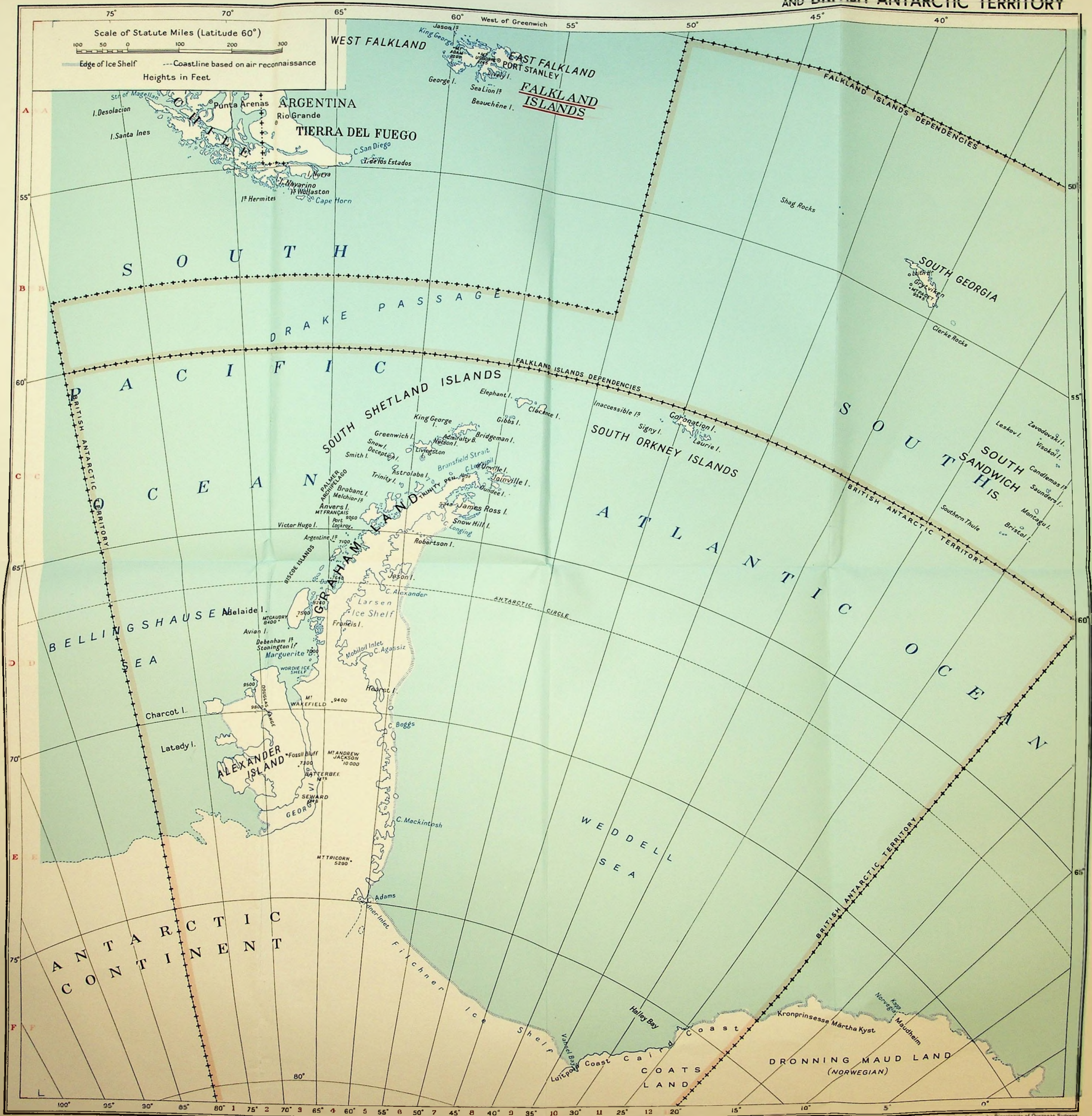


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The Colony

PART I

General Review of 1962 and 1963

THE general impression of the Colony in the outside world is of a wild country with a rugged climate where gale force winds blow continuously. It is hoped that this notion will be dispelled following the creation on the 3rd March 1962 of the new colony, the British Antarctic Territory, which was established out of that part of the former Falkland Islands Dependencies lying south of 60° South latitude. It should now be clear that the Falkland Islands proper are not in the frigid zone. They have, in fact, a climate much less cold in winter than that of Britain. It is hoped, too, that the film of Falkland Islands life which was made in 1962, and distributed by the Central Office of Information, will to some degree combat prevailing ignorance, and perhaps go some way towards helping recruitment overseas for Government and for the sheepfarming industry.

The Legislative Council was dissolved on the 20th December 1963, preparatory to a General Election in early 1964.

Lack of staff in some departments and a poor response to recruiting was one of the main worries of Government during the period under review. Some new officers were recruited for the Education and Public Works Departments, but the shortage of doctors remained a cause for concern.

A special issue of stamps was released in September 1962, commemorating the 50th anniversary of radio communication between the Falkland Islands and the outside world. The stamps were of three denominations, 6d., 1s. and 2s.

After the mild winter of 1962 there was a much heavier wool clip than usual, and about a quarter of a million pounds more in weight than the previous year was produced. As this increased production was sold at the better prices current on the wool market, it meant a welcome addition to the annual revenue.

Changes in fiscal policy included the introduction of a companies tax at the rate of 5s. 9d. in the £; a profits tax of 10 per cent; and the abolition of export duty on wool. Export duty had for so long

been a feature of the economy of this Colony that careful consideration had to be given to its abolition because in times of low prices little or no revenue will accrue. Under the old export tax farmers paid on the average overall selling price of the wool without consideration of profit or loss. The profits tax is charged on profits of over £2,000 a year, but the full rate of 10 per cent is imposed only when profits exceed £12,000 a year. A further advantage of the revised system of taxation is that profits tax paid to the Colonial Government by companies registered in Britain and operating in the Colony can be set off against income tax paid in the United Kingdom.

During 1962 the Falkland Islands were visited by Mr. R. J. M. Taylor, County Psychologist to the Dorset Education Authority. While in the Colony, Mr. Taylor was able to see the Stanley and Darwin schools and some of the smaller settlement schools outside the main centres of population. He concluded that the children in these islands have a normal range of ability, the average level being that of a child from the rural areas in Britain. He felt that the sparse population would never justify the introduction of a system of full secondary education, though there would always be a few children of superior ability who would benefit from the type of education available abroad. He made a number of recommendations regarding the existing overseas scholarship scheme, among them, that the number of scholarships awarded each year should not be rigid nor should they be for a specified period of three years, but rather for two years in the first instance with extensions up to five or even seven years thereafter if it appeared that a scholar was able to justify it. He also pointed out that a long separation from home was not good for a child, and in consideration of this Government agreed that scholarship children abroad would be flown back to the Falklands at Government expense every two years. Mr. Taylor was critical of school buildings and equipment, and steps were taken to implement his recommendations.

Plans were made for the extension of the Darwin Boarding School. However, the education of children in remote settlements and homesteads remained a considerable problem. Despite a scheme whereby children are flown at greatly reduced air fares from their homes to settlement schools, and the granting of special allowances to families who care for the children when they are away from home, many parents were loath to lose their smaller children for the full length of a school term. Government therefore found it necessary to extend the system of sending teachers on horseback around the outlying settlements. The main disadvantages of the travelling teacher system

remained the lack of continuity of teaching and the attitude of the parents, who sometimes showed little real interest in keeping their children up to the mark between teachers' visits.

The life of a travelling teacher is a hard one, and it is not everyone's idea of fun to ride long distances in all weathers over heath and bog, staying for a few days at a time in different houses instructing the few children available. It requires tremendous enthusiasm and a real sense of vocation. Fortunately it was possible to recruit the right type of young men from Britain and they together with four young men and one young lady from the Voluntary Service Overseas organisation in the United Kingdom did splendid work.

Two new oil tanks were constructed in Stanley to increase the storage capacity for the Power Station and other Government buildings. As more buildings go over to oil firing peat becomes more easily available for the use of local householders. Although there is no shortage of peat—quite the opposite—the lower demand ensures that the peat banks close to Stanley are used more slowly and the need for carrying it on long time-consuming journeys is reduced.

At the end of 1963 a new high-level water-tank for Stanley was being erected. When completed and connected to the present water mains it will supply about one-third of the capital's water requirements and help to improve the poor pressure which is experienced in some of the higher parts of the town.

In March and April 1963, Mr. M. P. O'Reilly of the United Kingdom Road Research Laboratory arrived to investigate the possibility of building a road system on the main East and West Falklands. His report is being studied.

Ordinary revenue during the financial year 1961-62 amounted to £258,445, which was £30,232 less than was estimated. During 1962-63 ordinary revenue, which amounted to £293,531, exceeded the estimate by £17,444. Ordinary expenditure in 1961-62 at £277,731 fell short of the approved estimate by £32,215, and in 1962-63 ordinary expenditure was £301,725, being £18,888 less than estimated.

The following table shows the amount spent on the Colonial Development and Welfare scheme in progress during the period under review, both from Colonial Development and Welfare funds and from local sources.

Colonial Development and Welfare Schemes

Head	Scheme No.	1961-62		1962-63		Total Expenditure for the years 1961-62 and 1962-63	
		Colony Expenditure	C.D. and W. Expenditure	Colony Expenditure	C.D. and W. Expenditure	Colony	C.D. and W.
Roads	D2959B	£ 1,590	£ 11,658	£ 24	£ 181	£ 1,614	£ 11,839

PART II

Chapter 1: Population

THE census of the Colony taken on the 18th March 1962 showed that the total population was 2,172, made up as follows:

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

The total population at the four previous censuses was:

1921	2,094
1931	2,392
1946	2,239
1953	2,230

The population is almost entirely of British origin. The estimated population on the 31st December 1963 was 2,132, of whom 1,196 were males and 936 females. The density of the population is approximately one person to every two square miles. About half the inhabitants live in Stanley, while the rest are divided, more or less equally, between the East and West Falklands. There were 44 live births registered during 1963, of which 24 were males and 20 females. Also registered during that year were 21 marriages and 24 deaths, of which one was of an infant under one year.

The numbers of arrivals and departures during the period 1961-63 were as follows:

	1961	1962	1963
Arrivals	276	368	353
Departures	326	411	381

Chapter 2: Occupations, Wages and Labour Organisation

EMPLOYMENT

Sheep farming, the principal industry, employs approximately 500 men. Government and the Falkland Islands Company Limited are the main employers of labour at Stanley. Some 35 men were

employed by the former on the 31st December 1963, while the latter employed 56 men. Several artisans were engaged under contract from the United Kingdom on behalf of the Public Works Department. A number of farms also found it necessary to recruit men from overseas to work as shepherds and labourers in the Camp.

There was no unemployment.

WAGES AND CONDITIONS OF EMPLOYMENT

Stanley

At the end of 1963 wages were being paid at the following rates:

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

Skilled labourers—from £9 0s. 0d. to £10 6s. 3d. per week.

Artisans—£10 13s. 9d. per week.

A five-and-a-half day week of 45 hours was worked. Time and a half was paid for overtime, with double time for work on Sundays and public holidays, of which there are seven each year. Hourly paid workers were granted a holiday with pay of two weeks (90 hours) annually. There was no night work except in essential services.

The Camp

Outside Stanley general labourers, termed navvies, received £27 per month, and foremen were paid a minimum monthly wage of £39. Shepherds living in the settlements earned £29 5s. 0d. per month, while those living outside the settlements received an additional £3 per month. A special allowance of 12s. 6d. per month was paid to all employees on West Falkland farms. In addition, labourers and shepherds received free quarters, fuel, meat and milk, and a Cost of Living Bonus, at a rate of £2 8s. 9d. per month, which is reviewed quarterly. Extra bonuses were paid for shearing, while labourers and shepherds were able to add to their earnings by contract work such as fencing and peat cutting. An average of 45 hours weekly was worked, with Saturday afternoons and Sundays as rest days. Employees in the Camp are given an annual holiday entitlement on pay amounting to fifteen working days.

COST OF LIVING

Mutton is the staple meat; the supply of fresh fish, poultry, pork, and beef is irregular. The wild Upland Goose is eaten at all seasons and gives some variety to a restricted diet. Locally grown vegetables are not easily obtained and the majority of householders grow their own.

One hotel and a few boarding houses in Stanley offer varying degrees of comfort at terms ranging from £2 to £5 a week. Several householders are also willing to take one or two paying guests. Rents for furnished houses vary from £5 to £12 a month.

The rents of unfurnished houses range from £2 a month. In the majority of cases Government provides houses with basic furniture for its overseas officials at rents related to the size and condition of the houses and extending from £3 to £8 6s. 8d. per month. Houses, if not so obtained, are very difficult to rent and relatively expensive to buy.

The cost of living rose during 1962 and 1963. The following were the prices of the more important commodities in December 1961 and December 1963:

	Unit	1961	1963
Bread	2 lb. loaf	1s. 5d.	1s. 6d.
Butter (imported)	$\frac{1}{2}$ kilo	4s. 8d.	4s. 4d.
Margarine	lb.	2s.	2s.
Coffee	lb.	6s. 2d.	5s. 7d.
Tea	lb.	6s. 1d.	5s. 7d.
Eggs	dozen	5s.	5s.
Flour	lb.	6 $\frac{1}{2}$ d.	7d.
Meat:			
Mutton	lb.	6d.	7d.
Beef	lb.	5 $\frac{1}{2}$ d.	6d.
Bacon	lb.	4s. 7d.	6s. 10d.
Ham	lb.	7s. 3d.	6s. 9d.
Pork	lb.	2s. 6d.	2s. 6d.
Milk	pint	8d.	9d.
Jam	2 lb. tin	2s. 7d. — 5s. 5d.	2s. 10d. — 5s. 9d.
Sugar	lb.	8d.	1s. 4d.
Vegetables:			
Onions (imported)	lb.	7 $\frac{1}{2}$ d.	1s.
Potatoes (imported)	lb.	6 $\frac{1}{2}$ d.	9d.
Dried Fruit:			
Sultanas	lb.	2s. 5d.	2s. 6d.
Currants	lb.	2s. 1d.	2s.
Raisins	lb.	2s. 4d.	2s. 9d.
Porridge Oats	large pkt.	4s. 3d.	4s. 9d.
Cereals	pkt.	1s. 7d. — 4s. 1d.	1s. 9d. — 3s. 3d.
Cigarettes	50	3s. 10d. — 5s. 2d.	3s. 9d. — 5s. 2d.
Tobacco	lb.	19s. 10d. — 54s. 6d.	20s. — 32s. 10d.
Alcohol:			
Whisky	bottle	24s. 6d. — 28s. 5d.	24s. 11d. — 29s. 10d.
Brandy	bottle	21s. 8d. — 32s. 10d.	23s. 10d. — 32s. 10d.
Gin	bottle	19s.	20s. 10d. — 21s. 6d.
Beer	doz. small bots.	14s. 8d. — 21s. 3d.	14s. 8d. — 20s. 6d.
Paraffin	gal.	4s.	4s.
Petrol	gal.	4s. 6d.	4s. 6d.
Electricity	unit	4 $\frac{1}{2}$ d.	4 $\frac{1}{2}$ d.

An important item in the domestic economy is peat, the only fuel generally available, which is sold by the cart-load. A lorry-load (three cart-loads) costs 65s. and a year's supply averages 15 to 40 such loads, according to the size of the house, the number of fires,

and the quality of the peat. Most of the local inhabitants cut and stack their own peat and have only the expense of carting it from the peat-banks. These banks are moving farther from Stanley as the years go by, and in some settlements in the Camp difficulty has been experienced in obtaining a good supply.

LABOUR DEPARTMENT

There is no Labour Department in the Colony.

LABOUR RELATIONS

There is one trade union, the Falkland Islands Labour Federation (general), with about 550 paid-up members, and a full-time secretary.

The Labour Federation meets annually with the Sheepowners' Association to draw up the yearly agreement between employers and workers in the Camp.

No labour legislation was enacted during the years under review.

SAFETY, HEALTH AND WELFARE

There are no factories in the Colony and no industries other than sheep farming, and consequently there is no legislation dealing with safety, health and welfare in factories. Accidents at work come within the provisions of the Workmen's Compensation Ordinance, enacted in 1960. This Ordinance, revision of earlier legislation on the subject, enlarged the class of persons who can qualify for compensation to include all employed in manual labour and all those listed in a schedule to the Ordinance. It also increased the amount of compensation payable, limited the extent of the employers' liability, and included the power to require employers or classes of employers to insure against the liabilities they may incur under its provisions. There is no legislation or other provision for the payment of unemployment benefits.

INDUSTRIAL TRAINING

Apprentices are indentured in the building and allied trades and as wireless telegraphy operators. An Apprenticeship Board was formed by Government in 1955. The members of the Board are nominees of the employers and the trade union, and the Superintendent of Education who is appointed as an *ex officio* member. The purpose of the Board is to standardise the forms of indenture and advise on pay, working conditions, and training, and also to act as arbiter in any dispute that might arise and to concern itself with the welfare of apprentices.

Chapter 3: Public Finance and Taxation

REVENUE and expenditure during the last three financial years were as follows:

Year	Revenue		Expenditure	
	Ordinary £	Total £	Ordinary £	Total £
1960-61	237,590	266,586	235,183	275,172
1961-62	258,445	268,904	277,731	301,140
1962-63	293,531	293,712	301,725	337,361

The main heads of revenue and expenditure were as follows:

	Revenue		
	1960-61 £	1961-62 £	1962-63 £
Aviation	6,981	9,151	10,510
Customs	57,891	58,758	25,518
Dependencies contribution to the cost of the Central Administration	10,000	10,000	10,000
Electricity	19,539	21,437	23,029
Interest	20,829	24,993	27,402
Internal revenue	73,868	81,335	130,219
Posts and Telecommunications	20,238	19,591	28,366
Colonial Development and Welfare	28,996	10,459	181

	Expenditure		
	1960-61 £	1961-62 £	1962-63 £
The Governor	6,804	7,274	8,287
Aviation	11,145	13,130	13,611
Customs and Harbour	7,498	9,078	9,510
Education	31,243	39,552	39,533
Medical	30,933	35,223	34,973
Miscellaneous	34,305	31,321	32,733
Pensions and Gratuities	8,808	11,502	9,065
Police and Prisons	3,824	4,641	4,663
Posts and Telecommunications	34,174	41,805	46,010
Power and Electrical	13,676	19,545	16,749
Public Works	8,001	11,464	14,821
Public Works Recurrent	19,697	25,603	34,020
Secretariat and Treasury	19,179	19,214	22,267
Special Expenditure including Colonial Development and Welfare Schemes	39,360	23,409	35,636

The statement of assets and liabilities at the 30th June 1962 and the 30th June 1963 are shown on pages 10 and 13.

There is no public debt.

Statement of Assets and

LIABILITIES		£	s.	d.	£	s.	d.
DEPOSIT ACCOUNTS:							
Colonial Development and Welfare		2,972	10	10			
Overseas Service Aid Scheme			40	0	0		
Postal Moneys		1,109	1	7			
Wireless Telegraph Moneys			615	12	8		
Miscellaneous		21,456	1	3			
					26,193	6	4
FUNDS:							
Reserve		204,207	0	7			
Renewals:							
Aviation		1,338	14	0			
Marine		16,921	5	7			
Power Station		19,387	12	4			
			37,647	11	11		
Oil Stocks Replacement			3,726	12	0		
Special:							
Savings Bank		1,104,909	10	4			
Government Employees' Provident			6,523	7	8		
Note Security		95,104	3	5			
Old Age Pensions Equalisation			86,413	16	7		
			1,292,950	18	0		
Other:							
Land Sales		271,912	5	8			
Workmen's Compensation		4,861	12	5			
			276,773	18	1		
			1,815,306	0	7		
Remittances				9,191	12	8	
General Revenue Balance:							
Balance at 1st July, 1961 deficit		22,358	5	2			
Add Depreciation of Investments			3,137	7	3		
			25,495	12	5		
Deduct Appreciation of Investments			2,138	15	1		
Balance, 30th June, 1962 Deficit				23,356	17	4	
			£1,827,334	2	3		

The above statement does not include:

- (1) The sum of £50,000 held in 3 per cent. debenture stock in the Falkland Islands Freezer Co. Ltd.
- (2) A sum of £1,998 1s. 9d. due from H.M. Government in respect of under issues on the Overseas Service Aid Scheme—Passages.
- (3) Contingent liability to the Falkland Islands Government Employees' Provident Fund £174 1s. 0d.

Liabilities at 30th June 1962

ASSETS		£	s.	d.	£	s.	d.
CASH:							
Treasury		25,357	10	4			
Posts and Telegraphs			717	9	8		
Crown Agents			576	5	6		
Joint Consolidated Fund		70,000	0	0			
			96,651	5	6		
INVESTMENTS:							
Surplus Funds			7,074	8	2		
Reserve Fund			198,534	19	8		
Renewals Funds:							
Aviation		3,237	12	7			
Marine		16,109	14	4			
Power Station		19,200	16	2			
			38,548	3	1		
Special Funds:							
Savings Bank		1,053,318	4	5			
Government Employees' Provident			6,088	11	0		
Note Security		87,592	4	10			
Old Age Pensions Equalisation			85,197	3	11		
			1,232,196	4	2		
Other Funds:							
Land Sales		238,038	1	1			
Workmen's Compensation		4,199	11	7			
			242,237	12	8		
			1,718,591	7	9		
Advances				12,091	9	0	
			£1,827,334	2	3		

L. GLEADELL,
Colonial Treasurer,
5th September, 1962.

Statement of Assets and

LIABILITIES				£	s.	d.	£	s.	d.
DEPOSIT ACCOUNTS:									
Colonial Development and Welfare	.	.	.	2,791	16	6			
Overseas Service Aid Scheme	.	.	.		1	6	8		
Postal Moneys	.	.	.	1,378	16	6			
Miscellaneous	.	.	.	29,017	18	4			
							33,189	18	0
FUNDS:									
Reserve	.	.	.	160,558	1	1			
Renewals:									
Aviation	.	.	.	1,442	5	8			
Marine	.	.	.	17,645	0	1			
Power Station	.	.	.	20,235	0	11			
							39,322	6	8
Oil Stocks Replacement	.	.	.				4,247	10	9
Special:									
Savings Bank	.	.	.	1,180,653	5	2			
Government Employees' Provident	.	.	.	7,205	2	2			
Note Security	.	.	.	106,593	3	3			
Old Age Pensions Equalisation	.	.	.	118,589	4	4			
							1,413,040	14	11
Other:									
Land Sales	.	.	.	272,016	11	7			
Wormen's Compensation	.	.	.	5,049	13	11			
							277,066	5	6
							1,894,234	18	11
Remittances	.	.	.				22,550	10	5
General Revenue Balance:									
Balance at 1st July, 1962	deficit	.	.	23,356	17	4			
Deduct Appreciation of Investments	.	.	.	24,093	16	11			
Balance, 30th June, 1963	Surplus	.	.				736	19	7
							£1,950,712	6	11

The above statement does not include:

- (1) The sum of £50,000 held in 3 per cent. debenture stock in the Falkland Islands Freezer Co. Ltd.
- (2) A sum of £1,093 13s. 3d. due from H.M. Government in respect of under issues on the Overseas Service Aid Scheme:

Inducement Allowances	£26	16	6
Passages	£1,066	16	9
	£1,093	13	3



A travelling teacher at work in the Camp



Mail drop to an isolated farm by a plane of the F.I.G.A.S.



R.M.S. Darwin



*New oil storage tanks
under construction
at Stanley*

Liabilities at 30th June 1963

		ASSETS			
		£	s.	d.	£ s. d.
CASH:					
Treasury		16,057	14	4	
Posts and Telecommunications		467	11	2	
Crown Agents		591	9	8	
Joint Consolidated Fund		42,000	0	0	
					59,116 15 2
INVESTMENTS:					
Reserve Fund		218,943	9	4	
Renewals Funds:					
Aviation	3,453 18 5				
Marine	17,586 7 1				
Power Station	21,529 6 1				
		42,569	11	7	
Special Funds:					
Savings Bank	1,140,405 14 10				
Government Employees' Provident	6,841 16 8				
Note Security	101,454 5 5				
Old Age Pensions Equalisation	112,379 0 4				
		1,361,080	17	3	
Other Funds:					
Land Sales	250,530 12 4				
Workmen's Compensation	4,699 13 4				
		255,230	5	8	
					1,877,824 3 10
Advances					13,771 7 11
					£1,950,712 6 11

L. GLEADELL,
Colonial Treasurer,
15th November, 1963.

TAXATION

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

Customs Tariff

Import duties were payable at the following rates:

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

Spirits: 66s. per gallon.

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

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

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

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

During 1962, following a revision in the tax system export duties on wool, tallow, hides and skins, were not payable.

Throughout the 1961/62 and 1962/63 seasons whale and seal oil duty remained at 5s. per barrel of 40 gallons payable on export.

Other whale and seal products 6d. per 100 lb., but whale solutiles 2d. per 100 lb.

Revenue from customs duties was:

	1961-62	1962-63
Imports:	£	£
Wines	294	484
Spirits	18,798	16,819
Malt Liquors	1,113	1,416
Tobacco and Cigarettes	5,289	5,672
Matches	97	68
Exports:		
Wool	*32,559	*1,058
Hides and Skins	*608	—

*Revenue in respect of 1960-61 season.

Income Tax

The following were the rates on taxable income for the years 1962 and 1963:

Companies: 5s. 9d. per £ (flat rate).

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

The following allowances were in force:

Married person: £130.

Children under 16 years: £100 each.

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

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

Dependent relative: £50.

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

Revenue received during 1961-62:

Companies £47,904; individuals £22,969.

Revenue received during 1962-63:

Companies £79,297; individuals £45,551.

A tax on profits was introduced in the 1963 year of assessment and is payable in addition to income tax. It was levied at the rate of 2s. in the £ for incorporated bodies, subject to abatement where profits do not exceed £12,000 and at either of two rates, 1s. 6d. and 2s., also with abatement where profits do not exceed £12,000, for unincorporated bodies.

The following tabular statement shows the incidence of tax on individuals at varying rates of income*:

Annual Income	Single	Married	Married with 1 child	Married with 2 children	Married with 3 children	Married with 4 children
£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
200	2 0	—	—	—	—	—
300	4 2 0	—	—	—	—	—
400	11 4 0	1 12 0	—	—	—	—
500	19 4 0	6 4 0	12 0	—	—	—
600	27 15 0	14 4 0	4 12 0	—	—	—
700	37 15 0	22 4 0	12 4 0	3 12 0	—	—
800	47 15 0	31 10 0	20 4 0	10 4 0	2 12 0	—
900	58 1 0	41 10 0	29 0 0	18 4 0	8 4 0	1 12 0
1,000	70 1 0	51 10 0	39 0 0	26 10 0	16 4 0	6 4 0
1,100	82 1 0	62 11 0	49 0 0	36 10 0	24 2 0	14 4 0
1,200	94 2 0	74 11 0	59 11 0	46 10 0	34 0 0	22 4 0
1,300	108 2 0	86 11 0	71 11 0	56 11 0	44 0 0	31 10 0
1,400	122 2 0	99 7 0	83 11 0	68 11 0	54 0 0	41 10 0
1,500	136 2 0	113 7 0	95 17 0	80 11 0	65 11 0	51 10 0
1,600	150 2 0	127 7 0	109 17 0	92 11 0	77 11 0	62 11 0
1,700	164 2 0	141 7 0	123 17 0	106 7 0	89 11 0	74 11 0
1,800	178 2 0	155 7 0	137 17 0	120 7 0	102 17 0	86 11 0
1,900	192 2 0	169 7 0	151 17 0	134 7 0	116 17 0	99 7 0
2,000	206 2 0	183 7 0	165 17 0	148 7 0	130 17 0	113 7 0

*A deduction of £8 has been made in each case to cover pension fund contributions.

Estate Duty

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

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

RATE OF ESTATE DUTY

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

STANLEY TOWN COUNCIL FINANCES

Revenue accruing to the Stanley Town Council, the only local authority in the Colony, amounted to £6,337 during 1962 and £5,816 during 1963. Expenditure during 1962 was £4,472 and during 1963 was £5,308.

The main heads of revenue were:

	1962 £	1963 £
General Rates (including contribution of £825 by Government)	3,640	3,598
Water Rates	965	835
Hire of Town Hall	674	536

The main heads of expenditure were:

	1962 £	1963 £
Town Clerk	312	320
Cemetery	488	763
Fire Brigade	440	571
Library	303	291
Scavenging	946	1,018
Street Lighting	519	738
Town Hall	1,190	1,348

Chapter 4: Currency and Banking

THE legal tender of the Colony consists of Falkland Islands Government currency notes of £5, £1 and 10s. denominations and United Kingdom coinage. On the 31st December 1963 the note issue in circulation was £100,801.

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

Deposits in the Government Savings Bank amounted to £1,070,848 4s. 7d. at the 30th June 1963, and the number of depositors' accounts open was 1,808. At the same date in 1962 deposits totalled £1,095,208 7s. 11d. and the number of depositors was 1,833. Interest on deposits is paid at the rate of 2½ per cent per annum.

Chapter 5: Commerce

IMPORTS

WITH the exception of meat and a limited quantity of vegetables and berry fruits, practically the whole of the Colony's requirements in foodstuffs is imported.

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

VALUE OF IMPORTS

	1962 £	1963 £
Food	78,741	90,226
Beverages and tobacco	31,195	48,382
Crude materials, inedible, except fuels	21,284	38,233
Mineral fuels, lubricants and related materials	18,561	22,029
Animal and vegetable oils and fats	178	374
Chemicals	27,235	23,087
Manufactured goods classified chiefly by materials	88,881	137,742
Machinery and transport equipment	71,212	65,738
Miscellaneous manufactured articles	75,262	77,540
TOTAL IMPORTS	£412,549	£503,351

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY 1962

Item	Value £	Quantity	Principal Supplying Countries
Provisions	69,744	571 tons	United Kingdom £42,343, Argentina £19,164.
Alcoholic Beverages	20,733	21,177 gal.	United Kingdom £18,280.
Tobacco Manufactures	7,708	8,558 lb.	United Kingdom £7,693.
Petroleum Products	15,759	433 tons	United Kingdom £2,987, Uruguay £10,360.
Manufactures of metals	39,788	—	United Kingdom £39,427.
Road motor vehicles and spare parts	27,199	—	United Kingdom £27,199.
Clothing	29,458	—	United Kingdom £29,110.
Electric machinery, appa- ratus and appliances	19,291	—	United Kingdom £9,811.
Wood shaped or simply worked	15,901	—	Chile £10,775.

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY 1963

Item	Value £	Quantity	Principal Supplying Countries
Provisions	89,466	348 tons	United Kingdom £55,519, Argentina £13,714.
Alcoholic Beverages	27,731	17,239 gal.	United Kingdom £24,746.
Tobacco Manufactures	18,973	11,934 lb.	United Kingdom £18,973.
Petroleum Products	18,997	270 tons	United Kingdom £8,781, Uruguay £9,308.
Manufactures of metals	95,569	—	United Kingdom £94,487.
Road motor vehicles and spare parts	33,690	—	United Kingdom £33,608.
Clothing	23,356	—	United Kingdom £22,724.
Electric machinery, appa- ratus and appliances	13,664	—	United Kingdom £11,270.
Wood shaped or simply worked	36,535	—	Sweden £22,177, Chile £12,982.

SOURCES OF IMPORTS

	1962 %	1963 %
Commonwealth	80.8	78.9
Foreign Countries	19.2	21.1

PRINCIPAL SUPPLYING COUNTRIES

	1962 £	1963 £
United Kingdom	321,524	388,016
Other parts of Commonwealth	11,847	8,963
Sweden	340	26,366
Argentina	23,519	22,205
Chile	11,416	13,692
Germany	9,985	6,360
Japan	2,342	4,701
Switzerland	3,693	4,271
Uruguay	17,444	16,696

All goods imported, except those on Government account, are distributed by local traders.

EXPORTS

The value of domestic exports and re-exports was as follows:

	1962 £	1963 £
Domestic Exports	940,433	1,077,887
Re-exports	9,212	10,711
TOTAL	£949,645	£1,088,598

Note: All values are based on selling price.

PRINCIPAL EXPORTS

(Destination in both years: United Kingdom)

Item	Value 1962	Value 1963	Unit	Quantity 1962	Quantity 1963
Wool	£913,263	£1,054,328	lb.	4,661,386	5,060,766
Hides and skins	£26,941	£22,429	cwt.	3,648	3,069
Livestock	£200	—	sheep nos.	114	—

Note: All values are based on selling price.

Chapter 6: Production

ALL land, with the exception of some 56,500 acres remaining to the Crown, is freehold, and is divided into sheep farms varying in size from 3,600 to 161,000 acres, and carrying up to 40,000 sheep, approximately one sheep to every five acres.

The Falkland Islands Company, Limited, which owns a number of farms, holds freehold land amounting to about 1,229,000 acres and carrying 281,543 sheep at the 30th June 1963.

Crown land may be rented.

AGRICULTURAL AND ANIMAL HUSBANDRY

No crops are grown in the Colony, with the exception of a limited supply of oaten hay.

The staff of the Agricultural Department consists of an agricultural and livestock assistant and two labourers. There is at present no agricultural or veterinary officer, and the duties of such an officer are undertaken by the agricultural and livestock assistant who is also officer in charge of the department.

The policy of the Agricultural Department is:

- (i) to co-operate with the sheep farmers in maintaining a high standard of health in their flocks by combating and preventing disease;
- (ii) to control the importation of livestock and agricultural products;
- (iii) to collect and produce agricultural and livestock statistics.

In 1962 the Colony had 618,561 sheep, 10,507 cattle, 3,361 horses, and 34 swine, compared with 636,889, 10,659, 3,426 and 28 respectively in 1963.

Sheep and cattle are distributed among farms on the East and West Falklands. Methods of keeping livestock are uniform throughout the Colony.

The average weight of wool exported annually over the last five years was 4,741,959 lb. The wool clips in 1962 and 1963 were exported through the Falkland Islands Company, Limited.

No dairy produce was exported, but occasional shipments of mutton were made to the whaling establishments in South Georgia.

Details of exports of livestock products are given on page 19.

The Director of the Hill Farming Research Organisation in Scotland visited the Islands during 1960-61 in connection with improvement to the pastures and to the sheep industry generally. As a result of his report efforts are being made to recruit a Pasture Improvement Officer to continue investigations and conduct researches into the pastures of the Colony and to advise on methods of pasture improvement. Other recommendations contained in his report are being implemented.

FORESTRY

There are no forests in the Colony.

FISHERIES

There is no organised fishing industry. Occasional catches of mullet and smelt are made by net hauling by part-time fishermen, all the fish caught being sold for local consumption. Trout fishing provides good sport for anglers.

MINING

There is no mining in the Falkland Islands.

MANUFACTURING INDUSTRIES

The Colony has no manufacturing industries.

CO-OPERATIVE SOCIETIES

The Government Employees' Canteen was formed in 1952 and membership is open to employees and pensioners of the Colonial Government. All members are required to take up at least one £30 share on joining the canteen. A maximum of 34 shares may be held. Members of the public may also join if they are recommended by persons who are already members of the canteen and their nomination is accepted by the management committee.

The canteen is run on the lines of a co-operative society and imports groceries, clothing and footwear, furniture and household goods. It is managed by a committee which remains in office for three years and a full-time secretary-treasurer. Part-time storekeepers attend on five days a week.

Chapter 7: Social Services

EDUCATION

GOVERNMENT is responsible for education throughout the Colony. Education is free and Government bears the cost of all materials, books and equipment. A nominal fee of £4 a term is charged for boarding school education. Children are encouraged to stay at school beyond the statutory school-leaving age, which remains 14 years. There is no secondary or higher education.

Attendance in Stanley is compulsory for all children between the ages of five and fourteen and in the Camp, that is the country beyond the limits of the town, for children between five and fourteen living within one mile of a settlement school and for children between seven and fourteen living within two miles of a settlement school. The children in outlying houses are taught by Travelling Teachers, each of whom is assigned an area which he covers by horse, Land Rover or by aircraft. The Travelling Teacher stays a week or a fortnight with each family in turn and leaves homework to tide the children over until he returns six or eight weeks later. The Travelling Teacher has an interesting though arduous and sometimes thankless task. Only young men of spirit, initiative, a certain physical toughness and an ability to mix can successfully carry out this unique post. The Travelling Teachers have been strengthened by members of the Voluntary Service Overseas, three boys and one girl in late 1962 and four boys and a girl in 1963. It is impossible to speak too highly of

these young people, whose sole thought is to be of service to others; without them in 1962 many children would have received little tuition, for there was a serious shortage of Camp staff. Board for all Camp Teachers while on duty is fixed at a maximum of 35s. per week.

There are two schools in Stanley; one caters for infants and juniors, the other for middle school and seniors.

Evening classes are held each year from May to October. The following subjects are offered: English, arithmetic, advanced mathematics, Spanish, dress-making, art, book-keeping, shorthand, basketry and electronics. Royal Society of Arts examinations are taken in shorthand and book-keeping. Evening classes are compulsory for all junior officers in Government and for all apprentices. The response well merits the expenditure.

The Boarding School at Darwin can accommodate 39 boarders and caters for as many day pupils as there are in the two nearby settlements.

The Boarding School at Port Howard on the West Falklands closed as a boarding establishment through lack of support. It is now a full-time settlement school with a staff of two.

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

*Numbers of Teachers at 31st December 1963**

	Infants		Junior/Senior		Boarding		Settlement		Camp		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Certificated: Completed Secondary School Course.	- (-)	1 (1)	3 (3)	4 (3)	3 (3)	2 (2)	1 (-)	1 (-)	1 (1)	- (-)	8 (7)	8 (6)
Uncertificated but who have completed Secondary School Course	- (-)	1 (1)	- (1)	- (-)	- (-)	- (1)	2 (-)	1 (-)	7 (3)	- (-)	9 (4)	2 (2)
Trained (locally), but who have not completed Secondary School Course	- (-)	2 (-)	- (-)	- (2)	- (-)	1 (-)	- (-)	- (-)	- (-)	- (-)	- (-)	3 (2)
Untrained (Supplementary) Teacher	- (-)	- (-)	- (-)	- (1)	- (1)	- (-)	- (-)	- (-)	- (-)	- (-)	- (1)	- (1)
Voluntary Service Overseas	- (-)	- (-)	- (-)	- (-)	- (-)	1 (1)	- (-)	- (-)	4 (3)	- (-)	4 (3)	1 (1)

*Numbers at 31st December 1962 are in brackets.

Numbers of Children receiving Education

	Schools		1962			Schools		1963		
	Boys	Girls	Total	Boys	Girls	Total	Boys	Girls	Total	
On 31st December:										
Infants	45	40	85	1	1	2	39	49	88	
All-Range	33	42	75	1	1	2	38	35	73	
Boarding	26	36	62	-	-	-	21	26	47	
Full-time settlement	-	-	-	-	-	-	12	12	24	
Part-time settlement	-	-	-	-	-	-	3	6	9	
Camp houses	39	48	87	143	166	309	33	47	80	
TOTAL	143	166	309	29	29	58	146	175	321	

Six children in 1962 and seven in 1963 were not visited by teachers but received tuition at home by their parents with guidance and materials from the Education Department.

A boarding allowance of £4 0s. 0d. a month is granted towards the board and lodging of Camp children who come to Stanley for regular tuition. An allowance of one shilling per meal is also paid for children who attend Camp schools from distant parts. The boarding allowance applies to children from South Georgia also.

A competitive overseas scholarship examination is held each year. Successful candidates are granted places at boarding grammar schools in Dorset. Two pupils were successful in 1962 and two in 1963.

The Overseas Education Allowance, granted in 1957 to the parents of children between the ages of 11 and 18 years who are receiving full-time education in a school overseas, was increased to £185 for the first child, £225 for the second and £260 for the third child. The parents of 23 children benefited from the scheme in 1963, the overall expenditure being £2,492.

There were one boy and one girl of school age in South Georgia at the 31st December 1963.

The Colony's total expenditure on education in 1962 was £39,552 and in 1963 £39,533, 13.1 per cent of the total ordinary expenditure of the Colony.

PUBLIC HEALTH

During the period under review, both winters brought a greatly increased incidence of upper respiratory tract infections.

The programme of immunisation against tuberculosis, poliomyelitis, diphtheria, tetanus, whooping cough, and smallpox continued.

The incidence of tuberculosis has been reduced. No immigrants may now enter the Colony unless they have been certified free from pulmonary tuberculosis before their departure from their own country.

Mortality

There were 24 deaths in the Colony in 1962 and 24 in 1963. Diseases of the heart, mainly in the elderly, accounted for 18 of the 48 deaths.

Hospital Facilities

The Colony has one hospital, situated in Stanley. It is modern and well-equipped, and has 32 beds for the treatment of medical, surgical, obstetric and tuberculosis cases. There were 151 admissions in 1962 and 175 in 1963.

Ante-natal and child welfare clinics were held weekly at the hospital, and were well attended.

Medical Services in the Camp

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

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

Medical Department

The staff of the Medical Department consisted of the Senior Medical Officer, three medical officers, two dental officers and a dental technician, one matron, three nursing sisters, one district nurse, and six staff nurses. For part of the period under review the establishment was short of one medical officer and three staff nurses.

Other staff of the hospital consisted of one clerk, one caretaker, one cook, five maids, one laundry-maid, and one gardener.

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

Expenditure on medical services (including special expenditure) was £35,222 in 1961-62 and £36,876 in 1962-63. Revenue in those years was:

	1961-62	1962-63
	£	£
Medical	3,989	3,935
Dental	1,005	880
	<hr/> £4,994	<hr/> £4,815

Local Authority Services

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

There were two licensed dairies in Stanley at the end of 1963. The dairy herds were examined periodically and all the animals were tuberculin tested.

HOUSING AND TOWN PLANNING

The majority of the houses in the Colony are built of timber with metal outer covering; the roofs are usually of corrugated iron. Concrete block building, particularly for Government premises, is now becoming popular. Plans for all new buildings must be submitted to the Stanley Town Council for approval, and must conform to the sanitation and constructional requirements of the Council. Though there is a shortage of housing in Stanley, few new buildings have been built in recent years mainly because of the high cost of materials and freight and the lack of labour.

Government maintains accommodation for most of its overseas officials. Two blocks of small houses are available for rental by the poorer members of the community. These premises are liable to inspection and the tenants must keep them in a sanitary condition. The Stanley Town Council has power to condemn houses which are unfit for habitation.

SOCIAL WELFARE AND AMENITIES

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

An old age contributory pensions scheme introduced in 1952 is compulsory for all male residents in the Colony. The following weekly benefits are paid to contributors on reaching the age of 65 years: married man 52s., unmarried man or widower, or widow of pensioner 26s. Employees between the ages of 18 years and 21 years contribute 2s. weekly, and employees over 21 years of age contribute 3s. weekly, while employers contribute 2s. 6d. weekly in respect of each male person between the ages of 18 years and 21 years in their employ and 4s. 6d. in respect of those over the age of 21 years.

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

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

Poor relief is administered by the Stanley Town Council. The amount spent on poor relief in 1963 was £757. Accommodation for old and chronic invalids is provided in the hospital. There are no orphanages.

The Stanley Benefit Club, open to all residents, is the oldest club in the Colony. It was formed in July 1859, to provide a fund for the support of members in cases of sickness or accident; it also contributes towards funeral expenses. The club's membership has fallen to 108: older members have died and improved social conditions in the Colony generally make the aims of the club less attractive to younger people. The Stanley Benefit Club paid to its members sick and other benefits amounting to £423 in 1962, £471 in 1963. The club's net assets on the 30th April 1963 were £3,399.

The local branch of the Red Cross Society has now acquired its own permanent headquarters near the centre of Stanley. In 1963 the Society launched a public appeal for contributions towards the Save the Children Fund working in conjunction with the Freedom from Hunger Campaign, and as a result it was able to forward a sum of over £1,120. A donation was also made to the Princess Alexandra Red Cross Children's Home in Hong Kong, which had been badly damaged in a typhoon. During the same year, the Society presented the local hospital with a new electric sewing-machine. Canteens were run for visiting ships of the Royal Navy. Poppy Day appeals and efforts in aid of the Haig Fund for disabled servicemen were organised by the Society in each of the years 1962 and 1963, and the proceeds forwarded to the appropriate authorities in Britain.

The Girls' Life Brigade continues to hold courses in accordance with the International Headquarters syllabuses at the advanced level in first aid, knitting, basket-work, baby care, home nursing and country dancing. Elementary standard badges were also granted in first aid, baby care, art, needlework, knitting and basket-work. Five girls represented the Colony at the Diamond Jubilee celebrations of the Brigade held in England in June 1962. The Cadets, a branch of the movement for younger girls, was formed in May 1963.

The 1st Falkland Islands Company of the Boys' Brigade was formed in 1944. Training is carried out during the winter months. Classes are held in small-bore rifle shooting, physical training, and drill. Lack of suitable accommodation has been one of the main causes of waning interest and the gradual decrease in membership

during recent years. The Life Boys, the junior organisation of the Boys' Brigade, was formed in 1949. Meetings are held regularly during the winter for drill, physical training, and games.

There are several clubs in Stanley, among them the Colony Club, the Falkland Club, the Falkland Islands Defence Force Club, membership of which is confined to past and present members of the Force, and the Working Men's Social Club, among whose activities is the organisation of an annual sports meeting for children on the 8th December, which is the anniversary of the Battle of the Falkland Islands.

Full-bore rifle shooting held under the auspices of the Falkland Islands Defence Force Rifle Association has a good following. Annual prize meetings are held and when finances permit representative teams are sent to Bisley, England, to compete in the junior Colonial competitions. Several of the teams have been successful in carrying off prizes in the past.

There is a small-bore range in the Drill Hall and this is open to members of the Defence Force and their wives. It is always well attended and this form of sport flourishes during the winter months.

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

The Cricket Club was originally formed in 1955, but after several years interest in it declined; it, has, however, recently been resuscitated and a number of enjoyable games have been played. New equipment has been ordered.

An increasing interest is being taken in angling. Brown trout (*salmo fario*) were introduced into the Colony's rivers between 1947 and 1952. These trout have over the years formed a sea-going habit, and return to the rivers to spawn. Specimens weighing 7 lb. to 10 lb. are not uncommon. The trout fishing season opens on the 1st September and closes on the 30th April. Salmon and sea trout ova were imported during the period under review and efforts are being made to introduce these fish into the Colony as well.

The Stanley Sports Association holds an annual meeting in December with horse racing, gymkhana and athletic events. Race meetings are also held in Lafonia, East Falkland, and at most of the principal settlements in turn on the West Falkland.

The Stanley Badminton Club has a large membership and games were played in the Gymnasium twice a week.

The squash court, donated by the Falkland Islands Company in 1953, continues to be well used.

Darts is a popular winter game and there is a league in Stanley with seven teams. The standard of play is high.

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

The Guild of Spinners, Weavers and Dyers, which had 17 members at the end of 1963, has now entered its sixteenth year of existence. Weekly classes were held for some of the senior girls attending Stanley School.

Folk dancing was held in Stanley once a week for about two hours during the winter months. Classes for members were also held. Membership is open to all over 12 years of age.

The Town Hall, rebuilt in 1950 with the assistance of a grant from Colonial Development and Welfare funds after being destroyed by fire in 1944, contains a dance hall with stage, dressing rooms, refreshment room and a well stocked and patronised library, as well as certain public offices and the Council Chamber. In 1962 and 1963 film shows were given in the dance hall by a private operator.

Chapter 8: Legislation

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

1962

No. 1. *Income Tax (Amendment) Ordinance*, increasing the rate for companies tax from 3s. 6d. to 5s. 9d.; and extending the scale for income tax to 4s. 6d. on chargeable income exceeding £2,000 but not exceeding £6,000 and to 5s. 9d. on chargeable income exceeding £6,000. Further, by reducing the deduction allowed to companies registered in the Colony, the majority of whose shares are held by persons resident in the Colony, from 20 per cent to 12½ per cent, it maintains the reduction in tax under the proposed rate of 5s. 9d. at the approximate equivalent of the amount involved when the rate is 3s. 6d.

No. 2. *Application of Enactments (Amendment) Ordinance*, amending the law relating to the Admiralty jurisdiction of the Supreme Court and enacting other provisions in the light of the International Convention on Certain Rules concerning Civil Jurisdiction in Matters of Collision, the International Convention for

the Unification of Certain Rules relating to Penal Jurisdiction in Matters of Collision or other Incidents of Navigation, and the International Convention relating to the Arrest of Sea-going Ships, which conventions were ratified by Her Majesty's Government in the United Kingdom on the 18th March 1959, and are to be extended to all maritime Colonies in the Commonwealth.

No. 4. *Application of Enactments Ordinance*, applying to the Colony the following United Kingdom Acts:

- (a) *The Sexual Offences Act, 1956*, which consolidates the statute law relating to sexual crimes.
- (b) *The Adoption Act, 1958*, which consolidates the existing law relating to the adoption of children.
- (c) *The Fatal Accidents Act, 1959*, which enlarges the class of persons for whose benefit an action for damages could be brought under the Fatal Accidents Act, 1846, or the Carriage by Air Act, 1932, when death resulted from a wrongful act, neglect or default, and provides that the fact that there is payment of insurance money, pensions, gratuities or benefits as a result of the death, shall be ignored in assessing damages.
- (d) *The Obscene Publications Act, 1959*, which repeals the Obscene Publications Act, 1857, and supersedes the common law offence of publishing an obscene article; and
- (e) *The Legitimacy Act, 1959*, providing among other things that a person may be legitimated by the subsequent marriage of his parents despite the fact that at the time of his birth either his father or mother was married to a third party.

No. 6. *Income Tax (Amendment) (No. 2) Ordinance*, authorising the Governor in Council to consider what allowances in kind should be subject to taxation and to prescribe accordingly; removing the tax liability on the value of a dwelling house occupied by the owner; increasing the deductions that may be claimed in respect of a wife, and a dependent relative, and increasing the maximum qualifying income of a person described as a dependent relative; and amending the lower rates of income tax.

No. 9. *Overseas Service Ordinance*, giving statutory effect to the Agreement between the United Kingdom and the Falkland Islands made in fulfilment of the arrangements proposed by Her Majesty's Government for the provision of assistance to the Government of the Falkland Islands in relation to the employment of expatriate staff. These arrangements were outlined in a White Paper (Cmd. 1193). The Ordinance also provides for charging the necessary

expenditure on the consolidated fund, and contains a schedule setting out the terms of the Agreement between the two Governments.

No. 11. *Antarctic Treaty (Immunity from Jurisdiction) Ordinance*, providing for the immunity of observers or exchange scientists or members of the staff accompanying any observers or exchange scientists and who are nationals of any Contracting Party to the Antarctic Treaty other than the United Kingdom from the jurisdiction of the courts of the Colony, and empowering the Governor to exempt from inspection the baggage, instruments or other goods accompanying or intended for the use of such persons.

No. 17. *Income Tax (Amendment) (No. 4) Ordinance*, introducing a tax on profits at the rate of 2s. in the £ for incorporated bodies, subject to abatement where profits do not exceed £12,000, and for the option of two rates (1s. 6d. and 2s.), also with abatement, where profits do not exceed £12,000, for unincorporated bodies.

1963

No. 5. *Matrimonial Causes (Amendment) Ordinance*, amending the law as to the circumstances in which, for the purposes of proceedings for divorce, a person is to be treated as having been continuously under care and treatment and as to the effect of insanity on desertion.

No. 6. *Non-Contributory Old Age Pensions (Amendment) Ordinance*, providing that the widows of all men who died before the 1st July 1952 shall be eligible for a non-contributory old age pension on reaching the age of 65 years.

No. 8. *Old Age Pensions (Amendment) Ordinance*, restricting the total amount of contributions that may be withdrawn by a contributor who is leaving the Colony permanently before attaining pensionable age, and who has been self-employed, to that which is refundable to an employed person.

No. 9. *Live Stock (Amendment) Ordinance*, authorising a stock inspector to exempt owners of main-islands farms from the statutory dipping requirements, if he is satisfied that the sheep on such farms were free from ked, lice and scab at the preceding shearing season.

No. 10. *Pensions (Increase) (Amendment) Ordinance*, granting a 12½ per cent increase in the pensions of Falkland Islands Civil Service pensioners, where such pensions began on or before the 31st December 1956 and a 10 per cent increase in respect of pensions granted between the 1st January 1957 and the 30th June 1961. It also provides for the payment of additional increases to those pensioners over 70 years of age who are eligible for increases under this Ordinance.

Chapter 9: Justice, Police and Prisons

JUSTICE

THE judicial system of the Colony is administered by a Supreme Court, with the Governor as Judge, and a Court of Summary Jurisdiction, both of which usually sit in Stanley. The Court of Summary Jurisdiction is presided over by the Magistrate or by a bench of magistrates composed of two or more Justices of the Peace. The post of Magistrate is at present held by the Colonial Secretary. The Colony retains the part-time services in England of a retired Colonial Judge as Legal Adviser.

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

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

The commonest type of litigation is for recovery of debt; the most frequent offences are breaches of the Licensing Ordinance and of the Road Traffic Ordinance.

The following tables show the number of civil and criminal cases heard by the courts during 1962 and 1963:

CIVIL COURT

	1962	1963
Debt	77	60
Removal of disqualification for driving	2	4
Eviction Order	1	1
Non-compliance with Court Orders	3	1
Adoption Orders	2	—
Custody of children	1	—
Other cases	—	1

COURT OF SUMMARY JURISDICTION

	Cases Heard		Discharged		Convicted	
	1962	1963	Adults	Juveniles	Adults	Juveniles
<i>Offences against the person:</i>						
Assaults	1	1	—	—	2	—
<i>Offences against property:</i>						
Larceny	1	3	—	—	4	—
Willful damage	9	1	1	2	7	—
<i>Offences against Local Ordinances:</i>						
Road Traffic	15	12	—	—	26	1
Licensing	35	24	1	—	58	—
<i>Offences against Public Order:</i>						
Breach of the Peace	1	—	—	—	1	—
Other cases	3	—	—	—	3	—

SUPREME COURT

	1962	1963
Divorce	5	3
Debt	1	—
Appeal	1	—
Other cases	1	—

TYPES OF PUNISHMENT (1962 and 1963 combined)

Court of Summary Jurisdiction	Convicted			Imprisonment			Fined			Bound over			Imprisonment by length of service
	M.	F.	J.	M.	F.	J.	M.	F.	J.	M.	F.	J.	
Assault	2	-	-	2	-	-	-	-	-	-	-	-	1 male, 21 days; 1 male, 3 months.
Larceny	3	1	-	-	-	-	3	-	-	-	1	-	
Willful damage	7	-	-	1	-	-	6	-	-	-	-	-	1 male, 6 months.
Traffic	26	-	1	1	-	-	25	-	1	6 (a)	-	-	1 male, 1 month. (a) Includes disqualification from driving.
Licensing	58	-	-	-	-	-	8	-	-	50 (b)	-	-	(b) Indicates Prohibition Order made under Licensing Ordinance
Other cases	3	-	-	-	-	-	3	-	-	-	-	-	

POLICE

The authorised establishment of the Falkland Islands Police Force is seven, consisting of the Superintendent of Police, one sergeant, one senior constable, and four constables, all of whom are stationed in Stanley. Two constables on special appointment are also stationed at South Georgia.

With the exception of the Superintendent of Police, members of the Force are recruited locally.

Training is carried out under the supervision of the Superintendent of Police.

Crime

The number of indictable offences remained at the low figure of eight for 1962 and 1963. Juvenile delinquency was reduced to nil in 1963; there was, however, one case during 1962 and two minor cases were dealt with out of court.

Other Police Duties

The Superintendent of Police also acts as Gaoler, Immigration Officer, and Sanitary Inspector. The Police Department issues and renews firearm certificates, gun licences, driving licences, and fishing licences, and is also responsible for the registration of motor vehicles, the testing of applicants for driving licences, and the licensing of dogs.

PRISON

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

Two prisoners (males) were received during 1962 and served sentences of 21 days and six months respectively. Two prisoners (males) were received in 1963, and these served sentences of one month and three months respectively.

Chapter 10: Public Utilities and Public Works

ELECTRICITY

Continuous electric power was supplied to Stanley from a Government owned and operated diesel power station, having an output

capacity of 750 kW. The supply voltage was 230/400 volts at a frequency of 50 cycles, distribution being overhead at 3.3 kV and 230/400 V single- and three-phase.

The tariff, which is reviewed annually, was 4½d. per unit during 1963.

The Power and Electrical Department also undertook the repair and maintenance of Government and private electrical installations, and the repair of domestic and other apparatus.

Outside Stanley most of the farms have installed their own generating plants; some supply power to a single house, while others with a larger generating capacity supply a whole settlement. Output from these sets is rarely more than 12 kW, and the supply is available, in most cases, only during the evening hours of darkness. The voltages vary from 110 to 230 A.C. and D.C. Shepherds living in isolated houses have in many cases installed their own lighting systems fed from 12-volt batteries charged by wind-driven generators.

WATER SUPPLY

The water supply in Stanley has been much improved by the construction of a water purification and filtration plant, which was opened by the Governor in March 1958. It ensures a sufficient supply of pure chlorinated water up to modern standards throughout the town. The source is the Moody Brook which is some three miles to the west of the town. Water is pumped through a pipeline into two existing reservoirs in Stanley. Storage is available for some 335,000 gallons, and many householders use rainwater tanks as reserves. The construction of a new 156,000 gallon tank began towards the end of 1963. This tank, which is being built on a higher site to replace the present high-level reservoir, will increase storage capacity and improve the water pressure to some of the upper parts of the town. Consumption averages 72,000 gallons per day.

PUBLIC WORKS

The Public Works Department was responsible for the care and maintenance of Government buildings, the construction of new Government works, and the maintenance of Stanley roads and water supply.

Owing to the emigration of the younger people, the Department suffered an acute shortage of skilled and ordinary labour.

The principal activities of the Department during the period under review were concerned with general repair and maintenance work. Two 1,500-ton diesel oil tanks were erected for Government by two

welders of Albion Star (South Georgia) Ltd., assisted by local labour from the Department. Work on the new high-level reservoir was also undertaken by the Department. About 12,000 cubic yards of peat were also cut each year, all of it by hand.

Chapter 11: Communications

SHIPPING

THE Falkland Islands Company's R.M.S. *Darwin*, a modern vessel of 739 registered tons and capable of carrying 40 passengers, averages 12 round trips to Montevideo annually, carrying mail, freight and passengers. In addition to being the main link with Montevideo the vessel makes various calls at settlements in the Colony. A vessel was also chartered by the Falkland Islands Company to bring supplies from the United Kingdom and to take back the wool clip. It made four return voyages in each of the years 1962 and 1963.

The R.R.S. *John Biscoe* and the R.R.S. *Shackleton* provided occasional communication between Stanley, South Georgia and the British Antarctic Territory, and South America.

H.M.S. *Protector* was based on Stanley from November to March in 1961–62 and 1962–63.

The following table shows the number of vessels which entered and cleared Stanley during the past two years:

	1962	1963
Number of ships entering	31	31
Number of ships clearing	30	30
Net tonnage in	31,547	23,194
Net tonnage out	31,471	22,456
Passengers in	368	353
Passengers out	411	381

RAILWAYS

There are no railways in the Colony.

ROADS AND VEHICLES

There are about 12 miles of road in and around Stanley. They are mainly of water-bound macadam construction and were formerly in a very poor state of repair, but reconstruction work has com-

menced. The main road along the sea front, on which most of the principal buildings are situated, is made of concrete. It is intended to reconstruct the remaining roads in tar-macadam.

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

Vehicular traffic increased substantially in Stanley, while accidents did not. This situation may be attributed partly to the imposition of a 20 m.p.h. speed limit in the town area, and partly to improved road marking and other control restrictions. There were 440 registered vehicles of all classes using the 12 miles of metalled roads in Stanley. This is a high density figure and more remarkable for the proportion of vehicles against a population of about 1,100 persons.

The following table shows the number of vehicles imported and registered in 1962 and 1963:

	Imported		Registered	
	1962	1963	1962	1963
Lorries	—	3	57	60
Vans	—	—	17	17
Cars	5	4	155	159
Motor cycles	25	27	274	301
Power scooters	—	—	8	8
Land Rovers	39	43	115	158
Jeeps	2	3	78	81
Tractors	2	3	88	91
	73	83	792	875

AIR SERVICE

The Falkland Islands Government Air Service, inaugurated in 1948 with one J5 Auster landplane, operated throughout 1962 and 1963 with two single-engine De Havilland DHC2 Beaver seaplanes. The original medical and mail service has been expanded to include passengers, freight, and private charter.

During 1962, 2,478 passengers were flown and 5,900 lb. of freight were carried; and in 1963, 2,551 passengers were flown and 6,486 lb. of freight were carried. Invaluable work was done in flying urgent medical cases to Stanley for treatment. Full use of the aircraft was made by the Medical Department to convey medical and dental officers to visit patients in the Camp.

The air service is also being increasingly used for the transport of school children from their homes to the schools in Stanley and Darwin. It was also a valued means of moving the travelling teachers around their beats.

There is no international air service connecting the Colony with the outside world.

POSTS AND TELECOMMUNICATIONS

A telephone system is maintained in Stanley by Government for general as well as official use. There were 451 telephone connections in 1962.

A new exchange building was erected in 1957 and a new manual magneto telephone exchange switchboard with a larger capacity was installed. Five operators are employed and a 24-hour service is maintained.

Most of the sheep-stations on the East Falkland have their own lines connected to the Stanley system; on the West Falkland the telephones converge on Fox Bay, where there is a Government wireless telegraphy and radio-telephone station for inter-island traffic.

All the outlying farms have direct communication with the Government stations at Stanley and Fox Bay by means of a radio-telephone network. This network operated in conjunction with the medical and air services much on the same lines as the Australian flying doctor service. The radio-telephone sets were provided and installed by Government.

Two technicians and one apprentice were employed on servicing the telephone, broadcasting and radio-telephone systems.

A Government owned wireless telegraphy station operated from Stanley and had daily schedules with London, Oslo, Montevideo, and Buenos Aires. It was also in daily communication with Fox Bay on the West Falkland, South Georgia, and ships in the area. The station, which was established in 1912, handled all Government and commercial traffic and employed a supervisor, two operator-mechanics, four operators and three apprentices.

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

The General Post Office in Stanley handled approximately 16 mails from overseas during each of the years 1962 and 1963, such mails averaging 180 bags. An average of 40 inter-island mails also passed through the Post Office in each of those years. Inter-island airmail between Stanley and the farm settlements was carried when flying conditions permitted. External airmail was taken by sea to Montevideo and thence by air.

In addition to its normal postal and telegraphic functions, the Post Office was also responsible for the payment and accounting of children's allowances and old age pensions.

There were eight sub-post offices under the control of the General Post Office at Stanley—one at Fox Bay, one at South Georgia, and six in the British Antarctic Territory.

Chapter 12: Press, Broadcasting and Films

PRESS

THE only periodical published in the Colony, other than the official Gazette, is the *Falkland Islands Monthly Review*, which appears on the first Monday of each month. A weekly newsletter is broadcast to Stanley, the Camp, and the Dependencies.

BROADCASTING

The Falkland Islands established the first colonial broadcasting service. In the early part of 1929 a wired broadcasting system was started in Stanley; the service covered not only the town but also many parts of the East Falkland, the programmes being carried to outlying farms by the normal telephone lines. Although a number of earlier experiments were made, wireless broadcasting from a radio transmitter did not become a regular feature until 1942. The two methods, operated jointly, are now a well-established service in the islands.

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

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

There were 575 wireless receiving licences issued in 1962, and in the same year 337 wired broadcasting subscriptions were paid. The figures for 1963 were 606 and 344 respectively.

FILMS

The Central Film Library, established in 1953, continues to thrive and its membership now stands at 20, made up of 18 farm settle-

ments, R.M.S. *Darwin*, and a commercial hirer who exhibits films in Stanley once a week. The library operates on a non-profit basis and obtains films from a number of distributors in the United Kingdom and from the Central Office of Information in London.

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

INFORMATION SERVICES

No information service is operated by Government. Important announcements are broadcast over the local radio station.

Chapter 13: Local Forces

THE Falkland Islands Volunteer Corps was first formed in 1892. The Force stood down in 1919 and was reconstituted in 1920 as the Falkland Islands Defence Force. Service in the Force is voluntary.

Annual compulsory training, for active members only, consists of eight instructional parades each of one hour's duration, annual musketry classification, the ceremonial parade on the occasion of Her Majesty The Queen's birthday, and a maximum of four other ceremonial parades as may be ordered by the Commandant. Ceremonial parades are held on Remembrance Sunday and the anniversary of the Battle of the Falkland Islands. In addition to the foregoing, twelve parades, each of one hour's duration, are compulsory for first-year recruits.

The full-bore rifle competition for the Falkland Islands Force 122 Trophy is held annually for members on the Active Roll of the Force. The Stanley Cup Competition, which is also an annual event, is held in commemoration of the Battle of the Falkland Islands and is open to all members of the Force.

Small-bore rifle shooting takes place on two evenings a week throughout the winter months in the Drill Hall, which is also used for such other activities of the Force as badminton, physical training, and social evenings.

Chapter 14: General

D.S.I.R. RADIO RESEARCH SUB-STATION

THE sub-station was established in Stanley in 1947 as an ionospheric observatory and is maintained and staffed by the Radio Research Organisation of the Department of Scientific and Industrial Research. The staff of the sub-station increased from five to eight during the period under review.

The scope of the work carried out by the sub-station has increased during the last three years. At the beginning of 1960 the work was mainly concerned with measurements on the bottom side of the ionospheric reflecting layers immediately overhead. This work, which is still continuing, uses automatically operated transmitters and receivers to measure the height and frequency characteristics of the layers at hourly intervals. The measurements are recorded on film which is analysed at the station, the film and the results being sent to a World Data Centre at the Radio Research Station, Slough, England, where, together with similar measurements from many other stations scattered throughout the world, they are made available for general scientific use.

One such use is the prediction of ionospheric conditions for radio communications. The Radio Research Station at Slough used to issue predictions three months in advance. Although predictions are no longer issued the station is now able to supply to anybody interested a series of contour charts which permit predictions to be made for any period in advance provided an estimate of the Ionospheric Index IF^2 can be made.

The measurements are also used for long-term research into the nature and behaviour of the ionosphere.

Using artificial earth satellites similar measurements of the height and frequency characteristics of the top-side of the ionospheric layers can now be made. These satellites, which also measure a variety of other properties of the upper atmosphere, send their measurements back to earth by radio signals which can be picked up by specially designed high-gain steerable aerials. Towards the end of 1960 a decision was taken to provide such an aerial, together with the necessary equipment for recording the measurements, at the sub-station in Stanley, as one of a small number of British Satellite Telemetry Stations spaced strategically around the world.

During 1961 and the early part of 1962 the aerial was erected and the new equipment installed, so that the station was operational when the first top-side sounder satellite was launched in 1962. During the rest of 1962 and 1963 the station received and recorded information from the satellite daily, the results being sent to the Radio Research Station, Slough, for analysis.

As in previous years, the sub-station has maintained close liaison with the British Antarctic Survey. Regular contact was maintained with both bases carrying out ionospheric measurements, namely, Argentine Islands and Halley Bay. The results obtained by these bases were passed through the sub-station at Stanley for transmission to the World Data Centre. Such measurements are of particular value since they come from high southerly latitude stations.

A seismograph which was originally installed during the International Geophysical Year was operated by the sub-station on behalf of the British Antarctic Survey to give a continuous record of seismological disturbances.

METEOROLOGICAL SERVICES

Meteorological services within the Colony were provided by the Main Meteorological Office of the British Antarctic Survey using the information assembled for meeting its routine international commitments. A more detailed account of the meteorological organisation is given under The Dependencies, Part II, Chapter 12 (page 70).

PART III

Chapter 1: Geography

THE Falkland Islands lie in the South Atlantic Ocean, between latitudes 51° and 53° South and longitudes 57° and 62° West, on the edge of the Patagonian Continental Shelf.

The group, consisting of two large islands and about 200 smaller islands, with a total land area of approximately 4,700 square miles, is situated about 400 miles north-east of Cape Horn and about the same distance from the eastern entrance to the Straits of Magellan. Montevideo, in Uruguay, which is the normal port of entry for the Falkland Islands, lies 1,010 miles to the north of the capital, Stanley.

Complete aerial photographic cover of the Colony is now available and topographical maps have recently been published.

GEOLOGY AND LANDFORMS

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

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

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

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

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

During the quarternary era, when adjacent parts of the South American mainland were glaciated, the Falkland Islands were ice-free. There is no evidence of any permanent glaciation within the group and it is supposed that, even at the glacial maxima, the climate was periglacial. During this period, large accumulations of quartzite boulders—stone runs, as they are called—formed in the valley floors of upland areas. The origin of the stone runs has been attributed to solifluction—soil creep down the valley sides, assisted by frost-and-thaw action—but this explanation is not wholly convincing.

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

of Choseul Sound and Brenton Loch, where the rocks are virtually undisturbed, the whole country is a flat plain which seldom rises more than 100 feet above sea-level.

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

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

CLIMATE AND VEGETATION

The Falkland Islands lie on the northern edge of the depression belt through Drake Passage; they are thus dominated by westerly winds and by the continuous variation of weather caused by the procession of air masses and fronts across them. The islands lie in the lee of the South American continent, but are separated from the mainland by about 300 miles of relatively cold sea. Although the warming and drying influence of the Andes is still felt in the islands, the effect upon the climate is considerably modified by this sea passage. The climate of the Falkland Islands is characterised by the narrow temperature range, high winds, seasonal uniformity and day-to-day variability of weather which are commonly associated with an oceanic situation in temperate latitudes.

The majority of reliable and long-term climatic records which are available for the Falkland Islands depend upon observations which have been made in the vicinity of Stanley. Consequently there is little precise knowledge as to how temperature and rainfall vary through the archipelago as a whole. Several farms keep rainfall records but, as a reliable contour map has not hitherto been available, it has not been possible to construct a reasonably accurate chart showing rainfall distribution. At Stanley the mean monthly temperature varies between 49° F. in January and 35.5° F. in July.

The air temperature has never been known to exceed 77° F. or to fall below 12° F. No month is entirely frost-free, although the air temperature rarely falls below 32° F. in January or February. Average values for relative humidity are high. In consequence, the incidence of cloud is high with a large proportion of overcast days. The low sunshine records reflects this cloudiness, for only about 35 per cent of the total possible sunshine is recorded annually. The rainfall at Stanley is about 25 inches, spread fairly evenly throughout the year, with a maximum in summer (December and January) and a minimum in early spring (September and October). The number of days with rain is high throughout the year (16–21 days per month). Snow falls on about 50 days during the year and has been recorded in every month. Snowfalls are, however, light and soon melt. The wettest year on record was 1911, when 37 inches of rain were measured. The driest year was 1960, with only 19.4 inches.

The prevailing winds are westerly. More than two-thirds of the winds blow from the quadrant between south-west and north-west. There is little seasonal variation in wind direction. The average wind speed is about 17 m.p.h. with very little diurnal or seasonal variation. Calm conditions are rare. Gales occur on about four days during each month, but on many other days the wind strength is only a little below gale force. The persistence and strength of the wind are, without doubt, the most marked and disagreeable features of the climate.

The cool, windy climate has prevented natural tree-growth. The natural climax vegetation of the Falkland Islands is a grassland with certain species of heath and dwarf shrubs, which form plant communities similar to the moorland vegetation of upland Britain. The monotonous succession of arenaceous and argillaceous sedimentary rocks, with the absence of limestone, is reflected in the uniformity of the sub-soil type. The top-soil is generally peaty, though the thickness of the peat horizon may vary from less than one inch to more than fifteen feet. Much of the uplands are bare of vegetation, comprising eroded peat, scree and stone runs.

The grasslands of the Falkland Islands represent the sole natural resource which has proved capable of economic exploitation throughout the entire history of colonisation. Following the first settlement by the French in 1764, cattle ran wild on East Falkland. By 1840, the number of wild cattle had reached some figure between 50,000 and 100,000 and appeared to be increasing rapidly despite the large numbers killed annually. During the early years of the Colony, the sale of beef to visiting ships represented the principal economic

activity. Within ten years, however, sheep began to replace the wild cattle which were systematically slaughtered until, by 1880, they had been virtually exterminated. During the last thirty years of the nineteenth century, sheep-farming developed rapidly. Between 1893 and 1899, there were more than 750,000 sheep in the islands. This appears to have been a greater number than the pastures could support by the methods of large-scale ranching which have always been employed. After 1898, the number of sheep began to fall and this decline has persisted until the present day. This trend has been attributed to many factors, but certainly one of the most potent has been the deterioration of the richer grazing areas by continuous over-stocking in the past at all seasons.

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

The Director of the Hill Farming Research Organisation in Scotland visited the islands during 1960-61 in connection with improvement to the pastures and to the sheep industry generally. His report is being studied, and action as a result of his comments and recommendations is planned.

WILD LIFE

The Falkland Islands are a rich source of wild life, and many other unexplored fields of natural history. The deep sub-antarctic waters of the South Atlantic, which surround these islands, are rich in many forms of marine life. Life in these waters includes at one end the microscopic algae, upon which certain species of sea birds feed, and at the other end the huge mammals of the sea such as whales.

Besides those mammals living in the sea, the waters, reefs, and vast kelp seaweed beds play a major part in the life cycle of other species, supplying food to countless thousands of penguins and other sea birds which breed in these islands.

There is a variety of bird life in the islands. As one would expect, those species depending on the sea for food are found in greater numbers. The favourite with most people is the comic and fascinating penguin, which is found in all parts of the Falkland Islands, the commonest kinds being the rockhopper (*Eudyptes crestatus*), jackass (*Spheniscus magellanicus*) and gentoo (*Pygoscelis papua*). Other species of sea birds breeding in appreciable numbers are the black-

browed albatross (*Diomedea melanophrys*), Dominican gull (*Larus dominicanus*), dolphin gull (*Leucophaeus scoresbii*), rock shag (*Phalacrocorax magellanicus*), king shag (*Phalacrocorax albivent*), a number of petrel species, and a most attractive sea-bird, with feathers of a delicate grey-blue shade, the thin-billed prion (*Pachiptila belcheri*).

Among the birds which predominate in coastal and inland waters are a number of varieties of ducks and geese and the beautiful black-necked swan (*Cygnus melanocoriphus*) which can be seen on some inland and tidal waters. No account of wild life would be complete without a mention of the upland goose (*Chloephaga magellanica*) that handsome bird so tame and common round almost every settlement which, alas, is such an enemy of the farmer because of the amount of grazing it consumes. A very handsome military starling (*Pezites militaris*) with a brilliant red breast, is only one of several smaller species of land bird.

Under the heading "birds of prey" come the magnificent red-backed buzzard (*Buteo polyosoma*) and the smaller, swift flying Cassin's falcon (*Falco peregrinus cassini*).

In all, the Falkland Islands have nearly sixty breeding species of birds, and there is always the possibility of observing a number of visitors and vagrants.

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

Amphibious marine mammals are represented by seal, which breed in considerable numbers. The southern sea lion (*Otaria byronia*), is perhaps the most abundant, and breeds on many of the small islands around the mainland coasts. The large and bulbous looking sea elephant (*Mirounga leonina*) breeds in certain areas of the Falklands. Small numbers of these seals can often be found hauled up on sand beaches around the coast. Occasionally the less common leopard seal (*Hydrurga*) can be observed in certain coastal areas. As its name suggests, specimens coloured very much like leopards are seen, the whole pelt being yellow with quite vivid black spots. Except in certain more inaccessible areas, fur seals (*Arctocephalus australis*) are rarely seen on the main coastlines. This

comparatively small seal, after nearly being exterminated by sealers in years gone by, is now breeding in stronger numbers in a few areas around the Falklands.

Whale and dolphin, true marine mammals, are seen in many Falkland waters. Rarely does a vessel leave harbour without being joined by an escort of Commerson's dolphins (*Cephalorhynchus commersonii*) to break and dive through the boat's bow waves in play.

POPULATION, LAND TENURE AND ECONOMY

The population is almost entirely of British origin, with a very small admixture of Scandinavian and Latin American blood. The first settlers, some of whose descendants still live in the Colony, began to arrive during the uneasy years which followed the establishment of the Colony in 1833 (see page 55). During the remainder of the nineteenth century the population increased until it had reached about 2,000 in 1900. During the whole of the twentieth century, the population has fluctuated between 2,000 and 2,300. This unique condition of an almost static population may be accounted for by the fact that, owing to the limited economic opportunities, emigration from the islands has practically balanced the natural increases throughout the period.

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

From time to time, attempts have been made to exploit other natural resources or to diversify the ranching economy but all these have ultimately failed. During the late nineteenth century, Stanley was an important revictualling port with a primitive ship-repairing industry. These activities began to dwindle after steamships started to replace sailing ships and finally died when the opening of the

Panama Canal diverted shipping from the Cape Horn route. Sealing had been carried out sporadically since the earliest days of settlement in the islands, but since the wholesale destruction of the valuable Southern fur seal in the early years of the nineteenth century, the other, oil-producing species of seal have had less economic importance. The last attempt at commercial sealing was made by the Colonial Development Corporation but survived for only three seasons. An effort was made to establish a meat freezing plant at Ajax Bay, East Falkland, but this project, also assisted by funds from the Colonial Development Corporation, was discontinued in 1955 and the plant was put up for sale. Whaling was carried out for a few years before the first World War, when a shore factory was built on New Island, West Falklands. This was always subsidiary to the greater activity at South Georgia, whither the company moved in 1916.

SETTLEMENT AND COMMUNICATIONS

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

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

Communications with the rest of the world are largely confined to the monthly journeys made by the one small vessel belonging to the Falkland Islands Company. Voyages are made to Montevideo, in Uruguay, every month and about once a year to Punta Arenas, in Chile.

Chapter 2: History

THE honour of first sighting the Falklands is thought to belong to Captain John Davis, who observed the group from his ship *Desire* in 1592. He sailed from Plymouth in an expedition commanded by Admiral Cavendish with the Philippines and the coast of China, via Cape Horn, as their destination.

John Jane, the historian of the voyage, described the discovery of the islands as follows:

"The ninth (August 1592) wee had a sore storme, so that wee were constrained to hull, for our sailes were not to indure any force. The 14 wee were driven in among certaine isles never before discovered by any knowen relation, lying fiftie leagues or better from the shore East and Northerly from the Streights; in which place unlesse it had pleased God of his wonderful mercie to have ceased the winde, wee must of necessite have perished. But the winde shifting to the East wee directed our course for the Streights, and the 18th August wee fell with the Cape (Virgin) in a very thick fogge; and the same night wee ankered ten leagues within the Cape."

These isles were the Falkland Islands.

Two years later Sir Richard Hawkins reports having seen them, and called them "Hawkins's Maidenland" after Queen Elizabeth, and a Dutchman, Sebald Van Weerdt, appears to have visited some of the outlying islands, thought to be the Jasons, on the north-west coast, in 1598. They were long named the Sebaldine Islands and are so shown on a map hanging in the Secretariat at Stanley, bearing a date "about 1790."

The Falklands were so named by Captain Strong after Viscount Falkland, Treasurer of the Navy, in 1690. He sailed in the *Welfare* between the West and East Falklands and called the passage Falkland Sound. But it does not appear that his name was applied to the group as a whole before 1745.

To historians the islands are known also as "Les Iles Malouines" after Viscount de Bougainville, who sailed from the Brittany port of St. Malo; the Spanish variant of "Las Islas Malvinas" is used on the mainland of South America.

The recorded history of the islands begins in 1764 when a settlement was established by de Bougainville. Setting sail from St. Malo on the 15th September 1763, he called at Montevideo—as is still

the custom—where he took on board everything that was necessary to establish a settlement, including cows, calves, goats, sheep, pigs and horses. The Falklands were reached on the 31st January 1764. Finding no good anchorage at what is now known as West Falkland, the expedition sailed round to East Falkland and entered Berkeley Sound. The site for the new settlement was selected on the 17th March and a fort, St. Louis, was erected, together with several huts. On the 5th April formal possession in the name of King Louis XV was taken of all the islands under the name of "Les Malouines." Traces of this colony may still be seen at the western extremity of Berkeley Sound.

In the light of history it seems a strange coincidence that the Admiralty should have despatched to the Falklands about the same time a Captain John Byron ("Foul-weather Jack") with orders to seek some suitable place to use as a base. He had his landfall at Saunders Island and, taking possession of this and all the neighbouring islands in the name of King George III, named the settlement and harbour "Port Egmont" after the Earl of Egmont, then the First Lord of the Admiralty.

On his departure he left Captain MacBride in charge and the latter, while circumnavigating the islands, was surprised to discover the French settlement at Port Louis less than 100 miles from his own base. He warned the French to remove themselves from the territory belonging to the English Crown and himself went to England to report his discovery. The Government thereupon decided to establish a settlement at Port Egmont and during 1766 both countries maintained settlements in the islands. For the next two years much bad feeling was engendered among the three great Powers of the period, France, Spain and England. Spain had for long regarded the South Atlantic as her own particular sphere of interest and was determined to resist any attempts by either France or Britain to appropriate the islands. After long and very angry correspondence, the French King consented to withdraw his subjects and this was duly done in 1767 on payment of a sum said to have amounted to £24,000. The Spaniards, having taken possession, changed the name of the settlement to Soledad, and left a garrison there under authority of the Imperial Governor at Buenos Aires. Of this episode, de Bougainville wrote:

"I delivered our settlement to the Spaniards who took possession of it by planting the Spanish colours which were saluted at sunrising and sunset, from the shore and from ships. I read King Louis' letter to the French inhabitants of this infant colony by which His Majesty permits their remaining under the Govern-

ment of His Most Catholic Majesty. Some families profited of this permission: the rest, with the garrison, embarked on board the Spanish frigates."

Endeavours to induce the British to withdraw were more protracted and eventually orders were sent for their expulsion by force. On the 4th June 1770, a Spanish frigate entered Port Egmont and two days later four more Spanish ships anchored opposite the settlement. The one British vessel was a sloop-of-war, the *Favourite*, and the only fortifications a block-house and a mud battery mounting four-pounders. The British Captain, playing for time, wrote to the Spanish commodore, requesting him to depart as soon as he had obtained "necessary refreshments." In a brief reply the Spaniard stated that he had come with a very large force, comprising 1,400 men, besides the crews of his vessels, and an ample supply of ammunition and artillery, and his orders were to expel the British occupants. The latter then had no other course but to capitulate, the Spanish troops coming ashore on the 10th June 1770. The British settlers were embarked on board the *Favourite* and sailed on the 14th June, reaching England on the 24th September.

The Spanish action brought the two countries to the verge of war, but on the 16th September 1771, after protracted negotiations, Port Egmont was restored to Britain. However, the settlement was short-lived, for the islands were abandoned by the British in 1774; before they left a plaque was erected on a block-house with the following inscription:

"BE IT KNOWN TO ALL NATIONS That Falkland Islands with this Fort, the Stonehouse, Wharfs and Harbours, Bays and Creeks thereunto belonging are of the Sole Right and Property of His Most Sacred Majesty, George the Third, King of Great Britain, France and Ireland, Defender of the Faith, etc. In witness whereof this plate is set up, and His Britannic Majesty's colours left flying as a mark of possession

by S. W. Clayton

Commanding Officer at Falkland Islands

A.D. 1774 "

While Port Egmont remained deserted, the Spaniards maintained their settlement of Soledad until they too withdrew in the first quarter of the nineteenth century; the exact date is still uncertain. Apart from the sealing and other vessels which frequently took refuge in the natural harbours the Falklands were without permanent occupants for a number of years.

Argentine interests in the Falklands began in 1820 with the endeavours of Louis Vernet to revive the settlement at Port Louis (or Soledad). Vernet, by origin a German from Hamburg who had long resided in America, had moved to Buenos Aires. Under the authority of the Republic of Buenos Aires he finally took possession of Soledad in August 1829. British protests followed this action, although the situation remained quiet until 1831. Vernet then seized three United States vessels, a rash action which eventually led to the American warship *Lexington* destroying the small fort at Soledad and retaking the vessels which had been seized.

Argentine claims to the islands persisted, but the British Government reasserted its sovereignty in 1832 by sending out H.M.S. *Clio* under command of Captain Onslow. On reaching Port Louis he found 25 Argentine soldiers, and a schooner flying the Argentine colours. The Argentine commander was acquainted with the object of the mission and given orders to quit; while consenting to embark his soldiers he kept the Argentine flag flying, whereupon Captain Onslow landed, hoisted the British flag, and sent an officer to haul down the foreign flag, which was delivered on board the Argentine ship. On leaving Port Louis in 1833 Captain Onslow entrusted William Dickson (Vernet's storekeeper) with the care of the settlement, leaving him with instructions that the British flag be hoisted when any vessels anchored and on all holidays.

The year of establishment of the Colony is marked with a savage crime, which will cause less surprise if the wild nature of the settlers remaining at Port Louis is called to mind—sealers and whalers of various nationalities, Indians, convicts and gauchos from South America, and adventurers generally disposed to resent the mere existence of authority. On the 26th August 1833, without warning and, as far as is known, for no tangible cause, Mathew Brisbane (Vernet's agent) and William Dickson were brutally done to death by three gauchos and six Indians, assisted by some deserters from vessels who supplied the firearms. Brisbane lies buried in the cemetery here, and his grave, put in order by Governor Allardyce many years after, and restored again by Sir James O'Grady in 1933, is now cared for and honoured.

When the news of the crime became known Lieutenant Henry Smith, R.N., was sent to the Colony as Governor and was succeeded as such by other naval officers until a civil administration was formed under Lieutenant R. C. Moody, R.E., in 1841. Governor Moody laid out a township which he named Anson and then removed in 1844 to Stanley, the present capital.

After difficult times at the beginning further settlers and fresh capital were gradually attracted by the possibilities of the new Colony, and in 1846 that part of the East Falkland Islands lying south of the isthmus at Darwin was conceded by sale to Samuel Lafone of Montevideo. Lafone, however, did not long continue to farm the property on his own account and in 1851 transferred it to the Falkland Islands Company, which was incorporated by charter that same year. The Falkland Islands Company, besides owning Lafonia, has extensive tracts of land in the northern half of the East Falkland Island and also on the West Falkland Island, and carries on business as shipping agents and general merchants in Stanley.

In 1849 the small garrison, composed of Sappers, which had been maintained in the Colony was replaced in turn by a garrison of Royal Marines, 25 in number and all married. About this time the South American Missionary Society founded a training settlement for Indians from Tierra del Fuego on Keppel Island. The settlement did not succeed and the experiment had to be abandoned. Bishop Stirling, who was consecrated the first Bishop of the Falkland Islands in 1869, came out to Keppel Island as superintendent of the settlement in 1862.

In February 1871, the Duke of Edinburgh visited the islands and in January 1881, Prince George (later King George V) entered Port William, together with his brother Prince Albert Victor, on board H.M.S. *Bacchante*, but was prevented from landing by the receipt of sudden orders to proceed to the Cape of Good Hope.

The early industry of the Colony was exploitation, mainly for their hides, of wild cattle running freely over the East Falkland Island. These wild cattle were descendants of the cattle introduced by de Bougainville and of later importations during the Spanish occupation; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor. Sheep farming was attempted first by the brothers Whittington on East Falkland, where, by the year 1860, a considerable number of sheep was being run. Shortly afterwards a start was made on the West Falkland. Between 1870 and 1880 a definite change-over from cattle to sheep took place, and subsequently the wild cattle were killed off by degrees and have now become almost extinct.

The Colony enjoyed a steady prosperity from the proceeds of its wool, but few landmarks of positive progress stand out, other than that in 1885 the Colony became entirely self-supporting and that in 1912 a wireless station was opened. Indeed, the Falkland Islands were little remembered until 8th December 1914, when they sprang

into fame as the scene of Sturdee's brilliant victory over Graf von Spec. Not long before they had bidden farewell to Craddock on the eve of Coronel. The 8th December has been adopted as a national day and is annually celebrated by religious services and by a public holiday. A memorial commemorating this victory was unveiled on the 26th February 1927.

When war was declared in 1939 the Falkland Islands Defence Force was mobilized in order to man the previously chosen outposts and gunsites, and training of the infantry company was greatly intensified. At the same time the Colony's value as a naval base became obvious as a result of the activity in the South Atlantic. One notable local event was the return of the British cruisers after the Battle of the River Plate to land the wounded, who were cared for in the local hospital for several weeks. At the beginning of 1940 there were at one time as many as six cruisers in Stanley harbour and its approaches, but after the disappearance of the German raiders, naval activity diminished greatly. The area to the south of the River Plate was devoid of shipping and, perhaps, too remote for submarine warfare.

In 1942, following the outbreak of war with Japan, a garrison of Imperial troops arrived. It comprised the 11th Battalion, the West Yorkshire (the Prince of Wales' Own) Regiment, the 259th A.A. Battery, R.A., and parties of the Auxiliary Corps, in all some 2,000 officers and men. The sending of such a force was an indication of the strategic importance of the Colony. But the local forces still had to man the batteries and outposts as before; so the shortage of manpower for civilian purposes continued.

Until a permanent camp of Nissen hutting was constructed, the 2,000 troops were billeted in the town, and the householders of Stanley, despite all inconveniences, including the evacuation of schoolchildren to the Camp, displayed the hospitality which is a characteristic of the Falkland Islands. The Force left at the beginning of 1944 and was greatly missed; it was succeeded by a much smaller body, about 200 men, which was responsible for the maintenance and eventual dismantling of the camp and was withdrawn in 1945.

Unemployment in the Colony disappeared with the calling up of men for the Falkland Islands Defence Force and this mobilisation embarrassed civil affairs in the early days. Military and civil manpower needs were a matter for frequent adjustment throughout the war, and although neither was perhaps fully satisfied, a state of fair equilibrium was reached, at least as regards essential activities. The

drift of men into Stanley, which had been going on for some years, was aggravated in the early days of the war and has had a marked and permanent effect in a labour shortage on the farms.

Stanley Town Hall was accidentally burned to the ground in 1944. Its fine public hall played a very important part in social life, so that the loss of it was a blow to the whole community. The building contained also the Public Library, the Museum, and certain Government offices. A new Town Hall was opened in 1950.

During the war the Colony and Dependencies made gifts of over £70,000 to the United Kingdom as a war contribution, including some £20,000 for war charities. Ten Spitfires were purchased with £50,000 of this total, which was voted by the Legislative Council in 1940, and these aircraft flew into action bearing the name "Falkland Islands." Despite limited manpower, over 150 of the Colony's young men and women served in the Armed Forces, Merchant Navy, Nursing Services and the Land Army in the United Kingdom. After the war some of them elected to stay there.

The roads in Stanley deteriorated on account of heavy military traffic, for which they were not designed. Work on their reconstruction is well advanced.

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

Chapter 3: Administration

At the head of Government is the Governor and Commander-in-Chief, who is advised by an Executive Council composed of three *ex officio* and either four or five unofficial members. The three *ex officio* members are the Colonial Secretary, the Senior Medical Officer, and the Colonial Treasurer.

The constitution of the Legislative Council was changed in 1951, giving for the first time a majority to the unofficial members. With the Governor as President, the Legislative Council is composed of three *ex officio* members (the Colonial Secretary, the Senior Medical Officer, and the Colonial Treasurer), two nominated official members, four elected members and two nominated unofficial members.

The Legislative Council was dissolved on the 20th December 1963 on the expiry of its period of office and arrangements were made for a general election to be held early in 1964.

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

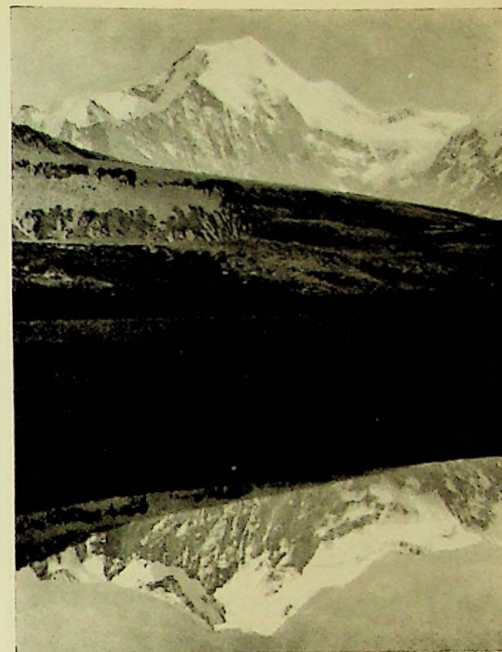
Chapter 4: Weights and Measures

IMPERIAL weights and measures are in general use.

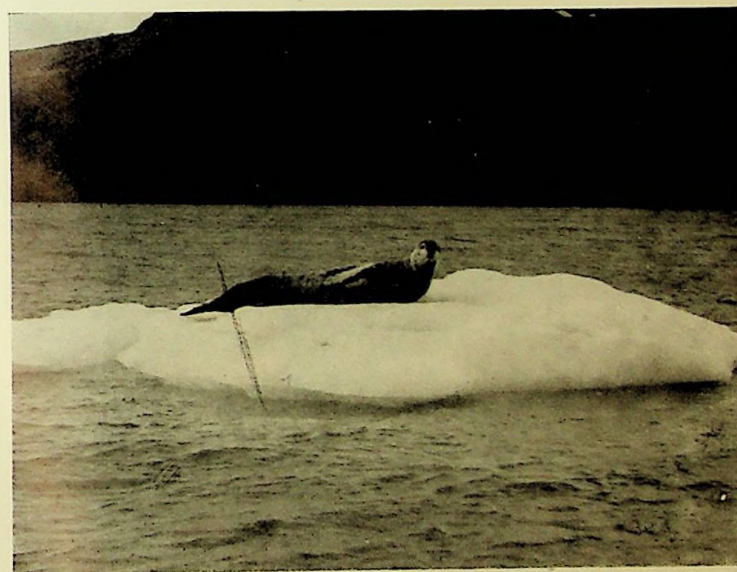
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Reflection of
Mount Sugarloaf,
West Bay,
South Georgia



Crabeater Seal, Moraine Fjord, South Georgia



Part of Gentoo Penguin Rookery, West Cumberland Bay, South Georgia



*Sooty Albatross Chick,
South Georgia*

The Dependencies

PART I

General Review of 1962 and 1963

By an Order in Council which came into force on the 3rd March 1962, that part of the Falkland Islands Dependencies lying south of latitude 60° South and between 20° and 80° West longitude was constituted a separate colony under a High Commissioner, under the name of British Antarctic Territory. The Falkland Islands Dependencies now comprise South Georgia, South Sandwich Islands and certain rocks; the only inhabited island is South Georgia. The report which follows deals with the Dependencies as now constituted.

A number of changes have taken place in the whaling industry at South Georgia during the past two years. Only one company, Albion Star (South Georgia) Limited, which had acquired the interests of Compania Argentina de Pesca in Grytviken and of the Tonsberg Company in Husvik, applied for and was granted a licence for the 1961-62 season. This company operated the land station at Grytviken only. Due mainly to factory improvements carried out during the previous winter the production figures of 1,480 tons of bone meal and 5,688 tons of meat meal were exceptionally high. No frozen meat was produced. The number of whales caught in the 1961-62 season was 1,182 compared with 2,274 in 1960-61, when two companies operated, and 49,815 barrels of oil were obtained in 1961-62 compared with 109,796 in 1960-61. The remaining company with interests in South Georgia, the South Georgia Company, Limited, operated its Leith Harbour station only as an oil storage base for its pelagic fleet. Stromness station, also belonging to this company, was used for ship repairs and oil storage.

No whaling was undertaken at South Georgia during the 1962-63 season.

In 1963 the Albion Star Company sub-let its lease of the land station at Grytviken to a consortium of three Japanese companies. The main product of the Grytviken station was frozen whale meat, but meat and bone meal and meat extract were also produced. This station was also engaged in sealing operations, which were carried out with the assistance of personnel and vessels of the Albion Star

Company. The South Georgia Company Ltd. also transferred its interests in South Georgia at about the same time to a Japanese company, which worked Leith Harbour station. Frozen meat was the main product, but some oil was also produced. There were no other by-products. All the Japanese companies worked on an experimental basis and it is not yet certain that further whaling will be undertaken by them at South Georgia.

The new Shackleton House, erected to replace the bachelor quarters for the Government staff at King Edward Point, was completed during 1963. This modern building contains sixteen single bedrooms, a six-bed dormitory, accommodation for a doctor and a dentist, an excellent lounge, kitchen and dining room, and various other smaller rooms. The facilities offered by this building should do much to improve the comfort and welfare of those stationed there.

PART II

Chapter 1: Population

THE population of South Georgia comprises the workers at the whaling stations and the Government officers at King Edward Point in Cumberland East Bay. The total population on the 31st December 1963 was 421. Two births were registered in 1962 and none in 1963. There were neither marriages nor deaths. The population fluctuates with the whaling season; in winter the total declines to rather less than half the number resident during the summer.

Chapter 2: Occupations and Wages

WHALING and, to a small extent, sealing are the only occupations in South Georgia. From January to March 1962, when Grytviken was the only operational station and engaged in both whaling and sealing, the entire labour force was recruited from Norway. There were only small maintenance crews at Leith Harbour and Grytviken during the 1962-63 season, but whaling and sealing operations recommenced at both stations under Japanese management in October 1963.

All companies provided employees with free quarters, light and food in addition to wages. There was also a system of bonuses payable on production results.

Chapter 3: Public Finance and Taxation

REVENUE for 1962-63 amounted to £149,062, of which £100,000 was received from Her Majesty's Government in the United Kingdom as a grant. In addition the Dependencies Reserve Fund investments, which amounted to £111,090, were realised.

Expenditure during 1962-63 was £251,625, including Special Expenditure of £187,633. The largest single item of expenditure was the new Shackleton House at King Edward Point, totalling £179,763.

The general revenue balance at the 30th June 1963 was £8,326.

Chapter 4: Currency and Banking

LEGAL tender consists of Falkland Islands Government currency notes of £5, £1 and 10s. denominations and United Kingdom coinage.

There are no banks, but facilities are provided by the Administration for deposits in the Government Savings Bank at Stanley and for remitting funds abroad.

Chapter 5: Commerce

EXCEPT for a certain amount of whale meat and fish, all requirements of foodstuffs were imported.

The values of imports and exports for the years 1962 and 1963 were:

IMPORTS

(including imports from High Seas for re-export)

	1962 £	1963 £
Food	34,620	1,666
Beverages and tobacco	2,059	5,058
Crude materials, inedible, except fuels	8	1,005
Mineral fuels, lubricants and related materials	150,951	142,846
Animal and vegetable oils and fats	365,650	141,200
Chemicals	1,280	728
Manufactured goods classified chiefly by materials	11,909	4,273
Machinery and transport equipment	1,344	7,988
Miscellaneous manufactured articles	119,680	5
TOTAL IMPORTS	£687,501	£304,769

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY 1962

Item	Value £	Quantity	Principal Supplying Countries
Animal and vegetable oils and fats	365,650	46,974 brls.	High Seas £365,650.
Mineral fuels, lubricants and related materials	150,951	27,909 tons 318 cys.	Curaçao £109,566, Canary Islands £37,110, United Kingdom £4,275.
Miscellaneous manufactured articles (including Living Quarters)	119,680	9 tons 1 no.	United Kingdom £119,057 Norway £623.
Provisions	34,608	119 tons 7,060 doz. eggs	United Kingdom £30,114, Argentina £3,136, Norway £1,358.

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY 1963

Item	Value £	Quantity	Principal Supplying Countries
Animal oils and fats	141,200	10,590 brls.	High Seas (all).
Fuel Oil	142,286	18,465 tons	Venezuela £74,583. Canary Islands £64,500.

PRINCIPAL SUPPLYING COUNTRIES

	1962 £	1963 £
High Seas	365,650	144,330
United Kingdom	167,392	1,003
Curaçao	109,566	—
Canary Islands	37,110	64,500
Norway	4,581	7,960
Argentina	3,136	—
Denmark	66	182

SOURCES OF IMPORTS

	1962 %	1963 %
Commonwealth	24.38	0.32
Foreign Countries	22.45	52.31
High Seas	53.17	47.37

DOMESTIC EXPORTS

	Value 1962 £	Value 1963 £	Quantity 1962	Quantity 1963
Whale oil and seal oil	294,718	330,890	6,507 tons	4,727 tons
Other whale products	298,519	401,625	7,090 tons	4,317 tons
TOTAL VALUE	£593,237	£732,515		

RE-EXPORTS

	Value		Quantity	
	1962	1963	1962	1963
	£	£		
Fuel Oil	96,928	59,083	12,116 tons	11,667 tons
Good returned for repair	11,406	38,486	120 tons	55 tons
Empty containers	900	—	90 (no.)	—
Lubricating oil	—	286	—	16 barrels
TOTAL VALUE	£109,234	£97,855		

DESTINATION OF EXPORTS

(including re-exports)

(a) by value

	1962	1963
	£	£
United Kingdom	306,601	2,000
Holland	250,158	337,190
High Seas	101,127	59,369
Argentina	44,560	—
Norway	25	36,486
Japan	—	395,325

(b) by percentage of total value

	1962	1963
	%	%
Commonwealth	44	—
Foreign Countries	41	93
High Seas	15	7

Chapter 6: Production

WHALING and sealing for oil are the only industries and the by-products of the whale, such as meat-meal, guano and meat extract are the only other products. The whaling season lasts for six months, from October until March. The sealing season is from March to November. For the primary purpose of assisting whaling operations the Government has, since January 1950, maintained a meteorological station in South Georgia.

Whaling

There are two whaling stations (operated by Japanese companies), both of which are in South Georgia.

The average price of first-grade whale oil in 1961-62 was £50 10s. 0d. per metric ton; in 1962-63 it was £67 7s. 6d.

During the 1961-62 season, 1,183 whales were killed, giving 49,815 barrels of oil valued at £412,065. Some 7,168 metric tons of meat and bone meal were produced, worth £421,288. Whaling operations were not undertaken at South Georgia in the 1962-63 season.

The following table shows the catch and production of whales for the past six seasons:

Season	Number of companies operating	Number of whales	Oil (barrels)	Meat and Bone Meal (metric tons)
1957-58	3	3,356	161,485	20,284
1958-59	3	2,504	102,638	14,704
1959-60	3	2,300	97,673	14,552
1960-61	2	2,274	109,796	13,805
1961-62	1	1,183	49,815	7,168
1962-63	—	—	—	—

Sealing

This is confined to the surplus males of the herds of elephant seals (*Mirounga leonina*) and exploitation is strictly controlled by the Administration. The annual catch is restricted to 6,000 a year, and sealing is permitted in only three of the four sealing divisions of South Georgia, one division being rested each year by rotation.

Chapter 7: Social Services

EDUCATION

THERE were two children of school age in South Georgia in 1963. There were no education facilities, but books and materials were supplied by the Education Department in Stanley.

HEALTH

Apart from colds and throat infections introduced from visiting ships during the whaling season, the Dependencies were remarkably free from sickness.

A Government-appointed doctor and dentist were stationed at South Georgia.

HOUSING

All Government officials are provided with quarters and the accommodation is provided by the whaling companies for the men working on the stations.

SOCIAL AMENITIES

Each whaling station has its own cinema. Football is played during the summer and there is ski-ing in winter.

Chapter 8: Legislation

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

1962

Appropriation (Dependencies) (1961-62) Ordinance, providing for the service between 1st July 1961 and 30th June 1962.

Supplementary Appropriation (Dependencies) (1960-61) Ordinance, legalising certain payments made in the year 1960-61 in excess of the Expenditure sanctioned.

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

Income Tax (Amendment) Ordinance, 1962.

Application of Enactments (Amendment) Ordinance, 1962.

1963

Appropriation (Dependencies) (1962-63) Ordinance, providing for the service between 1st July 1962 and 30th June 1963.

Customs (Whale Oil and Seal Oil Duty) Ordinance, reducing the export duty on whale oil and seal oil produced within the Dependencies or their territorial waters during the 1961-62 season to 1s., payable on export, for every 40 gallons or part thereof exported.

Appropriation (Dependencies) (1963-64) Ordinance, providing for the service between 1st July 1963 and 30th June 1964.

Chapter 9: Justice, Police and Prisons

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

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

Chapter 10: Public Utilities

THERE are no public utilities. The whaling stations and the Government station have their own water and electricity supplies. The capacity of the Government electric power station is 277 kW, generating at 230/400 volts 50 cycles.

Chapter 11: Communications and Transport

WITH the exception of a mail voyage by R.M.S. *Darwin* in June of each year there is no regular sea communication between South Georgia and Stanley. During the whaling season the opportunity occurs for the passage of mails direct between Europe and the River Plate and South Georgia. Ships of the pelagic fleet call at South Georgia on their way to the whaling grounds in November and again on their return journey in March.

South Georgia is usually visited on several occasions by the R.R.S. *John Biscoe* and the R.R.S. *Shackleton* in the course of their annual supply and relief tours of the British Antarctic Territory. H.M.S. *Protector* also pays a number of calls.

There are three floating docks at South Georgia, one at Grytviken and two at Stromness Harbour. The floating dock at Grytviken is 133 feet long and 34 feet broad; it has a lifting capacity of 600 tons. It will house vessels up to 140 feet in length and 15 feet 6 inches draught. The larger dock at Stromness is 150 feet long and 34 feet wide; this will accommodate vessels up to 160 feet in length and 15 feet in draught. There is a dry dock at Stromness which is capable of taking a vessel with a displacement of 975 tons.

There is one port of entry at Grytviken, South Georgia.

The following ships entered at South Georgia in 1962 and 1963:

	1962		1963	
	Vessels	Tonnage	Vessels	Tonnage
British . . .	44	32,907	20	20,536
Others . . .	12	49,894	27	43,446

The tonnage represents the total net register.

A post office is maintained at South Georgia. Because of the enthusiasm of philatelists the sale of stamps is a large item in the revenue of the Dependencies.

The Colonial Wireless Station at Grytviken is in regular communication with Stanley through which traffic passes overseas.

Chapter 12: Meteorological Services

METEOROLOGICAL services within the Dependencies and the British Antarctic Territory, as well as within the Colony, are provided by the British Antarctic Meteorological Service, which is constituted as an integral part of the British Antarctic Survey. The headquarters of the Service (originally established in 1950 as the Falkland Islands and Dependencies Meteorological Service) is at Stanley, but there is also an independent forecasting office at Grytviken (South Georgia) which is maintained by the Colony but technically controlled by the Chief Meteorological Officer at Stanley. With the exception of staff and equipment at Grytviken, the cost of the Service is carried on the British Antarctic Territory budget, with a small contribution from the Colony.

The general functions of the Service are:

- (i) the organisation of meteorological observations in the Falkland Islands and Dependencies and in the British Antarctic Territory, and the broadcasting of this information in the form of collective "synoptic" messages for international use;
- (ii) the provision of forecasts for the whaling fleets operating in the South Atlantic west of 10° W., and for shipping in general within the waters of the Falkland Islands and Dependencies and the British Antarctic Territory;
- (iii) the provision of forecasts for the general public and the Government Air Service within the Colony, and for any aircraft requiring meteorological support for operations in the area as a whole;
- (iv) the editing and publication of climatic data;
- (v) limited investigations into the meteorology of the area.

Forecasting Services

Forecast bulletins were broadcast from Stanley and Grytviken during the whaling seasons, and local forecasts for both the Falkland Islands and South Georgia were issued throughout the period. Forecasts were supplied to individual ships and to aircraft operating from British Antarctic Survey bases.

Reporting Stations and Collective Broadcasts

Full reporting stations were maintained throughout the period at Stanley, Grytviken, and several British Antarctic Survey bases. Two part-time observing stations were also maintained in the Falkland Islands. Observations from all the stations and from all ships reporting to Stanley or Grytviken were made available for international use in the form of W.M.O. Territorial Broadcasts transmitted from Stanley three times daily. An additional daily broadcast, as from the 1st July 1962, made available for international use observations obtained from upper-air soundings at Stanley and the British Antarctic Survey bases at Argentine Islands and Halley Bay, together with 1200 GMT surface analyses for a large area of the South Atlantic.

Staff

Staff at the Stanley Headquarters Office and at the Stanley Upper Air Unit were personnel of the United Kingdom Meteorological Office. Other staff were recruited directly.

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

PART III

Chapter 1: Geography

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

CLIMATE

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

PLANT AND ANIMAL LIFE

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

All other forms of life are restricted to the open ocean and to the coastal waters. The sea, itself, is teeming with life from the smallest unicellular organisms at one end of the food chain to the largest mammals at the other. All forms either spend their whole existence in the sea, or only come ashore to breed and moult, as do the birds and seals. The majority of those species which do breed on the coasts of Antarctica seldom venture far inland and generally migrate to temperate latitudes during the winter. The fauna of these seas is, on the whole, few in species but very rich in numbers.

Only the seals and whales have any economic value. The seals were first exploited in South Georgia a few years after the visit of Captain Cook in 1775. The principal species were the southern fur seal (*Arctocephalus australis*) which is only now beginning to return to some of the islands where it was most plentiful. The large oil-bearing elephant seal (*Mirounga leonina*) was also exploited during the first half of the nineteenth century, but recovered more quickly and has been taken under licence in South Georgia for more than fifty years. The other species of Antarctic seal are too solitary in their behaviour to warrant economic exploitation.

Whaling began early in the twentieth century and has grown into a highly specialised industry. From the beginning, South Georgia has been the most important centre of the industry and shore factories have operated at Grytviken, Leith Harbour, Stromness, Husvik, Godthul and Prince Olaf Harbour, though only two, Grytviken and Leith Harbour, are now worked. During the last 25 years increasing use has been made of pelagic factory ships which can operate in open ocean throughout the whaling season. There are five species of whale common in these waters, but only two, the fin whale and the sei whale can really be regarded as having great economic importance, though the sperm whale is also taken in substantial numbers.

In recent years there has been growing concern about the future of the whaling industry. The rate of killing has exceeded the reproduction and growth rates of these mammals for many years so that the stock comprises fewer and smaller animals than formerly. Attempts by the International Whaling Commission to limit the whaling season and the size of the catch, and to provide adequate inspection on all vessels, has reduced the rate of killing but cannot give the protection which is necessary to preserve the stock for more than a few decades.

Chapter 2: History

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

The principal development in the Dependencies took place in 1903, when C. A. Larsen founded the first modern whaling company based upon a shore factory in South Georgia. The industry immediately prospered and continued to expand quickly up to and during the first World War.

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

After the war and until 1960, three shore stations were worked at South Georgia, but in the 1960-61 season one of the companies ceased to operate and in the following year one of the remaining companies closed down, thus leaving only a single company in operation on the island. After the 1962-63 season this last remaining company transferred its interests to certain Japanese companies and these have now re-established whaling operations in South Georgia.

Chapter 3: Administration

THE Dependencies are subject to the authority of the Governor and his Executive Council, the former being empowered under the Letters Patent of 1948 to legislate for the Dependencies.

An Administrative Officer and an official staff are maintained in South Georgia, and control over whaling operations in the Dependencies is carried out by Government whaling inspectors at the land stations.

There is no local government in South Georgia; in fact, there are no communities other than the whaling stations, which are run by the managers on behalf of the companies owning them.

Chapter 4: Weights and Measures

IMPERIAL and metric weights and measures are in general use.

Chapter 5: Reading List

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- No. 7. *The Geology of South Georgia* - I. By A. F. Trendall. 8s. 6d.
- No. 9. *New Evidence of Sea-Level Changes in the Falkland Islands*. By R. J. Adie. 4s.
- No. 14. *The Brown Skua of South Georgia*. By B. Stonehouse. 10s.
- No. 19. *The Geology of South Georgia* - II. By A. F. Trendall. 25s.
- No. 22. *Introduced Reindeer of South Georgia*. By W. N. Bonner. 7s.
- No. 23. *The King Penguin of South Georgia* - I. *Breeding Behaviour and Development*. By B. Stonehouse. 25s.
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 SCHOLES, ARTHUR. *Southern Africa*
 1914-17. London
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The Colony

PART I

General Review of 1964 and 1965

IN the period under review the colony was fortunate in enjoying an atmosphere happily free from controversy, thanks largely to the sound commonsense of its inhabitants. This report contains nothing spectacular but is a record of steady progress in most undertakings.

Following on the dissolution of the Legislative Council in the last days of 1963, a general election was held in February 1964 at which four elected members were returned to the Legislature.

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

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

The Legislative Council consists of the Governor as President, the Colonial Secretary, the Colonial Treasurer, two Nominated Independent Members and four Elected Members.

These changes marked a considerable step forward.

By a further Order-in-Council dated 24th March 1965 the Falkland Islands Court of Appeal was constituted for the colony and dependencies.

Sir Edwin Arrowsmith, K.C.M.G., Governor and Commander in Chief for seven years since 1957, left the colony in May 1964. His successor, Mr. C. D. P. T. Haskard (later Sir Cosmo Haskard, K.C.M.G., M.B.E.), was sworn in on 9th October 1964. Mr. W. H. Thompson, M.B.E., Colonial Secretary, was acting Governor during the intervening period.

The 50th Anniversary of the Battle of the Falkland Islands was celebrated on 8th December 1964 with due ceremony. A special commemorative issue of four postage stamps was released the same day. The demand for these was unprecedented and unexpected, the lower values being almost immediately sold out.

The death of Sir Winston Churchill, who as First Lord of the Admiralty at the time of the battle was closely associated with the Falkland Islands, was deeply felt and an impressive memorial service was held in the Cathedral.

The response to advertisements in the United Kingdom for technical and professional officers was satisfactory and several new appointments were made to the Medical, Education and Public Works Departments.

Mr. L. C. Gleadell, the Colonial Treasurer, was appointed Commissioner to enquire into and report on the salaries and conditions of service of the Falkland Islands Civil Service and submitted his report to the Governor in Council in March 1965. Many of the recommendations contained in this comprehensive report were accepted by the Government and the revision of salaries and conditions further improved recruiting prospects. At the end of 1965 there were no major unfilled posts in Government.

The wool clip was good and quality high. Unfortunately world wool prices were on a downward trend during 1964/65 and this affected revenue. Even so the economy remained healthy and it was possible to set aside £337,000 for development including improved telecommunications, better internal communications, a new Government cargo vessel, improvements to schools, extensions to the Stanley roads, new housing and better public works facilities. Grants were also made for the improvement of tracks in the camp.

With the exception of increased duties on alcoholic spirits, taxation was unchanged and the cost of living remained relatively stable.

A qualified Grasslands Officer was appointed and arrived in the colony in February 1965. His arrival was welcomed as a practical contribution to the sheep farming industry, in which a number of farms are making considerable progress in the improvement of pastures.

New automatic type setting equipment was installed by the Government Printer and a large backlog of printing work was dealt with.

In 1965, Mr. B. J. Pleass of Cable and Wireless Limited visited the colony, at the invitation of the Government, to advise on improved telecommunications facilities.

Negotiations for the construction of a telemetry station for the European Space Research Organisation and for extensions to the existing Radio and Space Research Station were almost completed and the building of staff quarters begun.

New houses of a prefabricated pattern were imported and erected by Government and the British Antarctic Survey. Private building in the camp and in Stanley also went ahead, the prevailing high standard of housing everywhere being remarked upon by nearly all visitors to the islands. The average farm worker's house stands up to comparison with similar housing anywhere else in the world.

Educational facilities were further improved and in 1965 school broadcasting to children in the camp began on an experimental basis; an extension of this service was planned. The day schools in Stanley and Port Howard and the Darwin Boarding School provided full time education for two thirds of the children of school age, but the provision of an effective and fully satisfactory system of education for children in remote areas remains a problem. Reduced air fares, family allowances and boarding grants all went some way to helping the situation, but the problem of the small child who cannot be easily sent away from home for long school terms remained, and the Government continued the practice of sending teachers on horseback and by aeroplane to the outlying settlements. Hard working young volunteers from the British Voluntary Service Overseas Organisation gave splendid assistance and supplemented the travelling teachers. Lack of continuity was still, however, a disadvantage and, although parents became more aware of the need to show an interest in education, there were still some who failed to keep their children up to the mark between teachers' visits.

A new high-level water tank was completed and several water mains replaced by the Public Works Department, resulting in a greatly improved water supply for the higher parts of the capital, Stanley.

The maintenance of Government buildings was continued and a high standard reached. Four new quarters were completed and work was started on an oil pipe line from the oiling jetty to the oil tanks.

Plans were completed for extensions to the Stanley power station which provided an excellent power supply throughout the period. More electrical equipment in homes and work places led to a greatly increased demand which was met without any break in service.

The Posts and Telecommunications Department provided a complete and adequate service and coped with a much increased volume of business. The Falkland Islands Broadcasting Service, which is the oldest British colonial broadcasting system, having been established in 1929, provided entertainment and information using two transmitters of 5 kW and 500 W, and the Stanley rediffusion system. Especially noteworthy were documentary programmes celebrating the 50th anniversary of the Battle of the Falkland Islands and the 200th anniversary of the founding of Port Egmont.

Ordinary revenue during the financial year 1963-64 amounted to £286,046, which was £9,394 less than was estimated. During 1964-65 Ordinary revenue, which amounted to £406,327, exceeded the estimate by £36,660. Ordinary expenditure in 1963-64 at £316,514 was short of the approved estimate by £22,366 and in 1964-65 ordinary expenditure was £342,222, being £7,740 more than estimated.

The increase in revenue during 1964-65 compared with 1963-64 was largely due to taxation brought about by the improved prices obtained two years before for the colony's 1962-63 wool-clip, when the clip was also heavier than usual. In addition revenue from stamps was higher than in the previous year: this was due to attractive commemorative issues placed on sale. Besides these factors a sum of £21,600 was received from the sale of the Government reserve at Albemarle; this sum was transferred to the Land Sales Fund.

The following table shows the amount spent on the Colonial Development and Welfare schemes in progress during the period under review, both from Colonial Development and Welfare funds and from local sources:

Colonial Development and Welfare Schemes

Head	Scheme No.	1963-64		1964-65		Total Expenditure for the years 1963-64 and 1964-65	
		Colony Expenditure	C.D. and W. Expenditure	Colony Expenditure	C.D. and W. Expenditure	Colony	C.D. and W.
Roads	D2959B	£ 108	£ 497	£ 105	£ 773	£ 213	£ 1,270
Housing	D6090	—	—	1,658	6,632	1,658	6,632
		108	497	1,763	7,405	1,871	7,902

PART II

Chapter 1: Population

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

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

The estimated population at 31st December 1965 was 2,079, of whom 1,137 were males and 942 females, giving a density of approximately one person to every two square miles. About half the inhabitants live in the capital, Stanley, and the remainder are more or less equally divided between the sheep farming settlements on the East and West Falklands. The population is almost wholly of British origin.

Births, marriages and deaths were:

	1964	1965
Births	42	52
Marriages	20	19
Deaths	13	18

Chapter 2: Occupations, Wages and Labour Organisation

EMPLOYMENT

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

WAGES AND CONDITIONS OF EMPLOYMENT

Stanley

At the end of 1965 wages were being paid at the following rates:

Unskilled labourers—£9. 18s. 9d. per week.

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

Artisans—£12. 11s. 3d. per week.

A five-and-a-half day week of 45 hours was worked. Time and a half was paid for overtime, with double time for work on Sundays and public holidays. Hourly paid workers were granted a fully paid holiday of two weeks (90 hours) annually. There was no night work except in essential services.

The Camp

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

COST OF LIVING

Mutton is the staple diet; it is delivered to homes in Stanley twice weekly and is supplied regularly to farm employees, although on many farms beef is more commonly used during the winter months. The Stanley diet is also supplemented by deliveries of fresh beef during the winter. The wild upland goose offers a welcome change of diet and can be eaten at all seasons. Supplies of fresh fish, poultry and pork are irregular but most of these items are obtainable from frozen food dealers. Potatoes, turnips, carrots, parsnips, radish, lettuce, cabbage, cauliflower, cress, parsley, peas and beans are easily grown and the majority of householders grow their own as there is little opportunity to buy fresh locally-grown vegetables. Tomatoes and cucumber are cultivated under glass, and gooseberries, raspberries, red currants and strawberries are grown out of doors. When available, fresh locally-grown vegetables are obtainable from 6d. to 9d. per lb., and fresh vegetables imported from Montevideo are offered at prices ranging from 9d. to 1s. 6d. per lb. Fresh fruit is also obtainable from Montevideo with prices fluctuating according to the rate of exchange for the Uruguayan peso.

There is one hotel in Stanley where rooms with full board can be obtained for £6. 15s. 0d. per week. Several householders take in paying guests at £5 to £6 per week. Rents for furnished houses vary

from £8 to £17. 10s. 0d. per month. Unfurnished houses are obtainable from £6 per month. The Government normally provides houses with basic furniture for its married overseas officials at rents ranging from £5 to £17. 10s. 0d. per month according to the condition of the property and the number of rooms available. A general housing shortage makes it difficult to find suitable property to rent and freehold property is relatively expensive to buy.

The following table shows the approximate prices of the more important commodities prevailing at 31st December 1965 as compared with two years previously:

	Unit	1963	1965
Bread	2 lb. loaf	1s. 6d.	1s. 9d.
Butter (imported)	lb.	4s. 4d.	5s. 2d.
Margarine	lb.	2s. 0d.	2s. 2d.
Coffee	lb.	5s. 7d.	6s. 3d.
Tea	lb.	5s. 7d.	5s. 5d.
Eggs	dozen	5s. 0d.	5s. 0d.
Flour	lb.	7d.	6d.
Meat:			
Mutton	lb.	7d.	7d.
Beef	lb.	6d.	6d.
Bacon	lb.	6s. 10d.	7s. 0d.
Ham	lb.	6s. 9d.	6s. 10d.
Milk	pint	9d.	9d.
Jam	2 lb. tin	2s. 10d. to 5s. 9d.	1s. 10d. to 5s. 8d.
Sugar	lb.	1s. 4d.	1s. 0d.
Vegetables:			
Onions (imported)	lb.	1s. 0d.	8d.
Potatoes (imported)	lb.	9d.	9d.
Dried Fruit:			
Sultanas	lb.	2s. 6d.	2s. 4d.
Currants	lb.	2s. 0d.	2s. 4d.
Raisins	lb.	2s. 9d.	2s. 7d.
Porridge Oats	large pkt.	4s. 9d.	5s. 1d.
Cereals	pkt.	1s. 9d. to 3s. 3d.	2s. 5d. to 4s. 3d.
Cigarettes	50	3s. 9d. to 5s. 2d.	3s. 10d. to 4s. 6d.
Tobacco	lb.	20s. 0d. to 32s. 10d.	31s. 7d. to 34s. 0d.
Alcohol:			
Whisky	bottle	24s. 11d. to 29s. 10d.	36s. 0d.
Brandy	bottle	23s. 10d. to 32s. 10d.	35s. 7d.
Gin	bottle	20s. 10d. to 21s. 6d.	32s. 2d.
Beer	doz. small bots.	14s. 8d. to 20s. 6d.	17s. 0d. to 20s. 6d.
Paraffin	gal.	4s. 0d.	5s. 2d.
Petrol	gal.	4s. 6d.	5s. 3d.
Electricity	unit	4½d.	4½d.

Good quality English clothing can be purchased from most shops at prices generally comparable to those ruling in the United Kingdom. The following is an indication of the average prices of some items at 31st December 1965:

Men's wear:	Suit	£14		
	Overcoat	£10		
	Trousers	£3	10s.	0d.
	Jacket	£7		
	Overalls	£1	10s.	0d.
	Shirt	£1	15s.	0d.
	Shoes	£3	5s.	0d.
Women's wear:	Costume	£11		
	Overcoat	£11		
	Dress (light)	£3	10s.	0d.
	Dress (woollen)	£6	10s.	0d.
	Skirt	£3	10s.	0d.
	Shoes	£3		

Furniture, household appliances and hardware are all imported and generally come from the United Kingdom and, as a result of freight and transshipping expenses, are proportionately higher than similar articles in the United Kingdom. Because there is no purchase tax and customs duties only apply to alcohol, tobacco and matches, imported luxury items are often obtainable at prices below those ruling in Britain and some other countries.

British motor vehicles are imported and offered at prices similar to those in the United Kingdom, the comparatively high freight charges being largely offset by the lack of import duties and purchase tax.

An important item in the domestic economy is peat, the only fuel produced locally. A lorry-load (approximately 12 cubic yards), costs 65s. and a year's supply averages from 12 to 20 loads according to the size of the house and the number of rooms heated. Many people cut and rickle their own peat and only have the expense of transport from the peat-banks. As the peat deposits near Stanley become exhausted it is necessary to open new banks farther away and the cost of transport has increased to about 25s. to 30s. per load.

LABOUR RELATIONS

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

SAFETY, HEALTH AND WELFARE

There are no factories in the colony and no industries other than sheep farming. The Workmen's Compensation Ordinance provided for the payment of compensation to persons employed in all forms of manual occupation and at the end of 1965 legislation was in preparation to provide conditions for the employment of women, children and young persons.

There was no provision for the payment of unemployment benefits.

INDUSTRIAL TRAINING

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

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

Chapter 3: Public Finance and Taxation

REVENUE and expenditure during the last three financial years were as follows:

Year	Revenue		Expenditure	
	Ordinary	Total	Ordinary	Total
	£	£	£	£
1962-63	293,531	293,712	301,725	337,361
1963-64	286,046	286,543	316,514	350,309
1964-65	406,327	413,300	342,221	387,095

The unusually high revenue figure quoted for 1964/65 is explained in Part 1, page 4.

The main heads of revenue and expenditure were as follows:

	Revenue		
	1962-63	1963-64	1964-65
	£	£	£
Aviation	10,510	9,542	9,304
Customs	25,518	25,745	27,205
Dependencies contribution to the cost of the Central Administration	10,000	10,000	10,000
Electricity	23,029	24,266	27,080
Interest	27,402	23,934	23,029
Internal Revenue	130,219	128,823	213,603
Posts and Telecommunications	28,366	25,893	38,160

Expenditure

	1962-63	1963-64	1964-65
	£	£	£
The Governor	8,287	7,632	7,989
Aviation	13,611	12,859	18,708
Customs and Harbour	9,510	10,722	10,043
Education	39,533	44,204	44,178
Medical	34,973	35,590	36,669
Miscellaneous	32,733	31,041	47,286
Pensions and Gratuities	9,065	11,892	13,299
Police and Prisons	4,663	5,592	5,609
Posts and Telecommunications	46,010	45,431	48,724
Power and Electrical	16,749	16,766	17,261
Public Works	14,821	17,997	18,239
Public Works Recurrent	34,020	36,461	30,954
Secretariat and Treasury	22,267	24,772	26,242
Social Welfare	7,417	7,505	6,307
Special Expenditure including Colonial Development and Welfare Schemes	35,636	33,795	44,874

Statements of assets and liabilities at the 30th June 1964 and the 30th June 1965 are shown on pages 12 to 15.

There is no public debt.

Statement of Assets and

LIABILITIES				£	s.	d.	£	s.	d.
DEPOSIT ACCOUNTS:									
Colonial Development and Welfare	.	.	.	236	5	4			
Overseas Service Aid Scheme	.	.	.	623	5	3			
Postal Moneys	.	.	.	764	4	7			
Miscellaneous	.	.	.	21,684	8	8			
							23,308	3	10
FUNDS:									
Reserve	.	.	.	96,792	5	0			
Renewals:									
Aviation	.	.	1,550	2	8				
Marine	.	.	18,397	3	0				
Power Station	.	.	21,133	5	8				
							41,080	11	4
Oil Stocks Replacement	.	.	.	7,315	18	5			
Special:									
Savings Bank	.	.	1,277,696	2	8				
Government Employees' Provident	.	.	7,249	2	9				
Note Security	.	.	202,999	0	1				
Old Age Pensions Equalisation	.	.	121,576	9	7				
							1,609,520	15	1
Other:									
Land Sales	.	.	272,120	17	6				
Workmen's Compensation	.	.	5,246	11	3				
							277,367	8	9
							2,032,076	18	7
							8,043	13	3
Remittances									
General Revenue Balance:									
Balance at 1st July, 1963	Surplus	.	.	736	19	7			
Add Appreciation of Investments	.	.	.	9,937	11	7			
							10,674	11	2
Deduct Depreciation of Investments	.	.	.	501	10	4			
							10,173	0	10
Balance, 30th June, 1964	Surplus	.	.						
							£2,073,601	16	6

The above statement does not include the sum of £50,000 held in 3% debenture stocks in the Falkland Islands Freezer Co. Ltd.

Liabilities at 30th June 1964

ASSETS								
			£	s.	d.	£	s.	d.
CASH:								
Treasury	.	.	26,014	1	11			
Posts and Telecommunications	.	.	588	15	2			
Crown Agents	.	.	129	12	9			
Joint Consolidated Fund	.	.	36,000	0	0			
						62,732	9	10
INVESTMENTS:								
Reserve Fund	.	.	149,602	2	2			
Renewals Funds:								
Aviation	.	3,579	4	11				
Marine	.	18,158	8	11				
Power Station	.	22,107	1	3				
			43,844	15	1			
Special Funds:								
Savings Bank	.	1,232,226	6	11				
Government Employees' Provident	.	6,718	6	5				
Note Security	.	191,785	16	1				
Old Age Pensions Equalisation	.	120,748	1	9				
			1,551,478	11	2			
Other Funds:								
Land Sales	.	252,944	5	5				
Workmen's Compensation	.	4,894	16	3				
			257,839	1	8			
						2,002,764	10	1
Advances	.	.				8,104	16	7

Statement of Assets and

LIABILITIES			
	£	s.	d.
DRAFTS AND TELEGRAPHIC TRANSFERS:			
DEPOSITS:			
Colonial Development and Welfare	146	16	4
Overseas Service Aid Scheme	353	9	8
Postal and Telegraphic	1,144	13	11
Other	27,534	12	0
			29,179 11 11
SPECIAL FUNDS:			
Savings Bank	1,292,155	13	10
Old Age Pensions Equalisation	131,432	6	6
Note Security	109,904	3	0
Government Employees' Provident	7,945	0	1
			1,541,437 3 5
COLONY FUNDS:			
Renewals:			
Aviation	1,662	18	2
Marine	19,182	10	6
Power Station	22,068	10	6
			42,913 19 2
Reserve	96,792	5	0
Land Sales	293,825	3	5
Workmen's Compensation	5,453	3	5
			438,984 11 0
Oil Stocks Replacement Fund			11,927 10 9
GENERAL REVENUE BALANCE:			
Balance at 1st July, 1964 <i>Surplus</i>	10,173	0	10
Add Appreciation of Investments	1,681	16	11
Add Surplus year ended 30th June, 1965	26,207	0	11
			38,061 18 8
Deduct Depreciation of Investments	3,304	1	0
			34,757 17 8
Balance, 30th June, 1965 <i>Surplus</i>			
			£2,067,144 9 9

The above statement does not include:

- (1) The sum of £50,000 held in 3% debenture stocks in the Falkland Islands Freezer Co. Ltd.
- (2) A sum of £35 3s. 9d. due from H.M. Government in respect of under issues on Overseas Service Aid Scheme—Inducement Allowances.
- (3) A sum of £431 17s. 5d. due from H.M. Government in respect of under issues on Colonial Development and Welfare—Scheme D6090 Housing.

Liabilities at 30th June 1965

ASSETS			
	£	s.	d.
CASH:			
Treasury and Posts and Telecommunications	24,000	18	1
Crown Agents	444	10	2
Joint Consolidated Fund	82,000	0	0
Remittances in transit	31	0	8
			106,476 8 11
INVESTMENTS, SPECIAL FUNDS:			
Savings Bank	1,251,120	15	7
Old Age Pensions Equalisation	129,401	11	8
Note Security	100,154	13	5
Government Employees' Provident	6,486	3	10
			1,487,163 4 6
INVESTMENTS, COLONY FUNDS:			
Renewals:			
Aviation	3,746	13	2
Marine	18,680	14	5
Power Station	22,232	4	4
			44,659 11 11
Reserve	151,229	6	4
Land Sales	250,799	10	4
Workmen's Compensation	5,015	6	3
			451,703 14 10
ADVANCES			
Other Administrations	16,521	1	9
Departmental	45	17	2
Other	2,283	14	4
South Georgia	2,950	8	3
			21,801 1 6
			£2,067,144 9 9

TAXATION

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

Customs Tariff

Import duties were payable at the following rates:

Wines:	General, 6s. 6d. per gallon in bulk.
	Commonwealth, 4s. 6d. per gallon in bulk.
	General, 14s. 3d. per dozen quart bottles.
	Commonwealth, 9s. 9d. per dozen quart bottles.
Spirits:	66s. per gallon until May 1965 when the duty was increased to 126s. per gallon.
Malt liquors:	1s. 2d. per gallon.
Tobacco:	General, 6s. per lb.
	Commonwealth, 5s. 7d. per lb.
Cigarettes:	General, 10s. per lb.
	Commonwealth, 9s. 6d. per lb.
Matches:	General, 10s. per gross boxes.
	Commonwealth, 5s. per gross boxes.

Whale and seal oil duty throughout the 1963/64 and 1964/65 seasons was levied at 1s. per barrel of 40 gallons payable on export.

Duty on whale solubles was 2d. per 100 lbs. and on other whale and seal products 6d. per 100 lbs.

Revenue from customs duties was:

	1963-64	1964-65
Imports:	£	£
Wines	330	603
Spirits	18,641	19,090
Malt Liquors	1,071	1,207
Tobacco and Cigarettes	5,593	6,232
Matches	110	73

Income Tax

The following were the rates on taxable income for the years 1964 and 1965:

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

The following allowances were in force:

Married person:	£130.
Children under 16 years:	£100 each.
Children receiving full-time education abroad:	£125 each.
Earned income:	one-fifth (maximum £400).
Dependent relative:	£50.
Insurance or pension fund contributions:	Premiums or contributions (maximum one-sixth of total income after deducting earned income relief).

Revenue received during 1963-64:

Companies £69,813; individuals £32,849.

In addition, £24,707 was collected from incorporated and unincorporated bodies in respect of the profit tax introduced in 1963.

Revenue received during 1964-65:

Companies £123,923; individuals £41,527.

In addition, £46,447 was collected from incorporated and unincorporated bodies in respect of profits tax.

Estate Duty

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

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

RATE OF ESTATE DUTY

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

STANLEY TOWN COUNCIL FINANCES

Revenue accruing to the Stanley Town Council, the only local authority in the colony, amounted to £6,318 in 1964 and £7,187 in 1965. Expenditure for the calendar years 1964 and 1965 totalled £5,872 and £7,023 respectively.

Main Heads of Revenue:

	1964 £	1965 £
General Rates (including contribution of £825 by Government)	3,529	3,653
Water Rates and Sales	913	1,126
Hire of Town Hall	747	717

Main Heads of Expenditure:

	1964 £	1965 £
Town Clerk	350	548
Cemetery	502	605
Fire Brigade	613	256
Library	433	466
Scavenging	1,282	1,272
Street Lighting	699	818
Town Hall	1,472	1,499

Chapter 4: Currency and Banking

THE legal tender of the colony consists of Falkland Islands Government currency notes of £5, £1, and 10s. denominations and British coinage. On the 31st December 1965 the note issue in circulation was £110,346.

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

Deposits in the Government Savings Bank amounted to £1,179,017 at the 30th June 1965 and the number of depositors' accounts open was 1,850. At the same date in 1964 deposits totalled £1,154,065 and the number of depositors was 1,835. Interest on deposits is paid at the rate of 2½ per cent per annum.

Chapter 5: Commerce

IMPORTS

WITH the exception of meat and a limited quantity of vegetables, berry fruits and fish, practically the whole of the colony's requirements in foodstuffs was imported.

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

VALUE OF IMPORTS

	1964 £	1965 £
Food	99,738	97,637
Beverages and Tobacco	43,945	51,962
Crude materials, inedible except fuels	48,047	29,695
Mineral fuels, lubricants, and related materials	24,508	20,434
Animal and vegetable oils and fats	259	261
Chemicals	28,843	35,247
Manufactured goods classified chiefly by material	136,073	113,163
Machinery and transport equipment	87,444	75,379
Miscellaneous manufactured articles	76,407	89,332
Miscellaneous transactions	82	402
	<u>£545,346</u>	<u>£513,512</u>

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY
1964

Item	Value £	Quantity	Principal Supplying Countries
Provisions	90,577	494 tons	United Kingdom £51,979, Argentina £13,107.
Alcoholic Beverages	28,150	11,605 gal.	United Kingdom £24,845.
Tobacco Manufactures	12,167	18,809 lb.	United Kingdom £12,167.
Petroleum Products	19,386	480 tons	Uruguay £12,422.
Manufactures of Metals	77,473	—	United Kingdom £76,756.
Road motor vehicles and spare parts	40,438	—	United Kingdom £39,819.
Clothing	23,890	—	United Kingdom £23,287.
Electric machinery, apparatus and appliances	18,080	—	United Kingdom £15,504
Wood shaped or simply worked	44,677	—	Chile £22,593. Sweden £21,378.

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY
1965

Item	Value £	Quantity	Principal Supplying Countries
Provisions	87,466	438 tons	United Kingdom £68,156, Argentina £9,346.
Alcoholic Beverages . .	33,162	27,441 gal.	United Kingdom £30,227.
Tobacco Manufactures . .	12,627	13,732 lb.	United Kingdom £12,486.
Petroleum Products . .	14,742	278 tons	Uruguay £12,212.
Manufactures of Metals . .	35,012	—	United Kingdom £33,713.
Road motor vehicles and spare parts	26,883	—	United Kingdom £26,883.
Clothing	25,719	—	United Kingdom £25,698.
Electric machinery appa- ratus and appliances . .	22,769	—	United Kingdom £16,267.
Wood shaped and simply worked	24,490	—	Chile £21,287.

SOURCES OF IMPORTS

	1964 %	1965 %
Commonwealth	79.5	77.2
Foreign Countries	20.5	22.8

PRINCIPAL SUPPLYING COUNTRIES

	1964 £	1965 £
United Kingdom	427,518	386,900
Other parts of Commonwealth	6,172	9,216
Chile	22,787	22,578
Argentina	21,665	16,684
Sweden	21,592	22,699
Uruguay	18,658	21,286
Germany	7,128	9,321
Japan	4,561	11,408

EXPORTS

	1964 £	1965 £
Domestic Exports	1,049,506	1,026,253
Re-exports	15,000	11,882
	<u>£1,064,506</u>	<u>£1,038,135</u>

PRINCIPAL EXPORTS

(Destination in both years: United Kingdom)

Item	Value 1964	Value 1965	Unit	Quantity 1964	Quantity 1965
Wool	£1,024,502	£1,003,818	lb.	4,840,687	5,019,099
Hides and Skins	£25,004	£20,450	cwt.	3,124	4,532

Chapter 6: Production

THE colony is given over almost completely to sheep farming and with the exception of some 28,100 acres of Crown land the remainder is freehold and divided into farms varying in size from 3,600 acres to 161,000 acres carrying a total of over 600,000 sheep, averaging one sheep to every 4.56 acres.

AGRICULTURE AND ANIMAL HUSBANDRY

The Agricultural Department is responsible for the maintenance of fences and regulates grazing on Stanley Common. The Department also attends to animals in the quarantine station and carries out the tuberculin testing of cattle when required. Stock returns are produced annually.

There is also a Grasslands Officer, appointed in February 1965, who tours camp stations offering advice and setting up experiments to investigate methods of improving the grasslands of the islands.

With the exception of some of the offshore islands, all sheep farms are extensive. Production per acre varied from .6 lbs. to 6.88 lbs. wool.

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

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

FISHERIES

There is no organised fishing industry but mullet and smelt are caught occasionally by part-time fishermen and marketed for local consumption.

Trout fishing provides excellent sport for anglers and attempts have been made in recent years to introduce salmon to some of the streams.

CO-OPERATIVE SOCIETIES

The Government Employees Canteen was formed in 1952 and membership has since been extended to include non Government employees. The canteen is organised as a co-operative society and imports groceries, clothing and footwear, household goods and building material.

Chapter 7: Social Services

EDUCATION

THE Government is responsible for education throughout the colony. Education is free and the Government bears the cost of all materials, books and equipment. A nominal fee of £4 a term is charged for boarding school education. Children are encouraged to stay at school beyond the statutory school-leaving age of 14 years. There is no secondary or higher education in the colony but arrangements exist for secondary education in the United Kingdom and elsewhere.

Attendance in Stanley is compulsory for all children between the ages of five and fourteen.

There are two schools in Stanley; one caters for infants and juniors, the other for middle school and seniors.

Evening classes are held each year from May to October. The following subjects are offered: English, arithmetic, Spanish, book-keeping, shorthand, typing and craftwork. Evening classes are compulsory for all junior officers in Government and for all apprentices.

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

A series of broadcast lessons by radio to children living in the camp was instituted in April 1965. The lessons are broadcast at intervals of two weeks and are of 30 minutes' duration.

The Boarding School at Darwin can accommodate 39 boarders and caters for as many day pupils as there are in the two nearby settlements.

In the camp attendance is compulsory for children between five and 14 living within one mile of a settlement school and for children between seven and 14 living within two miles of a settlement school.

Children in outlying houses are taught by Camp Teachers, each of whom is assigned an area which he covers by horse, Land Rover or aircraft. A Camp Teacher stays a week or a fortnight with each family in turn and leaves homework to tide the children over until he returns some weeks later. Camp Teachers have an interesting though arduous and sometimes thankless task. Only young men of spirit, initiative and an ability to mix can succeed in this unique post. The Camp Teacher cadre has been strengthened by members of Voluntary Service Overseas, two in 1964 and four in 1965.

Full time settlement schools are established at Port Howard and Hill Cove on the West Falkland and, since later in 1965, at Douglas Station on the East Falkland.

A new schoolroom with furnished living quarters for the visiting teacher was built on Saunders Island in 1965. Living quarters are also under construction at Fox Bay East.

With grants from Government new schoolrooms and quarters are being established by farm stations at Roy Cove and Port Stephens.

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

Numbers of Teachers at 31st December 1965*

	Infants		Junior/Senior		Boarding		Settlement		Camp		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Certificated: Completed Secondary School Course.	- (-)	1 (1)	4 (3)	3 (3)	3 (3)	2 (3)	- (1)	- (-)	- (1)	- (-)	7 (8)	6 (7)
Uncertificated, but who have completed Secondary School Course	- (-)		- (-)	- (1)			2 (1)	1 (1)	6 (8)	- (-)	8 (9)	1 (2)
Trained (locally), but who have not completed Secondary School Course	- (-)	1 (1)	- (-)	3 (3)					4 (2)	- (-)	- (-)	4 (4)
Voluntary Service Overseas												- (-)

*Numbers at 31st December 1964 are in brackets.

Numbers of Children receiving Education

	Schools	1964			Schools	1965		
		Enrolment				Enrolment		
		Boys	Girls	Total		Boys	Girls	Total
On 31st December:								
Infants and All-Range	2	80	88	168	2	84	86	170
Boarding	1	21	21	42	1	20	20	40
Full-time Settlement	2	9	12	21	3	16	14	30
Camp Houses	31	38	52	90	26	36	55	91
TOTAL	36	148	173	321	32	156	175	331

Twelve children in 1964 and eight in 1965 were not visited by teachers but received tuition at home by their parents with guidance and materials from the Education Department.

A boarding allowance of £4 a month is granted to the parents of Camp children towards the board and lodging of children who come to Stanley for regular tuition. An allowance of one shilling per meal is also paid to the parents for children who attend Camp schools from distant parts. The boarding allowance also applies to children from South Georgia.

A competitive overseas scholarship examination is held each year. Successful candidates are granted places at boarding grammar schools in Dorset. Two pupils were successful in 1964. No awards were made in 1965.

An overseas education allowance of £185 for the first child, £225 for the second and £260 for the third child is granted to parents of children between the ages of 11 and 18 years who are in receipt of full time education at boarding schools overseas. The parents of 22 children benefited from the scheme in 1964 and 20 in 1965. The overall expenditure on such allowances for the financial year 1964-65 was £4,500.

The colony's total ordinary expenditure on education in 1963-64 was £44,204 and in 1964-65 £44,178.

PUBLIC HEALTH

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

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

In 1964, there were no epidemics, but in the unusually long winter of 1965 a streptococcal throat infection spread rapidly and many were affected.

Mortality

There were 13 deaths in the colony in 1964 and 18 in 1965. Diseases of the heart, mainly in the elderly, accounted for 14 of the 31 deaths.

Hospital Facilities

The colony has one hospital, situated in Stanley. It is modern and well-equipped, and has 32 beds for the treatment of medical, surgical, obstetric and tuberculosis cases. There were 123 admissions in 1964 and 202 in 1965.

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

Medical and Dental Services

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

One dentist and a dental technician are stationed in Stanley where, in the hospital, there is a modern, fully equipped dental surgery and laboratory. In the Camp, the Camp dentist travels from settlement to settlement, endeavouring to visit each one at least once a year.

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

Medical Department

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

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

Expenditure on medical services was £35,590 in 1963-64 and £36,669 in 1964-65. Revenue in those years was:

	1963-64	1964-65
Medical	£	£
Dental	3,396	4,026
	683	674
	<u>£4,079</u>	<u>£4,700</u>

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

Local Authority Services

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

There were two licensed dairies in Stanley at the end of 1965. The dairy herds were examined periodically and all the animals were tuberculin tested.

HOUSING AND TOWN PLANNING

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

SOCIAL WELFARE AND AMENITIES

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

An old age contributory pension scheme introduced in 1952 is compulsory for all male and certain female residents in the colony. The following weekly benefits are paid to contributors on reaching the age of 65 years: married man 52s.; unmarried man or widower or widow of pensioner 26s. Employees between the ages of 18 years and 21 years contribute 2s. weekly, and employees over 21 years of age contribute 3s. weekly, while employers contribute 2s. 6d. weekly in respect of persons between the ages of 18 years and 21 years in their employ and 4s. 6d. in respect of those over the age of 21 years.

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

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

Poor relief is administered by the Stanley Town Council. The amount spent on poor relief in 1964 was £995 and in 1965 £747. Accommodation for old and chronic invalids is provided in the hospital. There are no orphanages.

The Stanley Benefit Club, open to all residents, is the oldest club in the colony. It was formed in July 1859, to provide a fund for the support of members in cases of sickness or accident; it also contributes towards funeral expenses. Five new members joined the club in 1965 bringing the total membership to 111. The club's membership has decreased due mainly to improved social conditions in the colony. Benefits were increased from 4s. to 6s. a day in May 1965 and funeral expenses from £15 to £25. Benefits paid to members totalled £300 during 1964 and £167 in 1965. The club's net assets on the 30th April 1965 were £4,437.

The local branch of the Red Cross Society appealed in 1964 for knitted squares which members made up into 12 blankets. These were sent to headquarters in London to be used in relief work. Christmas presents were given to the patients of the King Edward Memorial Hospital, Stanley, in 1964 and 1965. Boots and shoes were provided for a poor family in Stanley. The Earl Haig Fund Appeal in the Falkland Islands was again organised in both years and the proceeds sent to the Fund's Headquarters in London. A fun fair was held in 1965 realising the sum of £226 for repairs to the local headquarters building. In the same year, a film was shown in Stanley and the Camp illustrating the work of the Red Cross Society in many lands.

The 1st Falkland Islands Company of the Boys' Brigade holds regular instructional classes during the winter months on drill, physical training, gymnastics and small-bore rifle shooting. They also attend ceremonial parades and organise the annual May Ball at which the May Queen is elected. The Life Boys', a junior branch of the Boys' Brigade, also hold meetings during the winter months for drill, physical training and games.

The 1st Stanley Company of the Girls' Brigade continued to function throughout the period but, owing to difficulties experienced in obtaining suitable tutors, some of the instructional courses were discontinued. Other functions organised by the Company included fund raising activities and attendance at ceremonial parades. The Cadet section, a branch of the movement for younger girls, had an increased membership and continued to flourish.

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

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

There is a small-bore range in the Drill Hall and this is open to members of the Defence Force and their wives. It is always well attended and this form of sport flourishes during the winter months.

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

The Cricket Club, formed in 1955, organised a number of enjoyable games. The sport now gives promise of becoming well-established.

An increasing interest is being taken in angling. Brown trout (*salmo fario*) were introduced into the colony's rivers between 1947 and 1952. These trout have over the years formed a sea-going habit and return to the rivers to spawn. Specimens weighing 7 lb. to 10 lb. are not uncommon. The trout fishing season opens on the 1st September and closes on the 30th April. Salmon and sea trout ova have also been imported and efforts are being made to introduce these fish as well.

The Stanley Sports Association holds an annual meeting in December with horse racing, gymkhana and athletic events. Annual race meetings are also normally held at Darwin, East Falkland, and at five of the principal settlements in turn on the West Falkland. The 1964 West Falkland meeting was at Roy Cove and the 1965 meeting at Chartres.

The Stanley Badminton Club organizes games in the gymnasium twice a week.

The Stanley Squash Club which had not been well supported for a few years was revived early in 1965. The members raised funds and built a club room which is proving popular and useful, particularly during the frequent matches played against teams from visiting ships.

Darts is a popular winter game and there is a league in Stanley with up to 13 teams competing. The standard of play is high.

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

The Guild of Spinners, Weavers and Dyers, formed in 1948, had a total membership of 20 at the end of 1965. A limited quantity of cured sheepskins, sheepskin cushions and souvenir novelties were produced. Regular classes in spinning were held for junior members.

Folk dancing was held in Stanley once a week during the winter months. Classes for members were also held. Membership is open to all over 12 years of age.

The Town Hall, rebuilt in 1950 with the assistance of a grant from Colonial Development and Welfare funds after being destroyed by fire in 1944, contains a dance hall with stage, dressing rooms, refreshment rooms and a well stocked library, as well as certain public offices and the Legislative Council Chamber.

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

Amateur dramatics are becoming increasingly popular and a society was formed in 1964 to promote further interest. The society is now on a sound financial basis and interesting plays for stage and radio are produced. In 1964 two plays were presented; in the following year a pantomime and a play were staged.

The sea temperature around the islands does not lend itself to bathing and consequently few of the inhabitants have learned to swim. The need for a swimming pool has long been recognized and during the period under review a fund was established for this purpose. At 31st December 1965 the sum of £2,291 had been raised by public subscription and a further contribution of £1,000 from Government funds brought the total figure to £3,291.

Chapter 8: Legislation

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

1964

No. 6. *The Income Tax (Amendment) Ordinance*, exempting from income tax interest paid on deposits in the Government Savings Bank.

No. 7. *The Income Tax (Amendment) (No. 2) Ordinance*; extending the deduction of £100 for children to include children beyond the age of 16 years who are receiving full time educational instruction in the colony and to extend the same claim to include step children, adopted children and illegitimate children.

No. 8. *The Nature Reserves Ordinance* and No. 15, *the Wild Animals and Birds Protection Ordinance*, providing for the establishment of nature reserves and giving added protection to wild animals and birds.

No. 10. *The Application of Enactments (Intestates' Estates and Family Provision) Ordinance*, applying to the colony the Intestates' Estates Act, 1952 and the Inheritance (Family Provision) Act, 1938. The Intestates' Estates Act, in particular, amends the rules as to succession on an intestacy so as to improve the position of a surviving spouse, and amends the law as to partial intestacy, while the Inheritance (Family Provision) Act enables the court to make provision for maintenance of certain dependants of a testator out of his estate. This Act now applies in cases of intestate succession as well as in cases where there is a will.

1965

No. 5. *The Income Tax (Amendment) Ordinance*, limiting the amount that can be paid in directors' fees in a director controlled company where the directors live abroad. The Ordinance also clarifies the position regarding deductions in respect of children who are employed below the age of 16 years.

No. 6. *The Pensions Ordinance*, replacing the 1949 Pensions Ordinance and consolidating amendments thereto and clarifying several points as to the intention of the 1949 Ordinance.

No. 9. *The Old Age Pensions (Amendment) Ordinance*, designed to extend payment of old age pensions to all widows and unmarried women.

No. 10. *The Immigration Ordinance*, providing for the appointment of an Immigration Officer and to control the entry into the colony of alien immigrants.

Chapter 9: Justice, Police and Prisons

JUSTICE

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

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

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

The commonest type of litigation is for recovery of debt; the most frequent offences are breaches of the Licensing Ordinance and of the Road Traffic Ordinance.

An Appeals Ordinance was enacted to establish a Court of Appeal for the colony and prescribe the jurisdiction of such Court.

The following tables show the number of civil and criminal cases heard by the courts during 1964 and 1965:

CIVIL COURT

	1964	1965
Debt	13	9
Removal of disqualification for driving	1	2
Non-compliance with Court Orders	2	—
Adoption Orders	1	3
Custody of children	2	2
Other cases	2	1

COURT OF SUMMARY JURISDICTION

	Cases Heard		Discharged		Convicted	
	1964	1965	Adults	Juveniles	Adults	Juveniles
<i>Offences against the person:</i>						
Assaults	1	3	—	—	4	—
<i>Offences against property:</i>						
Larceny	2	5	—	—	4	3
Wilful damage	1	7	—	—	3	5
<i>Offences against Local Ordinances:</i>						
Road Traffic	7	11	—	—	18	—
Licensing	15	28	—	—	43	—
Income Tax	1	—	—	—	1	—
Slaughtering of animals	1	—	—	—	1	—
Firearms	—	1	—	—	1	—
<i>Offences against Public Order:</i>						
Breach of the Peace	2	—	—	—	2	—
<i>Other cases</i>	3	—	—	—	3	—

SUPREME COURT

	1964	1965
Divorce	4	6
Debt	—	6
Custody of children	—	1
Breach of contract	—	1
Other cases	—	3

TYPES OF PUNISHMENT (1964 and 1965 combined)

Court of Summary Jurisdiction	Convicted			Imprisonment			Fined			Bound over			Imprisonment by length of service
	M.	F.	J.	M.	F.	J.	M.	F.	J.	M.	F.	J.	
Assault	4	-	-	-	-	-	2	-	-	2	-	-	1 male, 1 month.
Larceny	3	1	3	1	-	-	2	1	-	-	-	3	
Willful damage	3	-	5	-	-	-	3	-	-	-	-	5	
Traffic	18	-	-	-	-	-	14	-	-	4 (a)	-	-	(a) Includes disqualification from driving. (b) Indicates Prohibition Order made under Licensing Ordinance.
Licensing	42	1	-	-	-	-	5	-	-	37 (b)	1 (b)	-	
Firearms	1	-	-	-	-	-	1	-	-	-	-	-	
Other cases	5	-	-	-	-	-	3	-	-	2	-	-	

POLICE

The authorised establishment of the Falkland Islands Police Force consists of a Superintendent of Police, one Sergeant, one senior constable, and four constables.

Crime

There was only one serious crime committed during the period under review. This was against the Firearms Ordinance, resisting arrest while in possession of a firearm.

Four juveniles received terms varying from 60 hours to 24 hours of corrective training during 1965.

Other Police Duties

The Superintendent of Police acted as Sanitary Inspector and Immigration Officer. The Department issues driving licences, gun and firearms licences, dog licences and trout fishing licences. It is responsible for the registration of all motor vehicles and the testing of applicants for driving licences.

PRISON

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

One prisoner (male) was received during 1965 for a period of one month and none were admitted during 1964.

Chapter 10: Public Utilities and Public Works

ELECTRICITY

CONTINUOUS electric power is supplied to Stanley from a Government owned and operated diesel power station, having an output capacity of 750 kW. The supply voltage is 230/400 volts at a frequency of 50 cycles per second. Distribution is overhead.

The tariff, which is reviewed annually, remained 4½d. per unit during 1964 and 1965.

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

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

WATER SUPPLY

The water purification and filtration plant constructed near Moody Brook provides a sufficient supply of pure chlorinated water for Stanley. The water is pumped through a three mile pipeline to reservoirs above Stanley. In November 1964 the construction of a new high level reservoir was completed. Consumption averages 73,000 gallons per day.

PUBLIC WORKS

The Public Works Department was responsible for the care and maintenance of Government buildings, the construction of new Government works and the maintenance of Stanley roads and water supply.

The principal activities of the Department during the period under review were concerned with general repair and maintenance work. The Department also undertook the dismantling and re-erection of two houses previously built at Ajax Bay on the East Falkland and completed the construction of a new high level water storage tank near Stanley.

The department cuts about 10,000 cubic yards of peat annually, for the heating of public buildings, all of it being cut by hand.

Chapter 11: Communications

SHIPPING

R.M.S. *Darwin*, a modern vessel of 739 registered tons and capable of carrying 40 passengers, averages 12 round trips to Montevideo annually, carrying mail, freight and passengers. The vessel is owned by Darwin Shipping Limited, a subsidiary of the Falkland Islands Company. In addition to being the main link with Montevideo the



Photograph by J. W. Poltock
Sheep shearing by machine and by hand at Goose Green

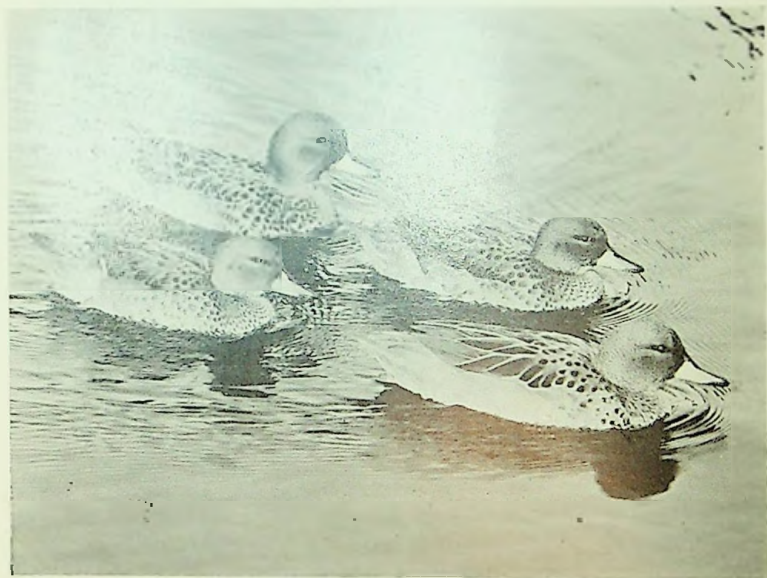


Photograph by J. W. Poltock
Trimming and rolling the shorn fleece, Goose Green



Photograph by P. Haskard

*Rockhopper Penguin and Black-browed Albatross Colony at
Beauchene bird sanctuary*



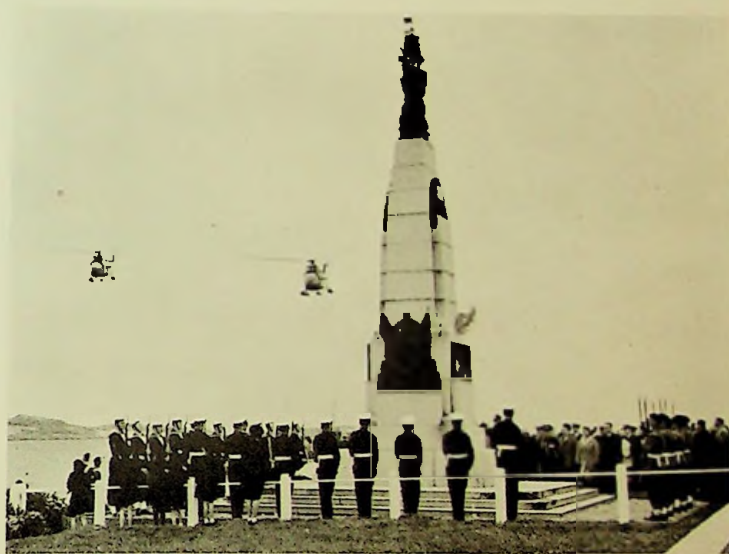
Photograph by I. J. Strange

*Yellow-billed Teal (Anas flavirostris), common to many coastal
fresh water ponds of the Falkland Islands*



Photograph by J. Leonard

*The Falkland Islands Defence Force Guard of Honour on the arrival
of the new Governor; R.M.S. Darwin in the background*



Photograph by J. Leonard

*Ceremony at the Battle Memorial, 8th December 1964, the fiftieth
anniversary of the Battle of the Falkland Islands*



Photograph by D. Wheeler
A corner of the modern kitchen at Shackleton House, King Edward Point,
South Georgia



Crown Copyright
Members of the South Georgia Combined Services Expedition lowering a
laden sledge down to the Lyell Glacier after crossing the Allardyce Range

vessel undertakes coastwise voyages to the principal settlement ports in the colony and visits South Georgia each June and Punta Arenas when inducement offers. A Danish vessel, the M.V. *A.E.S.*, chartered by Darwin Shipping Limited to bring supplies from the United Kingdom and to take back the wool clip, made four voyages a year in each direction.

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

H.M.S. *Protector* was based on Stanley during the summer months of both years.

The following table shows the number of vessels which entered and cleared Stanley during the past two years:

	1964	1965
Number of ships entering	29	30
Number of ships clearing	29	30
Net tonnage in	26,813	24,578
Net tonnage out	26,813	24,578

ROADS AND VEHICLES

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

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

At 31st December 1965 there were some 850 motor vehicles of all types in the colony, approximately half of which were used in Stanley.

During the period under review 148 vehicles of all descriptions were imported, practically all of which originated in the United Kingdom.

AIR SERVICE

The Falkland Islands Government Air Service, inaugurated in 1948 with one J.5 Auster landplane, operated throughout 1964 and 1965 with two single-engined De Havilland DHC2 Beaver seaplanes. The original medical and mail service has been expanded to include passengers, freight and private charter.

During 1964, 2,174 passengers, 8,831 lbs. of excess luggage and 5,309 lbs. of freight were carried; and in 1965, 2,870 passengers, 8,726 lbs. of excess luggage and 8,497 lbs. of freight were carried. Medical officers, dental officers and patients made up approximately 10 per cent of the total passengers carried.

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

Live stock is now being carried in increasing numbers; these include rams, piglets, cats, dogs and poultry.

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

POSTS AND TELECOMMUNICATIONS

The General Post Office is situated in Stanley and has seven sub-post offices under its control—one at Fox Bay, one at South Georgia in the Dependencies and five in the British Antarctic Territory. Stanley is the main reception and distribution centre for mails received from overseas. About 16 inward and outward mails are handled annually, all being received or despatched by sea via Montevideo or Punta Arenas. In addition, there are occasional direct mailing opportunities to and from the United Kingdom by sea. There are no international air line connections with the mainland of South America; external airmail is taken to Montevideo or Punta Arenas by sea and onwards by air. The distribution of letter mails between Stanley and the outlying farm settlements is carried out by the Government owned air service, the heavier mail being delivered by sea or cross country by Land Rover and to a lesser extent by horse.

External telecommunications are operated by the Government from its wireless station in Stanley with daily schedules with London, Oslo, Montevideo and Buenos Aires. This station also maintains daily communication with Fox Bay, South Georgia and ships in the area. There is no external telephone service. The station, which handles all Government and commercial traffic, has maintained communication with the outside world since 1912.

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

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

Chapter 12: Press, Broadcasting and Films

PRESS

THE only periodical published in the colony, other than the official *Gazette*, is the *Falkland Islands Monthly Review*, which appears on the first Monday of each month. A weekly newsletter is broadcast to Stanley, the camp and South Georgia.

BROADCASTING

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

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

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

Five hundred and sixty-five wireless receiving licences were issued during 1964, and in the same year 348 wired broadcasting subscriptions were paid. The figures for 1965 were 741 and 349 respectively.

FILMS

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

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

The Council of Christ Church Cathedral acquired a 16 m.m. projector in 1964 and provide a useful service in screening material mostly suited to children.

INFORMATION SERVICES

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

Chapter 13: Local Forces

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

Chapter 14: General

RADIO AND SPACE RESEARCH STATION

SINCE its establishment in 1947 the Stanley station has been an out-station of the Radio Research Station, Slough, which was an establishment of the Department of Scientific and Industrial Research. On the disbandment of the D.S.I.R. in March 1965 the station and its substations became the responsibility of the newly-formed Science Research Council and the opportunity was then taken to change the name of the station to Radio and Space Research Station to indicate its functions more clearly.

The Stanley station was established to measure the characteristics of the ionosphere as part of the British contribution to the international study of this part of the upper atmosphere which, apart from its purely scientific interest, is important in enabling long-distance radio communications to be undertaken.

The period under review coincided with the International Years of the Quiet Sun and, together with some 150 similar stations scattered about the world, the Stanley station has conducted an intensive programme of observations of the ionosphere. The information obtained has been processed at Stanley before dispatch to the World Data Centre at the parent station at Slough and, from there, it has been supplied to scientists in other parts of the world to facilitate their study of the physics of the ionosphere, or to engineers to assist them planning radio communications.

Co-operation has continued with the British Antarctic Survey in the operation of the ionospheric observing stations at their bases at Argentine Islands and Halley Bay. Regular liaison between the Stanley station and these bases is maintained for the passage of ionospheric data and for advising on the operation and maintenance of their apparatus.

The position of the Falkland Islands makes the Stanley station very suitable as a base for performing observations on artificial earth satellites. In 1961 apparatus was installed in Stanley for recording information on the properties of the upper part of the ionosphere which was subsequently transmitted from the Canadian satellite *Alouette I*. Excellent recordings continue to be made at Stanley of data telemetered from this satellite after three years in orbit. This information, together with that obtained at other stations, has supplemented our knowledge of the ionosphere derived from ground-based observatories and has brought new life to the study of the upper atmosphere.

The success attained in the early space research at Stanley encouraged further developments there and facilities were added in 1965 to permit the simultaneous reception and recording of information from two satellites.

In 1964 a request was received from the European Space Research Organisation (E.S.R.O.) that consideration should be given to the possibility of extending the Stanley station to provide for the reception and recording of information to be telemetered from satellites to be launched by that organisation. This resulted in agreement to proceed with the building of a new telemetry station which will be operated by the Radio and Space Research Station as agents for E.S.R.O. Bungalows to house the staff of this new station and the existing station will also be built. Preliminary agreement has also been reached for the replacement of the existing apparatus used for radio communication with the United Kingdom by up-to-date equipment which will, in addition, gave facilities for communication between the new telemetry station in Stanley and an E.S.R.O. establishment in Holland.

METEOROLOGICAL SERVICES

Meteorological services within the colony are provided by the main Meteorological Office of the British Antarctic Survey using the information assembled for meeting its routine international commitments. A more detailed account of the meteorological organisation is given under The Dependencies, Part II, Chapter 12 (pages 72-73).

PART III

Chapter 1: Geography

THE Falkland Islands lie in the South Atlantic Ocean, between latitudes 51° and 53° South and longitudes 57° and 62° West, on the edge of the Patagonian Continental Shelf.

The archipelago is separated from the South American mainland by about 300 miles of sea. It comprises two large islands and some 200 smaller islands with a total land area of approximately 4,700 square miles, comparable in area with Northern Ireland but spread over a much greater extent, the distance from Stanley to New Island, the most westerly settlement, being somewhat greater than that from London to Cardiff. Montevideo, in Uruguay, the normal port of entry for the Falkland Islands, lies 1,010 miles north of Stanley.

Complete aerial photographic cover of the colony is now available and topographical maps have recently been published on scales of 1 : 50,000 and 1 : 250,000.

GEOLOGY AND LANDFORMS

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

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

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

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

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

During the quaternary era, when adjacent parts of the South American mainland were glaciated, the Falkland Islands were ice-free. There is no evidence of any permanent glaciation within the group and it is supposed that, even at the glacial maxima, the climate was periglacial. During this period, large accumulations of quartzite boulders—stone runs, as they are called—formed in the valley floors of upland areas. The origin of the stone runs has been attributed to solifluction—soil creep down the valley sides, assisted by frost-and-thaw action—but this explanation is not wholly convincing.

Two main morphological elements may be recognized, the mountains which occur in the areas of folded Devonian-Carboniferous sandstone and quartzite, and the great plain of Lafonia, where the mesozoic rocks are exposed. The principal mountain ranges follow the trend of the folded quartzites, from east to west across both main islands and parallel with Falkland Sound on West Falkland. The hills occasionally rise to about 2,300 feet (Mount Osborne), on East Falkland, is 2,312 feet high; Mount Adam, on West Falkland, is about 15 feet lower), but the general summit levels are between 1,500 and 2,000 feet. On East Falkland, the main upland ridge of Wickham Heights rises steeply along the southern edge of the folded quartzites. The tillites and mesozoic sedimentary rocks which lie to the south have been considerably less resistant to erosion so that, where these have been folded, the terrain consists of low parallel

ridges rising to little more than 200 feet. South of the great inlets of Choiseul Sound and Brenton Loch, where the rocks are virtually undisturbed, the whole country is a flat plain which seldom rises more than 100 feet above sea-level.

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

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

CLIMATE AND VEGETATION

The Falkland Islands lie on the northern edge of the depression belt through Drake Passage; they are thus dominated by westerly winds and by the continuous variation of weather caused by the procession of air masses and fronts across them. The islands lie in the lee of the South American continent, but are separated from the mainland by about 300 miles of relatively cold sea. Although the warming and drying influence of the Andes is still felt in the islands, the effect upon the climate is considerably modified by this sea passage. The climate of the Falkland Islands is characterised by the narrow temperature range, strong winds, seasonal uniformity and day-to-day variability of weather which are commonly associated with an oceanic situation in temperate latitudes.

The majority of long-term climatic records which are available for the Falkland Islands depend upon observations which have been made in the vicinity of Stanley. Consequently there is little precise knowledge as to how temperature and rainfall vary through the archipelago as a whole. Several farms keep rainfall records but these data do not cover a long enough period to permit a statistical assessment of rainfall distribution. At Stanley the mean monthly tempera-

ture varies between 49° F. in January/February and 36° F. in July. The air temperature has never been known to exceed 79° F. or to fall below 12° F. No month is entirely frost-free, although the air temperature rarely falls below 32° F. in January or February. Average values for relative humidity are high and in consequence, the average cloud amount is large. However there is very little atmospheric pollution, and about 35 per cent of the total possible sunshine is recorded annually; this is about the same as at many places in the United Kingdom. Fog is rare except on the hills, and dense fog, with visibility of only a few yards, does not occur. The rainfall at Stanley is about 25 inches, spread fairly evenly throughout the year, with a maximum in summer (December and January) and a minimum in early spring (September and October). The number of days with rain is high throughout the year (16–21 days per month). Snow falls on about 50 days during the year and has been recorded in every month. Snowfalls are, however, light and soon melt. The wettest year on record was 1911, when 37 inches of rain were measured. The driest year was 1960, with only 19.4 inches.

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

The cool, windy climate has prevented natural tree-growth. The natural climax vegetation of the Falkland Islands is a grassland with certain species of heath and dwarf shrubs, which form plant communities similar to the moorland vegetation of upland Britain. The monotonous succession of arenaceous and argillaceous sedimentary rocks, with the absence of limestone, is reflected in the uniformity of the sub-soil type. The top-soil is generally peaty, though the thickness of the peat horizon may vary from less than one inch to more than fifteen feet. Much of the uplands are bare of vegetation, comprising eroded peat, scree and stone runs.

The grasslands of the Falkland Islands represent the sole natural resource which has proved capable of economic exploitation throughout the entire history of colonisation. Following the first settlement by the French in 1764, cattle ran wild on East Falkland. By 1840, the number of wild cattle had reached some figure between 50,000 and 100,000 and appeared to be increasing rapidly despite the large

numbers killed annually. During the early years of the colony, the export of hides represented the principal economic activity. Within ten years, however, sheep began to replace the wild cattle which were systematically slaughtered until, by 1880, they had been virtually exterminated. During the last 30 years of the nineteenth century, sheep-farming developed rapidly. Between 1893 and 1899, there were more than 750,000 sheep in the islands. This appears to have been a greater number than the pastures could support by the methods of large-scale ranching which have always been employed. After 1898 there was a decline in the number of sheep but this has levelled off. In recent years there has been an increase in wool production.

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

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

WILD LIFE

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

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

One of the most abundant of the marine creatures, krill (*Euphausia superba*), a shrimp-like creature, is the key link in the main food chain. Feeding directly on the one celled plants of the sea, diatoms, the krill in turn supports not only fish and seals but countless thousands of penguins and other sea birds, including our largest breeding bird, the black-browed albatross (*Diomedea melanophrys*).

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

Penguins are perhaps the most common feature of bird life in the Falkland Islands. Three main species are found breeding in the islands, namely the rock-hopper penguin (*Eudyptes crestatus*), Magellan or jackass penguin (*Spheniscus magellanicus*) and the

Gentoo penguin (*Pygoscelis papua*). Two other species, the macaroni penguin (*Eudyptes chrysolophus*) and king penguin (*Aptenodytes patagonica*), are comparatively rare; the latter is still only found in two or three selected areas where it is slowly re-establishing small breeding colonies.

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

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

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

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

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

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

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

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

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

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

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

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

POPULATION, LAND TENURE AND ECONOMY

The population is almost entirely of British origin, with a very small admixture of Scandinavian and Latin American blood. The first settlers, some of whose descendants still live in the colony, began to arrive during the uneasy years which followed the establishment of the colony in 1833 (see page 55). During the remainder of the nineteenth century the population increased until it had reached about 2,000 in 1900. During the whole of the twentieth century, the popu-

lation has fluctuated between 2,000 and 2,300. This unique condition of an almost static population may be accounted for by the fact that, owing to the limited economic opportunities, emigration from the islands has practically balanced the natural increases throughout the period.

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

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

SETTLEMENT AND COMMUNICATIONS

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

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

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

Chapter 2: History

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

The history of the Falkland Islands begins with the second voyage of Sir Thomas Cavendish whose expedition sailed from England in 1591. Nine months after starting, the ship *Desire*, captained by

John Davis, was driven off course in "a sore storme".¹ Fortunately for Davis his ship was "driven in among certaine isles never before discovered . . . lying fiftie leagues or better from the shoare east and northerly from the streights."² The Falkland Islands were thus first sighted on the 9th August 1592.

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

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

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

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

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

Bougainville's expedition left St. Malo on the 8th September 1763, and on the 31st January 1764, sighted the islands. The site for

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

3. "The Observations of Richard Hawkins, Knight, in his voyage into the South Seas, 1593", 1622.

4. Captain Strong's log book.

the first settlement was duly chosen at the west end of Berkeley Sound and work started on the construction of Fort St. Louis.

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

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

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

Endeavours to induce the British to withdraw were more protracted and eventually orders were sent for their expulsion by force. On the 4th June 1770, a Spanish frigate entered Port Egmont and two days later four more Spanish ships anchored opposite the settlement. The one British vessel was a sloop-of-war, the *Favourite*, and the only fortifications a block-house and a mud battery mounting four-pounders. The British captain, playing for time, wrote to the Spanish commodore, requesting him to depart as soon as he had

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

2. Ibid.

3. Ibid.

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

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

obtained "necessary refreshments." In a brief reply the Spaniard stated that he had come with a very large force, comprising 1,400 men, besides the crews of his vessels, and an ample supply of ammunition and artillery, and his orders were to expel the British occupants. The latter then had no other course but to capitulate, the Spanish troops coming ashore on the 10th June, 1770. The British settlers were embarked on board the *Favourite* and sailed on the 14th June, reaching England on the 24th September.

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

"BE IT KNOWN TO ALL NATIONS That Falkland Islands with this Fort, the Stonehouse, Wharfs and Harbours, Bays and Creeks thereunto belonging are of the Sole Right and Property of His Most Sacred Majesty, George the Third, King of Great Britain, France, and Ireland, Defender of the Faith, etc. In witness whereof this plate is set up, and His Britannic Majesty's colours left flying as a mark of possession.

by S. W. Clayton

Commanding Officer at Falkland Islands

A.D. 1774 "

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

In June 1806 the Spanish Governor Martinez abandoned Soledad on hearing that Buenos Aires was in the hands of the English General, Beresford. At this point Spanish jurisdiction over the Falkland Islands ended. On the 9th July 1816, by the Declaration of Independence, the United Provinces of the Rio de la Plata came into being. The United Provinces claimed to succeed Spain in sovereignty over the Falklands but for the next ten years the new state was too preoccupied to pay attention to distant lands.

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

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

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

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

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

The murderers, three gauchos and six Indians, made off into the camp and remained at large until Lieutenant Henry Smith, R.N., captured them in early March 1834. Lieutenant Smith was in charge of the establishment at Port Louis and was succeeded as such by other naval officers until a civil administration was formed under Lieutenant R. C. Moody, R.E., in 1841.

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

Governor Moody laid out a township at Port Louis which he named Anson but in 1842 he removed to Stanley, the present capital with an excellent harbour leading off Port William.

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

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

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

At the beginning life was difficult but further settlers and fresh capital were gradually attracted by the possibilities of the new colony and in 1846 that part of the East Falkland Islands lying south of the isthmus at Darwin was conceded by sale to Samuel Lafone of Montevideo. Lafone, however, did not long continue to farm the property on his own account and in 1851 transferred it to the Falkland Islands Company, which was incorporated by charter in that same year. Since that time the Falkland Islands Company has acquired extensive tracts of land throughout the colony and carries on business as shipping agents and general merchants in Stanley.

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

In 1849 the small garrison, composed of Sappers, which had been maintained in the colony was replaced by a garrison of Royal Marines, 25 in number and all married. In 1855 the South American Missionary Society founded a training settlement for Indians from Tierra del Fuego on Keppel Island. The missionary settlement

existed until 1898 when the last of the converts were repatriated to Tierra del Fuego. Bishop Stirling, who was consecrated the first Bishop of the Falkland Islands in 1869, came out to Keppel Island as Superintendent of the settlement in 1862.

In February 1871, the Duke of Edinburgh visited the islands and in January 1881, Prince George (later King George V) entered Port William, together with his brother Prince Albert Victor, on board H.M.S. *Bacchante*, but was prevented from landing by the receipt of sudden orders to proceed to the Cape of Good Hope.

The early industry of the colony was exploitation, mainly for their hides, of the wild cattle running freely over the East Falkland Islands. These wild cattle were descended from the cattle introduced by de Bougainville; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor.

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

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

When war was declared in 1939 the Falkland Islands Defence Force was mobilised for the defence of the colony which once again proved its value as a naval base. After the battle of the River Plate the British cruisers returned to Stanley to land the wounded who were cared for in the local hospital for several weeks. As German raiders disappeared from the seas the naval activity diminished greatly. The area to the south of the River Plate was devoid of shipping and perhaps too remote for submarine warfare. In 1942 following the outbreak of war with Japan, a garrison of British troops arrived in Stanley amounting in all to some 2,000 officers and men. The presence of such a large contingent severely strained the facilities of the town but despite all inconveniences, including the evacuation of school children, characteristic Falkland Islands hospitality was displayed. By 1945 the garrison had been withdrawn.

During the war the colony and dependencies made gifts of over £70,000 to the United Kingdom as a war contribution, including some £20,000 for war charities. Ten Spitfire aircraft were purchased with money voted by the Legislative Council in 1940 and these aircraft flew into action bearing the name "Falkland Islands". Despite limited manpower, over 150 of the colony's young men and women served in the armed forces, merchant navy, nursing services and the land army in the United Kingdom. After the war some of them elected to stay there.

In 1944 the Stanley Town Hall was accidentally burned to the ground. Its fine public hall played a very important part in social life, so that the loss of it was a blow to the whole community. The building also contained the public library, the museum and certain Government offices.

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

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

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

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

Chapter 3: Administration

At the head of Government is the Governor and Commander-in-Chief, who is advised by an Executive Council composed of two *ex-officio* and four unofficial members. The two *ex-officio* members are the Colonial Secretary and the Colonial Treasurer.

The constitution of the Legislative Council gives a majority to the unofficial members. With the Governor as President, the Legislative Council is composed of two *ex-officio* members (the Colonial Secretary and the Colonial Treasurer), one nominated independent member for the East Falkland, one nominated independent member for the West Falkland, two elected members for Stanley and two elected members representing the East and West Falklands.

The Legislative Council was dissolved on the expiry of its period of office on the 20th December 1963 and a general election was held early in 1964.

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

Chapter 4: Weights and Measures

IMPERIAL weights and measures are in general use.

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The Dependencies

PART I

General Review of 1964 and 1965

THE Falkland Islands Dependencies comprise South Georgia, South Sandwich Islands and the Shag and Clerke Rocks, of which only South Georgia is inhabited.

Two whaling stations were maintained in South Georgia during 1964 and 1965. For two and a half months at the end of 1964 a consortium of Japanese whaling companies, under the name of the International Fishery Company, worked the station at Grytviken, carrying out sealing and whaling from there, before their ships and men joined the pelagic fleets in December. They did not operate from South Georgia in 1965.

The other station, The South Georgia Company's at Leith Harbour, was sub-leased to Nippon Suisan Kaisha in 1964 and again in 1965. During the 1964-65 season the Japanese Company maintained a full catcher force until November 30th when six catchers left for the pelagic whaling grounds and operations from South Georgia were conducted at a reduced level.

The 1965 season started with ten catchers operating from Leith Harbour but four catchers left for the pelagic grounds at the beginning of December, followed by the remainder on the 17th December, thus bringing a short season to a close.

In 1965 for the first time the International Whaling Commission recommended a quota, which was accepted by Her Majesty's Government, for the South Georgia catch. The quota was 340 BWU (Blue Whale Units). This figure is related to the general decline in whale populations.

Sealing was undertaken in 1964 by the International Fishery Company. No sealing took place in 1965. The elephant seal (*Mirounga leonina*) quota is, at present, 6,000 bulls per season. The fur seal (*Arctocephalus australis*) is still completely preserved but is likely to become of economic importance in the future.

With the decrease in whaling fewer shipping opportunities present themselves, with a consequent reduction in mails. British Antarctic Survey ships call where possible within the framework of their commitments but these calls are necessarily limited.

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

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

Between November 1964 and March 1965, South Georgia was visited by a Combined Services Expedition led by Lieut. Comdr. M. K. Burley, R.N. The team, which enjoyed the patronage of H.R.H. the Duke of Edinburgh, was drawn from all three Services.

The aims of the expedition included establishing and retracing Shackleton's precise route taken in 1916 during his epic crossing of the island from King Haakon Bay to Stromness; first ascents of Mount Paget (9,625 feet), the highest mountain in the island, and Mount Sugartop (7,623 feet); and a first crossing of the Allardyce Range, the backbone of South Georgia. In addition, a topographical survey was to be carried out in the Royal Bay area in the eastern part of the island as well as certain geological, glaciological, zoological and botanical work. These aims were successfully accomplished.

The party was landed by helicopter from H.M.S. *Protector* at King Haakon Bay on the 15th November and immediately set about retracing Shackleton's route. The descriptions of all the features in Shackleton's and Worsley's accounts of their crossing were found by the expedition to be accurate and enabled easy identification of the controversial aspects of the famous journey.

Mount Paget was successfully climbed on the 30th December when the Union flag was planted on the summit. The ascent of Mount Sugartop was achieved on the 4th January. The expedition experienced hazardous conditions on many occasions, particularly

during the crossing of the Allardyce Range. The last five weeks were spent in concentrating on the topographical survey and the scientific programmes and on the 5th March 1965 H.M.S. *Protector* lifted the ten men from Royal Bay.

The members of this well organised expedition created an excellent impression among all who met them. Their success was mainly due to careful selection and competent leadership allied to careful planning and efficient support.

PART II

Chapter 1: Population

ON the 31st December 1964 there were 499 people in South Georgia but on the corresponding date of 1965 there were 24, the discrepancy being caused by the early departure of the seasonal workers in the whaling industry. The season normally covers six months of the year but, in 1965, ended in mid-December.

There were no births, marriages or deaths.

Chapter 2: Occupations and Wages

IN the 1964-65 season two whaling stations were operational, one for three months and the other for the full season but with a reduced catcher force. Both stations were operated by Japanese with a nucleus of Norwegian technicians.

In the latter part of 1965 only one station operated, again with Japanese personnel; it closed down in mid-December.

Wages were at Japanese whaling scale, except for the Norwegian employees who earned the much higher Scandinavian rate.

Chapter 3: Public Finance and Taxation

REVENUE for 1964-65 amounted to £59,045, of which £1,950 was received from Her Majesty's Government in the United Kingdom as a Colonial Development and Welfare grant.

Expenditure during 1964-65 was £76,810, including Special Expenditure of £15,225. The Special Expenditure was in the main due to final payments made in respect of Shackleton House and the new quarters for the Administrative Officer.

The general revenue balance at the 30th June 1965 was £25,050.

Chapter 4: Currency and Banking

LEGAL tender consists of Falkland Islands Government currency notes of £5, £1 and 10s. denominations and United Kingdom coinage.

There are no banks, but facilities are provided by the Administration for deposits in the Government Savings Bank at Stanley and for remitting funds abroad.

Chapter 5: Commerce

ALL foodstuffs were imported, with the exception of a certain amount of whale meat which was consumed at the operational whaling stations.

The values of imports and exports for the year 1964 and 1965 were:

IMPORTS

(including imports from High Seas for re-export)

	1964 £	1965 £
Food	8,268	8,005
Beverages and tobacco	4,424	1,608
Crude materials, inedible, except fuels	1,059	—
Mineral fuels, lubricants and related materials	180,316	63,308
Animal and vegetable oils and fats	3	—
Chemicals	1,205	550
Manufactured goods classified chiefly by materials	2,751	263
Machinery and transport equipment	13,741	1,015
Miscellaneous manufactured articles	236	167
	<u>£212,003</u>	<u>£74,916</u>

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY

1964

Item	Value £	Quantity	Principal Supplying Countries
Mineral fuels, lubricants and related materials	180,316	23,972 tons 9,026 tons	Curacao £118,459, Japan £61,466.
Machinery and transport equipment	13,741	27 tons	Japan £11,440, S. Africa £980, United Kingdom £1,321.
Provisions	8,268	79 tons 1,200 doz. eggs	United Kingdom £4,471, Japan £882, Denmark £1,418.

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY

1965

Item	Value £	Quantity	Principal Supplying Countries
Mineral fuels, Lubricants and related materials	63,308	6,208 tons	Curacao £63,308.
Provisions	8,005	40 tons 690 doz. eggs	United Kingdom £4,785, Japan £1,202, S. Africa £504.

PRINCIPAL SUPPLYING COUNTRIES

	1964 £	1965 £
United Kingdom	7,934	7,437
Japan	80,392	2,833
Curacao	118,459	63,308

SOURCES OF IMPORTS

	1964 %	1965 %
Commonwealth	3.87	10.2
Foreign Countries	96.13	89.8

DOMESTIC EXPORTS

	Value		Quantity	
	1964 £	1965 £	1964 (Tons)	1965 (Tons)
Whale oil and seal oil	261,907	842,661	3,658	11,060
Other whale products	639,865	525,702	8,975	7,685
TOTAL VALUE	<u>£901,772</u>	<u>£1,368,363</u>		

RE-EXPORTS

	Value		Quantity	
	1964 £	1965 £	1964	1965
Returned goods and goods sent out for repair	11,820	9,392	2 tons	4 tons
Manufacture of Metals (Whaling Harpoons)	—	5,778	—	321 No.
TOTAL VALUE	<u>£11,820</u>	<u>£15,170</u>		

DESTINATION OF EXPORTS
(including re-exports)

(a) by value

	1964 £	1965 £
Japan	643,468	508,224
Holland	261,904	864,239
Norway	11,650	5,778
United Kingdom	170	9,392

(b) by percentage of value

	1964 %	1965 %
Commonwealth02	.68
Foreign Countries	99.98	99.32

Chapter 6: Production

WHALING and sealing are the only industries; the production of frozen and salted whale meat has been the primary consideration of the Japanese firms engaged in the industry. Whale oil, meat and bone meal and meat extract have also been produced, the latter commanding high prices on the world markets.

Seal oil was produced by one company during the latter months of 1964 but no sealing was undertaken in 1965.

The following shows the production figures. Seal oil, which is of number one quality, has been included.

	No. of companies operating	No. of whales	Oil (barrels)	Meat and bone meal (tons)	Frozen whale meat (tons)	Meat extract (tons)
1963-64	2	1,024	40,334	2,135	3,994	32
1964-65	2	1,150	46,175	3,627	3,786	159
1965-66	1	222	9,964	920	1,658	51

Sealing

Only the male elephant seal is taken and the catch of these is restricted to 6,000 in each year. So that only the older seals are harvested, a minimum length of 3.5 metres is laid down. Precautions are taken by the Administration to ensure humane slaughter.

Chapter 7: Social Services

EDUCATION

THERE were two children of school age in South Georgia in 1964. There were no educational facilities but books and material were supplied by the Education Department in Stanley. In that year both the children were conveyed to Stanley for the purpose of attending school there.

HEALTH

During 1964 and 1965 South Georgia was free of all diseases and there was no outbreak of infection. The climate is health-giving, with pure air and water.

A Government-appointed doctor was stationed in the island. The Japanese whaling companies also employed medical officers.

HOUSING

Quarters are provided for all Government officials and the whaling companies have extensive accommodation for their employees.

SOCIAL AMENITIES

During the winter there are opportunities for skiing and, in the summer, for walking and climbing. Walks are restricted by the mountainous and broken nature of the country but, with the proper equipment and experience, the extent is set on climbing only by the climbers' endurance and the seasonal limitations.

Recreational facilities, including a hard tennis court and a cinema projector, are provided for the Government staff and are made available to the whaling staff of the nearby Grytviken station.

The rifle range, once a feature of South Georgia social life, is no longer in use, as Shackleton House now occupies part of the site.

Chapter 8: Legislation

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

1964

Appropriation (Dependencies) (1964-65) Ordinance, providing for the service between 1st July 1964 and 30th June 1965.

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

Application of Enactments Ordinance, 1962.

Income Tax (Amendment) (No. 2) Ordinance, 1962.

Firearms (Amendment) Ordinance, 1962.

Antarctic Treaty (Immunity from Jurisdiction) Ordinance, 1962.

British Nationality (Amendment) Ordinance, 1962.

Application of Enactments (Amendment) (No. 2) Ordinance, 1962.

Application of Enactments (Amendment) (No. 3) Ordinance, 1962.

Income Tax (Amendment) (No. 3) Ordinance, 1962.

Post Office (Amendment) Ordinance, 1963.

Foreign Judgments (Reciprocal Enforcement) (Amendment) Ordinance, 1963.

Maintenance Orders (Facilities for Enforcement) (Amendment) Ordinance, 1963.

Matrimonial Causes (Amendment) Ordinance, 1963.

Pensions (Increase) (Amendment) Ordinance, 1963.

Income Tax (Amendment) (No. 3) Ordinance, 1964.

Mining (Amendment) Ordinance, 1964.

Income Tax (Amendment) Ordinance, 1964.

Income Tax (Amendment) (No. 2) Ordinance, 1964.

Pensions (Increase) (Amendment) Ordinance, 1964.

1965

Appropriation (Dependencies) (1965-66) Ordinance, providing for the service between 1st July 1965 and 30th June 1966.

Supplementary Appropriation (Dependencies) (1963-64) Ordinance, legalising certain payments made in the year 1963-64 in excess of the expenditure sanctioned.

Supplementary Appropriation (Dependencies) (1964-65) Ordinance, legalising certain payments made in the year 1964-65 in excess of the expenditure sanctioned.

Income Tax (Dependencies) (Amendment) Ordinance, exempting the whaling companies at South Georgia from all or any of the provisions of this Ordinance.

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

Application of Enactments (Intestates' Estates and Family Provisions) Ordinance, 1964.

Maintenance Orders Ordinance, 1964.

Whale Fishery (Amendment) Ordinance, 1964.

The Marriage (Amendment) Ordinance, 1965.

The Income Tax (Amendment) Ordinance, 1965.

The Pensions Ordinance, 1965.

The Diplomatic Privileges (Extension) (Amendment) Ordinance, 1965.

The Immigration Ordinance, 1965.

Chapter 9: Justice, Police and Prisons

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

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

Chapter 10: Public Utilities

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

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

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

Chapter 11: Communications and Transport

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

During the whaling season an occasional outward mailing opportunity arises but inward mails are erratic, depending on the good offices of the shipping agents at ports of call. More dependable are

mails arriving by British Antarctic Survey ships which call at South Georgia during their annual supply and relief tours of the British Antarctic Territory.

There is one port of entry at Grytviken.

The following ships entered at South Georgia in 1964 and 1965:

	1964		1965	
	Vessels	Tonnage	Vessels	Tonnage
British	5	8,114	5	7,150
Others	37	43,444	25	47,317

The tonnage represents the total net register.

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

Regular schedules are worked by the Colonial Wireless Station at King Edward Point, the traffic passing through Stanley. The station also broadcasts meteorological forecast bulletins for the benefit of shipping in the area.

Chapter 12: Meteorological Services

METEOROLOGICAL services within the dependencies and the British Antarctic Territory, as well as within the colony, are provided by the British Antarctic Meteorological Service, which is constituted as an integral part of the British Antarctic Survey. The headquarters of the Service (originally established in 1950 as the Falkland Islands and Dependencies Meteorological Service) is at Stanley, but there is also an independent forecasting office at Grytviken (South Georgia) which is maintained by the colony but technically controlled by the Chief Meteorological Officer at Stanley. With the exception of staff and equipment at Grytviken, the cost of the service is carried on the British Antarctic Territory budget, with a small contribution from the colony.

The general functions of the service are:

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

- (ii) the provision of forecasts for the whaling fleets operating in the South Atlantic west of 10° W. and south of 50° S., and for shipping in general within the waters of the Falkland Islands and Dependencies and the British Antarctic Territory;
- (iii) the provision of forecasts for the general public and the Government Air Service within the colony, and for any aircraft requiring meteorological support for operations in the area as a whole;
- (iv) the editing and publication of climatic data;
- (v) limited investigations into the meteorology of the area.

Forecasting Services

Forecast bulletins were broadcast from Stanley and Grytviken during the whaling seasons, and local forecasts for both the Falkland Islands and South Georgia were issued throughout the period. Forecasts were supplied to individual ships and to aircraft operating from British Antarctic Survey bases.

Reporting Stations and Collective Broadcasts

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

Staff

Staff at the Stanley Headquarters Office and at the Stanley Upper Air Unit were personnel of the United Kingdom Meteorological Office. Other staff were recruited directly.

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

PART III

Chapter 1: Geography

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

CLIMATE

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

PLANT AND ANIMAL LIFE

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

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

Only the seals and whales have any economic value. The seals were first exploited in South Georgia a few years after the visit of Captain Cook in 1775. The principal species were the southern fur seal (*Arctocephalus australis*) which is only now beginning to return to some of the islands where it was most plentiful. The large oil-bearing elephant seal (*Mirounga leonina*) was also exploited during the first half of the nineteenth century but recovered more quickly and has been taken under licence in South Georgia for more than 50 years. The other species of Antarctic seal are too solitary in their behaviour to warrant economic exploitation.

Whaling began early in the twentieth century and has grown into a highly specialised industry. From the beginning, South Georgia was the most important centre of the industry and shore factories were operated at Grytviken, Leith Harbour, Stromness, Husvik, Godthul and Prince Olaf Harbour, though only two, Grytviken and Leith Harbour, have been worked in recent years. During the last 25 years increasing use has been made of pelagic factory ships which can operate in open ocean throughout the whaling season. Five species of whale were common in these waters, but only two, the fin whale and the sei whale can now be regarded as having great economic importance, though the sperm whale is also taken in substantial numbers.

In recent years there has been growing concern about the future of the whaling industry. The rate of killing has exceeded the reproduction and growth rates of these mammals for many years so that the stock comprises fewer and smaller animals than formerly. The International Whaling Commission has drastically reduced the rate of killing in recent years and is pledged to reduce it by 1967 to a level below the sustainable yield. It will, however, take many years before the stocks can recover sufficiently to allow catching on a scale comparable to that which used to prevail.

Chapter 2: History

SOUTH GEORGIA was sighted at least twice between 1675 and 1756, but the first landing was that of Captain James Cook in 1775. The South Sandwich Islands were also discovered by him during the same voyage. Thereafter, South Georgia was much visited by sealers of many nationalities, who reaped a rich harvest from the immense

number of fur seals and elephant seals which frequented these shores. By 1815, the slaughter of seals had reached such proportions that sealers were beginning to look elsewhere for them.

The principal development in the dependencies took place in 1903, when C. A. Larsen founded the first modern whaling company based upon a shore factory in South Georgia. The industry immediately prospered and continued to expand quickly up to and during the first World War.

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

After the war and until 1960, three shore stations were worked at South Georgia, but in the 1960-61 season one of the companies ceased to operate and in the following year another closed down, thus leaving only a single company in operation on the island. After the 1962-63 season certain Japanese companies re-established whaling operations in South Georgia operating from Leith Harbour and Grytviken.

Chapter 3: Administration

THE Dependencies are subject to the authority of the Governor and his Executive Council, the former being empowered under the Letters Patent of 1948 to legislate for the Dependencies.

An Administrative Officer and an official staff are maintained in South Georgia and control over whaling and sealing operations is undertaken by Government inspectors at the land stations.

There is no local government in South Georgia; in fact, there are no communities other than the whaling stations, which are run by the managers on behalf of the companies owning them.

Chapter 4: Weights and Measures

IMPERIAL and metric weights and measures are in general use.

Chapter 5: Reading List

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

BRITISH ANTARCTIC SURVEY. Scientific Reports.

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

No. 9. *New Evidence of Sea-Level Changes in the Falkland Islands*. By R. J. Adie. 4s.

No. 14. *The Brown Skua of South Georgia*. By B. Stonehouse. 10s.

No. 19. *The Geology of South Georgia*—II. By A. F. Trendall. 25s.

No. 22. *Introduced Reindeer of South Georgia*. By W. N. Bonner. 7s.

No. 23. *The King Penguin of South Georgia*—I. *Breeding Behaviour and Development*. By B. Stonehouse. 25s.

No. 45. *The Vascular Flora of South Georgia*. By S. W. Greene. 32s.

(Obtainable from British Antarctic Survey, 30 Gillingham Street, London, S.W.1., and from Her Majesty's Stationery Office.)

CARSE, DUNCAN. "The Survey of South Georgia", *Geographical Journal*, vol. 125, part 1, March 1959, pp. 20-37.

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- ROBERTSON, R. B. *Of whales and men*. New York, Knopf, 1954.
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