

The Falkland Islands South America.

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

By
The Rev. W. McDonald Hobley,
Church Cathedral,
Stanley.

R&F
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MRS. CONNIE LUXTON

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February 2004

To W. Luxton Esq.

With Compliments from

Ch. Donald Hobbs

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27.7.10

Do you recall that sweep of savage splendour,
That land that measures each man at his worth?
And feel again in memory half fierce, - half tender,
The brotherhood of men who know the South!
R. S.

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The Falkland Islands
South America.

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THE ENTIRE PROFITS ON THIS WORK WILL BE GIVEN TO THE GENERAL
PURPOSES FUND OF CHRIST CHURCH CATHEDRAL, PORT STANLEY.

By
The Rev. I. McDonald Hobley,
Christ Church Cathedral,
Port Stanley.

Foreword.

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

C McDONALD HOBLEY.

THE CHURCH HOUSE, PORT STANLEY.
MARCH : 6TH. 1917.

Be it known to all Nations.

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

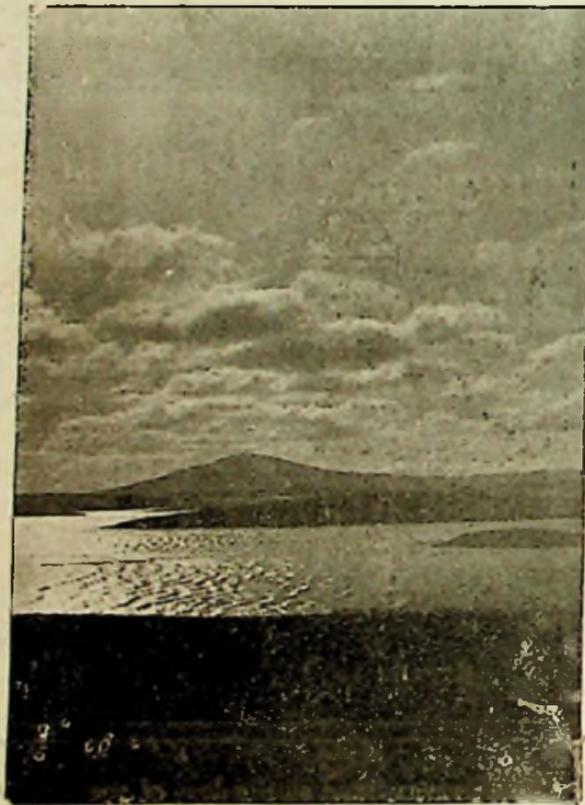
*by S. W. Clayton,
Commanding Officer at Falkland Islands.*

A.D. 1774.

[Copy of the Inscription, engraved in lead, which was fixed on the door of the block-house at the British Settlement Saunders Island on May 20th. 1774.]

Les
J. Malo

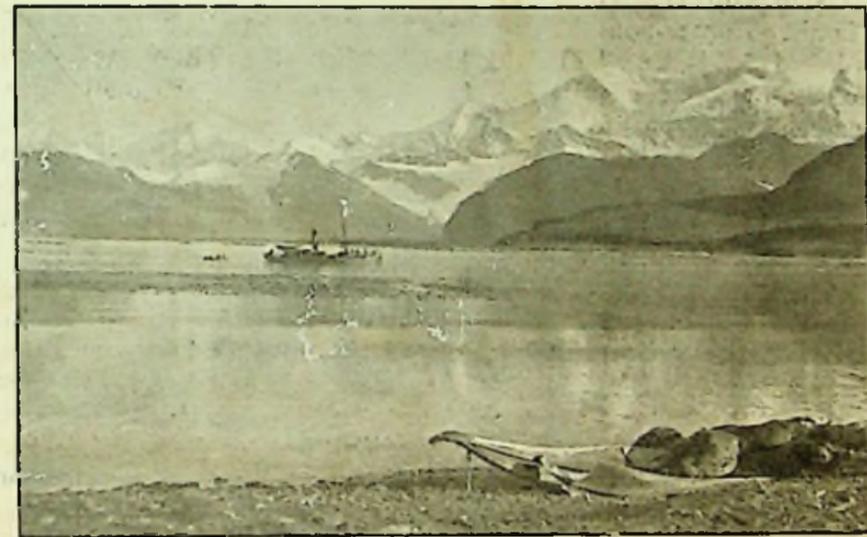
THE HISTORY OF THE COLONY.



BAY, WEST FALKLANDS, By Moonlight

EARLY historians are at great variance as regards the original discovery of the Falkland Islands. It has been said that the Portuguese explorer, Americus Vesputius sighted the place in 1502, while other historians have named Magellan in 1520, but the latter does not mention the Islands at all. On two Spanish charts, dated 1527 & 1529, they are shown as the Ascension Islands, and in Gutiero's Chart in 1562, and in the Map of Fernus Vaz Dourado (1571), they are likewise named.

On Schonor's globe (1520) they are called "the Maiden Group", and are there shown as seven islets. Plancius, in 1594, also terms them as the Ascension Islands. In 1592, however, Capt. John Davis, of the *Desire*, - (which formed one of the five vessels that sailed under Admiral Cavendish on an expedition to the Phillipines and the coast of China, via Cape Horn,) - undoubtedly visited the group under necessity, owing to weather, on August 14th. The next year, Admiral Berney called them "Davis' Southern



MOONLIGHT VIEW OF ALLARDYCE RANGE.

Islands,". In 1594, Sir Richard Hawkins arrived at the Falklands, and unaware of Davis' discovery, named them "Hawkins Maiden Land", having reached them in the reign of Queen Elizabeth. They were again "discovered" in 1598 by the Dutch explorer, Sebald de Wert who called the group after himself. The name soon became corrupted into the Sebaldine Isles, which term is still to be found on all the old Dutch Maps. In 1690 Capt. Strong, in the *Welfare* arrived and not only named a few places in the islands, but also surveyed the Sound, giving it the name of "the Falkland Straits", after Lord Falkland, the Treasurer of the Navy at that time. Soon after this, some French ships trading with Chili and Peru, and belonging to S. Malo, were accustomed to call in occasionally at "Port S. Louis" for water, with the result that the group was termed by the French, "Les Malouines," - hence the phrase - Malvinas. On Sept 8th 1763, two ships left S. Malo

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

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

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

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

On April 23rd 1774, the English Colony was withdrawn, and the Spanish Colony at Port Louis (or Port Solidad, as they called it) was given up about 1800: the islands remained uninhabited until 1820 when Commander Jewitt took possession of them on behalf of the Government of Buenos Aires, little knowing of the engraved declaration left on Saunder's Island just 46 years previously.

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

The British Government did not, apparently, hear of this move until nine years afterwards, and then immediately protested against the action of Buenos Aires. To support their claim, England dispatched H.M.S. *Olio* to the Falklands, and on Jan. 2nd. 1833, the ship arrived at Port Louis, and the following day hoisted the Union Jack, H.M.S. *Tyne* performing the same duty at Saunders Island. The garrison belonging to Buenos Aires quietly departed, taking their colours, and Mr. Matthew Brisbane was made the first British Governor of the Colony.

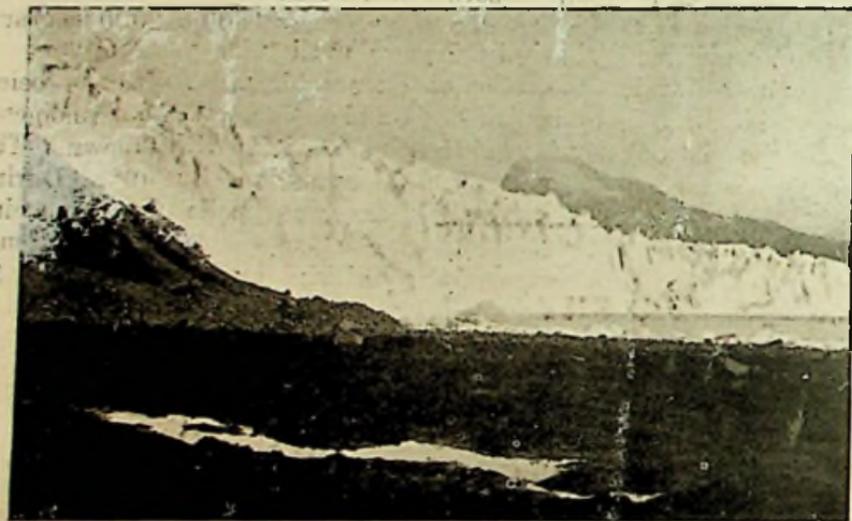
Later in the year, on Aug. 26th 1833, the Massacre of the British settlers at Port Louis took place by a few Spanish gauchos, the Governor being amongst the victims, but in the following year, Lieut. Smith arrived in the H.M.S. *Challenger* as the new Governor.

From 1833 to 1842, the Naval Authorities remained in charge of the Colony, making use of the majority of their time in surveying both land and sea.

In the latter year, the seat of Government was moved to Port Stanley, mainly for the question of harbourage, and also for the question of the large supply of peat in that neighbourhood. The original Government House was erected, together with several other buildings, and the colonization of the Falklands then commenced in real earnest.

THE ISLANDS.

The Islands are the only considerable cluster in the South Atlantic Ocean, and are about 300 miles east of the Straits of Magellan. The colony consists of two larger Islands, and



THE NORDENSKIÖLD GLACIER.

nearly 150 smaller ones comprising in the aggregate 6500 square miles.

The Group is situated between $57^{\circ}15' - 53^{\circ}$ S. Latitude and $57^{\circ}40' - 62^{\circ}$ W. Longitude.

The Dependencies of the colony consist of South Georgia (1000 sq. miles), The South Orkneys (1200 sq. miles), The South Shetlands (880 sq. miles), The Sandwich Group, and Graham's Land, part of the Antarctic continent, together with a large portion of over 30 miles

sea frontage on that continent recently discovered by Sir Ernest Shackleton.

The Islands were surveyed in 1833 by Capt. Fitzroy and Capt. Sullivan, when Darwin accompanied the surveyors as Naturalist to the expedition. The place was again charted in 1841.

The general aspect of the country is mountainous, and chiefly bog land upon which the sheep seem to thrive well. The highest peak is Mount Adam, in the West Island, which rises

2315 feet above sea level: the next is Mount Ostrom, i.e. in the West Island, which is 2245 feet. There are several ranges, of which the Hornby Hills (average 1500 to 2000 feet) and the Wickham Heights (1850 feet) are the largest.

The climate, though extremely bleak, is usually considered very healthy, sickness being almost unknown. The hottest part of the year is in December, when the thermometer averages 40° , though in recent years quite hot days have occasionally been known. The coldest portion is in June and July, when the average is between 19° and 16° . In the summer months, a strong wind is generally experienced during the day, commencing at 8. a.m. and ceasing about 6. p.m. The prevailing winds are S. or S.W. The S.W. wind in summer generally means cold, and often snow or hail. The average rainfall is 22 inches, but though it is reputed to rain, on the average for 230 days in the year, yet owing to the high winds the climate is not damp.

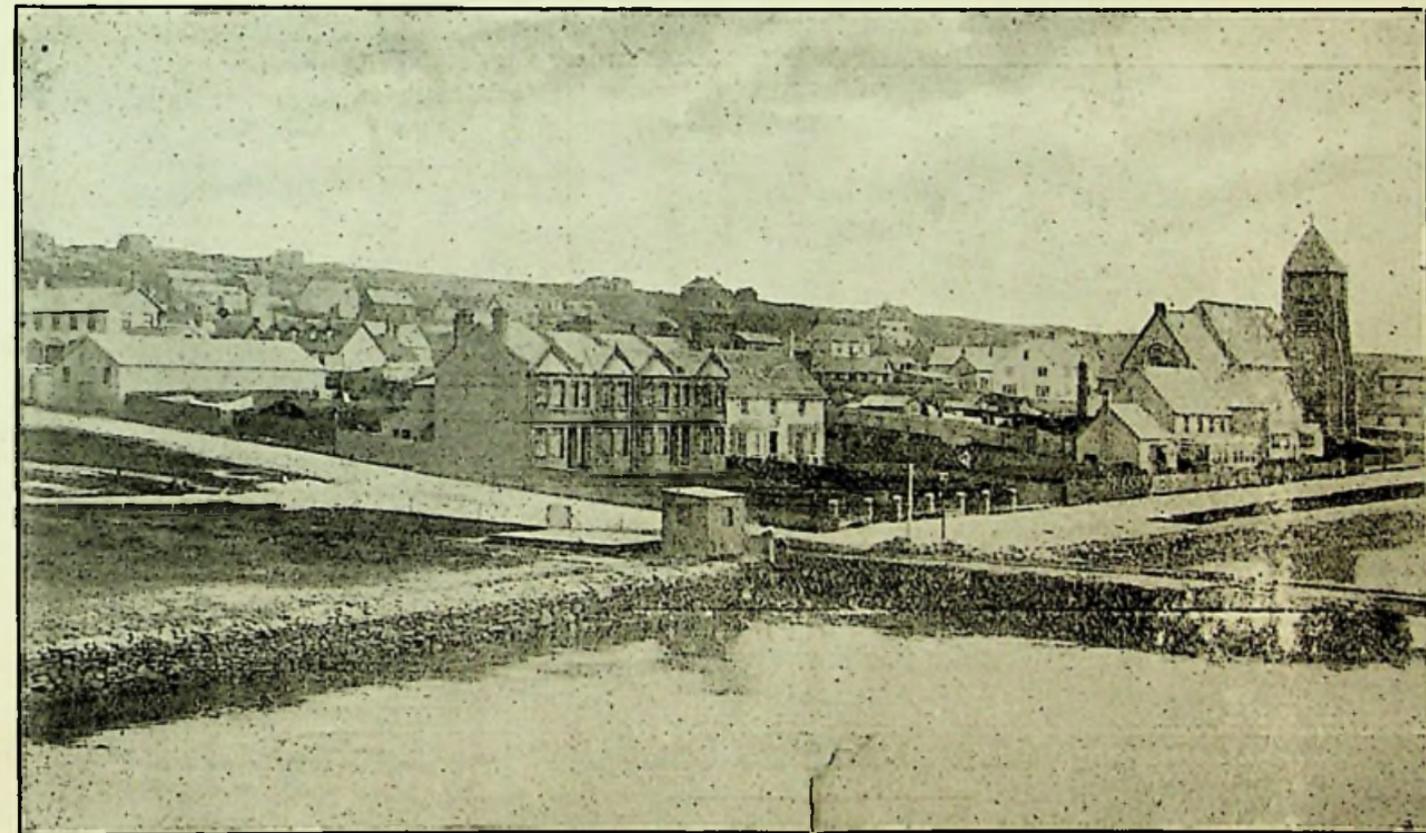
THE POPULATION.

The Islands were colonized, for the final time, by the British in 1840, and some Pensioners from the Royal Marines were brought out to commence the English population. In 1845, Mr. Lafone brought across from the coast 270 people, mostly Spanish gallees, but these have either left the Colony, or have died out. The West Island was uninhabited till 1871 when some British pioneers obtained grants of land from the Government, and settled there. In 1871, the population was 803, and in 1879, 1250. In 1880, it was 1836 including 571 women. At present 1917, the population (including South Georgia) stands at 3220, of whom 2267 are males and 953, females. The Birth rate in the

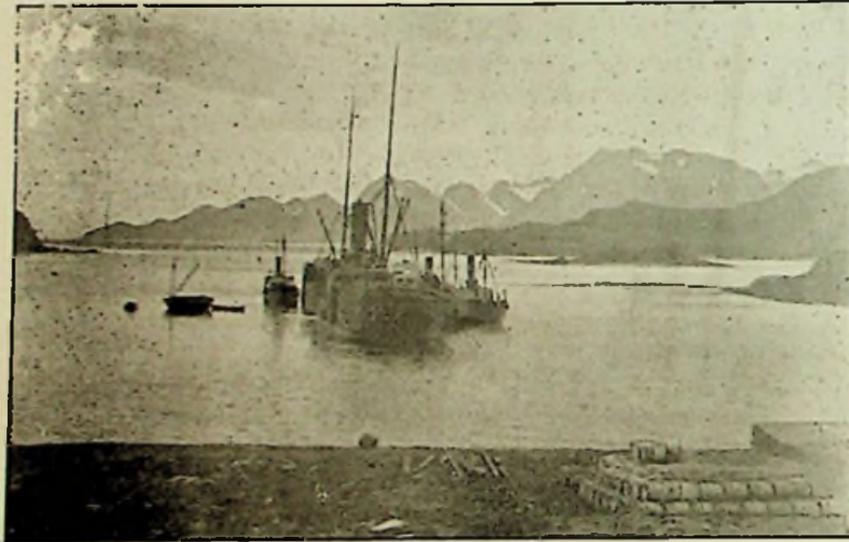
Colony averages 16.14 and the death rate 7.14. The population averages .43 per square mile. The majority of the Colonists are either Scottish settlers, or are descended from them, and there are also a number of Norwegians in the Dependencies, mainly engaged in the Whaling industry.

THE COMMERCE.

The main industry of the Colony is Sheep Farming, and there are nearly 800,000 sheep in the islands. This number was greatly exceeded a few years ago, but large numbers have been used for canning purposes these last few years. It is generally estimated that five acres are allowed for each sheep. The products from the animals are wool, tallow and hides, and there are large canning works at Goose Green, in the East Falklands, which account for about 40000 sheep annually. There are also smaller canning works at San Carlos North. The local whaling industry is at the present time, the greatest in the world, and the revenue from this during 1916, amounted to no less than £4500. In South Georgia alone there are four Norwegian, one Argentine and two British, Whaling Companies at work for a greater part of the year. There was, until recently, a good market for seal and penguin oil, and a fair number of seal skins have also been exported from the Colony.



GENERAL VIEW, PORT STANLEY



A FLOATING WHALING FACTORY.

THE FALKLAND ISLANDS COMPANY.

The Ruling power in the Colony is of course the Government, but the next in possession is assuredly the Falkland Islands Company, generally known as the "F.I.C."

THE GOVERNMENT

The Falkland Islands were constituted as a State Crown Colony, and the first Governor was appointed in 1840 at Port Louis.

The Capital was moved to Port Stanley in 1844.

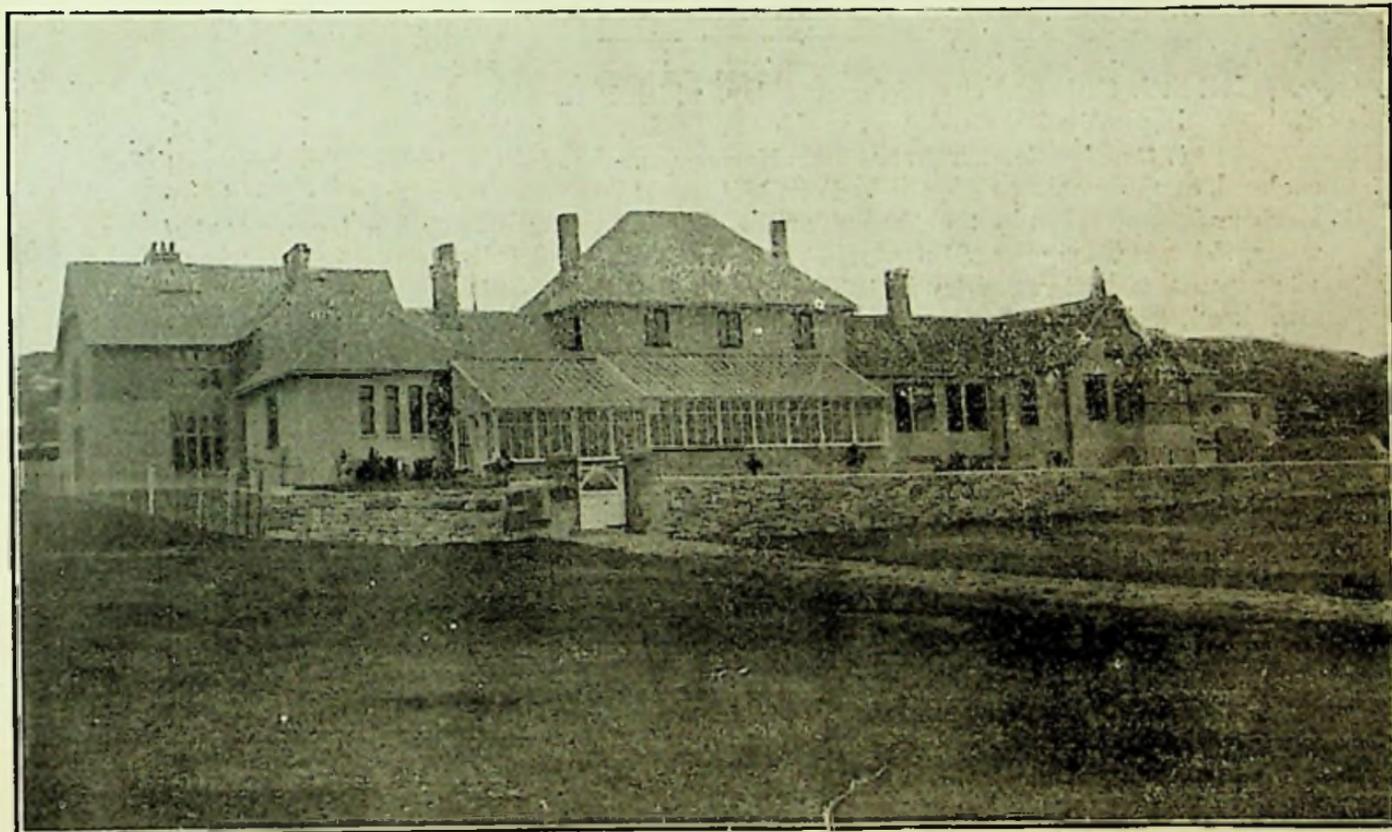
The Company is very similar to the East India Co. with like purposes and desires, and so far, with excellent results. They are the sole shipping agents in the Colony, and their tugs, lighters and jetties control most of the commerce in the place. The early history of the F.I.C. dates back to 1845, when Mr F. Lafone, a gentleman from Buenos Aires, who was interested in cattle and hides, obtained a concession from the British Government for the lower part of the East Falklands. This portion, (now known as Lafonia,) abounded in wild cattle, and Mr. Lafone colonized it with 270 people, mostly Spanish Gauchos. The relics of these abound all around Lafonia, the corrals, the old stone houses, the "Boca wall," together with the local names, such as, Orquita, Tranquilidad, etc. etc. - are to be met with everywhere, while the Spanish terms are still in daily existence throughout the Colony, such as the names for horses, horsegear, etc. etc. Mr. Lafone gave the Government £10,000 down for his grant of land, (which consisted of 620,000 acres), and a promise of £20,000 to be paid within ten years. In 1851 the F. I. C. was chartered in London, and they bought Mr Lafone's interests for 150,000\$. These consisted in the 620,000 acres on the main East Island, together with some smaller islands. Since 1852, under the guidance of the F.I.C., Lafonia has prospered tremendously. The formation of the Company was the making of the Islands. The chief Settlement in Lafonia is Darwin, which is 112½ miles away from Stanley by sea, and 82 by land. The settlement possesses its own Church and Day School, and fine up-to-date Cookhouses, built on the New Zealand system. It has also a good general Store, and is in direct communication with Stanley by the telephone. The doctor for the whole F. I. C. camp district lives here. Goose Green is about a mile further east, and is also a growing settlement, with large cookhouses, etc. A Social Club has been proposed for each settlement, and will possibly soon be erected. North Arm is the next largest Station, in the Company's Camp, and Walker Creek makes the third.

THE PRESS.

In the well known book of Dr. Scottsburg's entitled "In the Wilds of Patagonia,"—when writing about the Falklands the author says— "The third State Power, the Press is closely connected with the Church, as the name of the only newspaper -- 'the Falkland Islands Magazine and Church Newspaper' — issued once a month, bears incontestable witness". After such an extract from the pen of so famous a writer, further comment, from the present author especially, is needless. Suffice it to state that the above extract is certainly true, and the Colony has to thank the good Dean Brandon (who worked in these parts for over 30 years) for the initiative he took in starting the *Falkland Islands Magazine*. The first number was produced on May 1st. 1889. The periodical is issued monthly in an attractive cover, and occasionally contain local photographs, (of which many issued in this book have played their part) The entire work is produced at "the Cathedral Press" by the local Cathedral Clergy, aided by two of their girl Choristers; the present book is a sample of what can be done by girls who have never, as yet, left the Colony. The C.P. do not profess to be first class printers, they only endeavour to carry on in their humble way, the scheme adopted by Dean Brandon, and which is so greatly appreciated by the many subscribers to their local periodical, which finds its way all over the world.

KELP.

Mariners generally regard kelp as Nature's danger signal and it has frequently proved a safeguard to local shipping. The amount of Kelp (*macrocystis pyrifera*) that abounds around these coasts is immense. The Tree Kelp has a trunk diameter of 9 inches, and its branches grow from 5 - 50 feet long. The weed forms a natural breakwater.



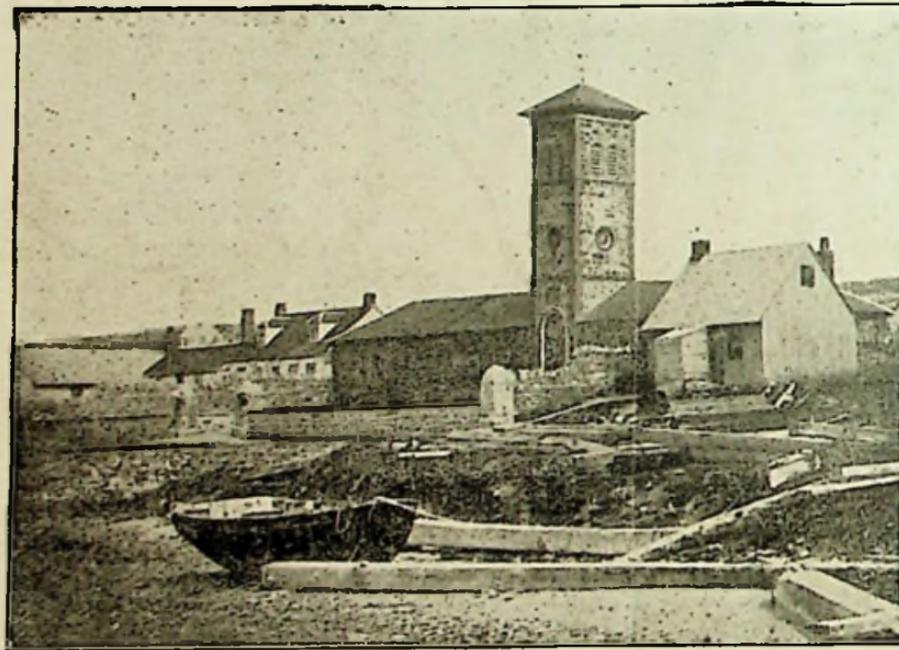
GOVERNMENT HOUSE. POINT STANLEY.

THE little Cathedral city of Port Stanley, which is the Capital of the Colony and its Dependencies, stands on the side of a perfect land locked harbour on the N. E. of the East Island. The outer Harbour consists of a fine stretch of water, well enclosed, at the entrance of which Port William Lighthouse is erected. The inner Harbour is approached by the Narrows at the East of the town, and is a big stretch of water, $5\frac{1}{2}$ miles long by $\frac{3}{4}$ of a mile broad. The channel bottom is of soft mud. The population of Port Stanley in 1885 was 800; in 1916, it was estimated at 900. The town itself, (which reminds one of a Scottish village lying on the side of a loch,) consists mainly of wooden houses, with a few built of stone or brick. A local feature is that almost every house has its porch conservatory, often filled with the most beautiful flowers; one has heard that the main object of these porches, however, was primarily that of utility, as a prevention against the high winds which are generally so prevalent. The first important building one approaches from the Public Jetty is

THE CATHEDRAL

The Foundation Stone of this lofty edifice, which stands out well as a land mark, was laid on March 6th, 1890 by H. E. Governor Kerr, and consecrated for worship by Bishop Stirling on Feb. 21st. 1892. It stands on the site of the original Church, which was dedicated to the Holy Trinity. This building was probably erected in or about 1842, and was originally intended for a Corn Exchange; such a building, however seemed superfluous, so the East end became the Church, and the West end, the Government School. A serious peat slip occurred, in June 1836, and damaged the building to such an extent that it had to be pulled down. The Government then granted the land, and allowed the present Cathedral to be built on the site. The first meeting of the new building Committee was

held at Stanley Cottage, the residence of Mr. G. M. Dean, who was the chief mover in the question, and to whom (together with Mrs. Dean) the Cathedral owes an everlasting debt of gratitude. The building was erected with the stone of the old Church, cornered with red brick, and cut stone from England was used for the windows and doors. The original estimate was £6000, but more than double that sum was expended on its erection. The interior is lined with a wood dado, and paved with patent wood blocks: the length is 114ft. by 50ft. wide; the height of the Tower being 98ft. The Screen, Pulpit, Lectern, Choir Stalls and Communion Rails were given by friends in England. The grand west window (by Cox. Buckley and Co) was given by Mrs G. M. Dean, who also made the munificent presentation of the peal of five bells and the four faced clock, which strikes the quarters on the Canterbury chimes. There are also three other fine stained glass windows, (by Moore) which were presented by Mrs Hansen, the family of Mr G. Bonner, etc. The Organ is a two Manual instrument by Telford & Sons, of Dublin, and was opened in Feb: 1893. It has 466 pipes (242 on the Great, and 224 on the Swell,) and twelve Stops. The funds for the Tower were mainly got together through the energy of Mr W.C. Girling, who was for many years one of the strongest Church supporters. The Cathedral is heated by an excellent hot water system, which was completed in November 1915. We stated above that the Cathedral was built on the site of the old Church, and possibly it may not be out of place to mention here a few facts about the very first Church in Stanley. This latter was a wooden building situated on the east side of Villers Street, and the North Side of John Street. It contained four rooms, two small lobbies and a loft. The first room was used as the Church and school: this measured 27ft. 6in. by 18ft. and contained "a slatern mantlepiece, two long and two short benches, six narrow benches," and a temporary pulpit covered with red baise. There was a piece of Kidderminster carpet at the West end, on which the Communion Table was placed. The second room was used as a Hospital: it measured 18ft. by 14ft., a small portion was partitioned off as a Vestry. The third room



HOLY TRINITY CHURCH, PORT STANLEY
ruined in the Peat Slip, June 1886.

School. The Hospital, Dispensary and Bathroom were then transferred to a building 21ft. by 15, at the corner of Villiers Street and Fitzroy Road. As regards Holy Trinity Church in its earliest days, the history is equally as interesting. The Tower was about

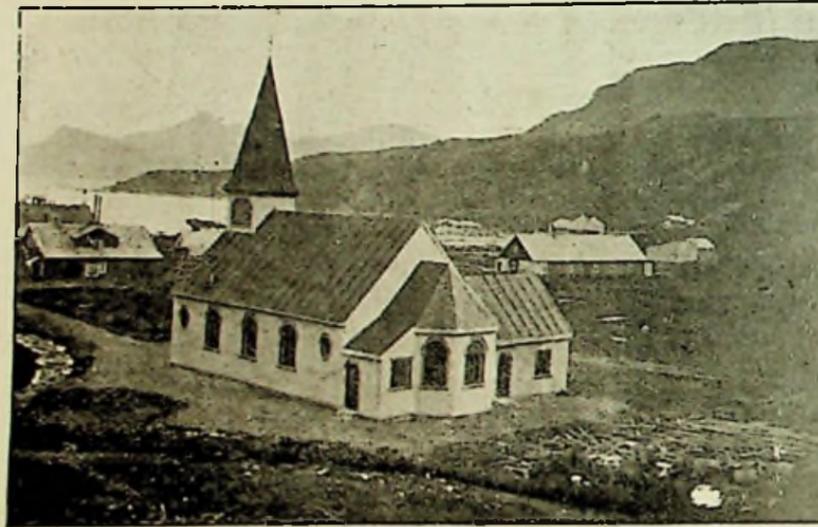
was used as a Bath room : this had no fixtures, and measured eight feet square. The fourth room was the Dispensary, measuring about 18ft. by 14ft. This building was erected about 1844 - 5. In 1855, the Church and Hospital, were thrown in together, making one room 42ft. long by 18ft. wide ; this was used for Divine Service on Sunday, and on weekdays as a

55 feet high, and was divided into three stories : the lower serving as the entrance hall ; the middle containing the clock, which had a four foot dial on the outside fronting on to the Harbour, (the clock itself and bell are still preserved in the present Tower.) The upper storey contained the Bell, and striker of the Clock. The clock was "placed on a strong oaken stool" and was cased in. The upper storey was fitted on the four sides with wooden shutters in place of windows, so that "the striking of the clock could be heard." In the main building, (as seen in the picture), the left wing formed one large room 42ft. long by 17ft. wide having two fire places. It was occupied by His Excellency the Governor, the furniture from Government House being there. The right wing was divided by a wooden partition into the following rooms :— From the Hall, a door led into a small ante-room, with a fireplace, out of which led two bed rooms. A door from the ante-room led into the passage to the kitchen : on one side of the passage was a staircase leading to the attics in the roof, and a small room between the staircase and the kitchen. This wing was floored over and divided by partitions into rooms, lighted by sky-lights in the roof. Opposite the Tower itself a wooden jetty projected into the Harbour from the Ross Road. The ground the Corn Exchange Rooms being higher than the road, it was sustained by a retaining wall of masonry, coped with York Stone. The building was subsequently converted into Holy Trinity Church.

Immediately behind the Cathedral stands the Church Hall, a large wooden building, which can seat 300 people. It is equipped with a good stage, dressing rooms, etc, and is largely used for Concerts and Dances. Behind the Hall is the Printing Office of the Cathedral Press, and at the back of it is

THE GOVERNMENT SCHOOL.

This is one of the most up-to-date buildings in Stanley ; though the site was selected, and the project started by Governor Kerr in 1886, yet the School was not erected till 1900 mainly through the energy of Sir W. L. Allardyce, late Governor. The School is



THE MOST SOUTHERLY CHURCH, SOUTH GEORGIA.

Hotel, where Miss Ellaline Terris was born.

Close by is the Deanery, one of the very first houses ever built in Stanley, and possibly the oldest. The house is faced with shingle, i.e. wooden slabs about 14 inches by 4, which are vertically lapped the one over the other. The Goal is the next building, this is of local stone. Opposite is the Fort Stanley Fire Station: the Engine is a "Gen" steam Fire Engine, built by Messrs. Merryweather, and capable of pumping 360 gallons a minute.

staffed by seven teachers, and educates about 200 children, and is thoroughly modern in every way. It is certainly a very much finer building than is generally found in England in villages twice the size of Stanley.

Passing along the front Road, after leaving the residence of the Manager of the F.I.C., (a fine square brick building) and Stanley Cottage on our left, we come to the Ship

Immediately opposite is

S. MARY'S CHURCH & CONVENT SCHOOLS.

The original R. C. Church was situated in Dean Street, but it was taken down, and its site is marked by a stone monument. The present Church was dedicated in 1899. Attached to the Church is the Convent School, which educates about 80 children. The school is in charge of the Sisters of the Mary Help of Christians Society; and under the direction of the Priest-in-charge. Here also is the only Cinematograph in Stanley, which was introduced by Fr. Migone, for educational and social objects, and he has had it in constant working for 6 years; it has proved one of the greatest sources of enjoyment in the place. The R. C. Mission was commenced here in 1874, and has been worked by the Salesian Fathers; it was mainly through the united efforts of Fr. Diamond and Fr. O'Grady, two Irishmen, and Fr. Migone that the present Church was established. The work of the present priest, Fr. Migone, who is now in charge, cannot be overestimated. For 25 years, on and off, this devoted priest has been in the Falklands, and he is popular with everybody no matter what their denomination may be.

We now turn to our left, and proceed up S. Mary' Walk. On our right is

THE TABERNACLE.

This is the centre of the Nonconformist body in the Colony. Their first place of worship was in a room at Speedwell, (on the middle road) where the Rev. G. Harris, in the time of Governor Barr conducted Services on Sunday, and held during the week, a very successful Day School of between 80 - 90 scholars. Mr. Harris was one of the pupils of, and was sent out by the famous preacher, the Rev. C. H. Spurgeon. When he left, another of Mr. Spurgeon's collegians, the Rev. Good, came out to carry on the work. The present building is of wood and was erected by subscription at a later date: it consists of a Church and School combined: the latter has a good stage, and is often used as a place of entertainment. Until recently, the Rev. R. Johnson was pastor, and worked here for a period of six years,

after which he resigned owing to ill health.

Immediately in front of us stands.

THE PUBLIC LIBRARY AND MUSEUM.

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

Turning to the right, and passing along the Middle Road, we come to

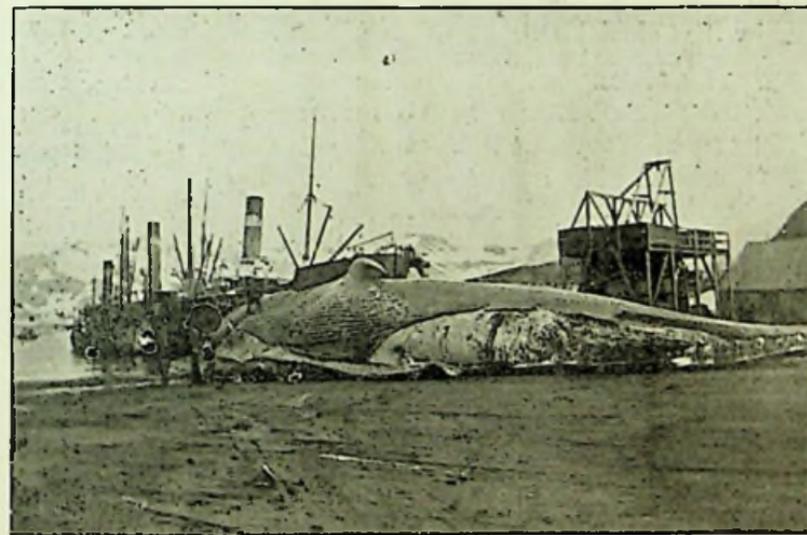
GOVERNMENT HOUSE,

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

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

THE KING EDWARD MEMORIAL HOSPITAL.

At a public meeting held after the death of King Edward VII. it was decided to call for



A WHALE ON THE FLENCING PLATFORM.

Mr. R. Bruce Basceley, A.M.I. Mech. E., the Colonial Engineer, who also supervised the erection of the building. On the North side of the Hospital are four large wards, dining room, & a fine operating Theatre, opposite this is a further ward. The bedrooms etc. are on the south side. The building is heated by a hot water system, & modern sanitation is installed throughout. The Hospital is 134 feet long by 35 feet wide, and is a single storied edifice. It has been established under the King Edward Hospital Ordinance of

for subscriptions to erect a well equipped Hospital as a Memorial in the Colony: It was also decided to incorporate the Queen Victoria Memorial Cottage Home with the main building, which was finally erected in 1912. The general arrangement of the Hospital was suggested by Sir W.L. Allardyce, late Governor. The final plans, including structure, heating, sanitation, domestic hotwater service etc, were made by

1916, and is maintained by the Government. The patients are admitted on payment of fees. Leaving the Hospital, we pass by the Colonial Offices, Court House, etc, some of the oldest buildings in the city. On our left we come to

THE F. I. V. HEAD QUARTERS.

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

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

THE TOWN HALL.

This magnificent building came into existence on Jan : 25th 1913. The Town Hall is a two storied building of wood, the upper floor being mainly occupied by a large well lighted Hall, capable of seating 1000 people ; it has an excellent stage, having a frontage of 34 feet, and containing 884 square feet. It is also well equipped with dressing rooms, e'c. etc.

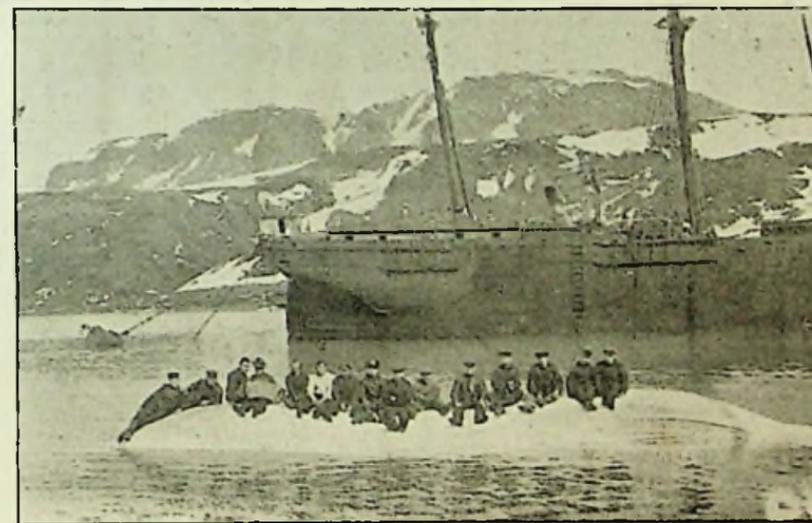
The lower portion is soon to be occupied by the Colonial Offices, the Court House, Library & Museum, and will thus be very central. The building was erected to plans from England by Mr R. Bruce Baseley, the Colonial Engineer. The dimensions of the Hall are

144 feet long by 65 feet wide, and it stands 47 feet high to the main ridge. The roof is of red Somerset tiles and has three cupolas, the highest being 50 feet from the ground.

Passing along the front road, we come to

THE CEMETERY.

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



A WHALE AND WHALERS.

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

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

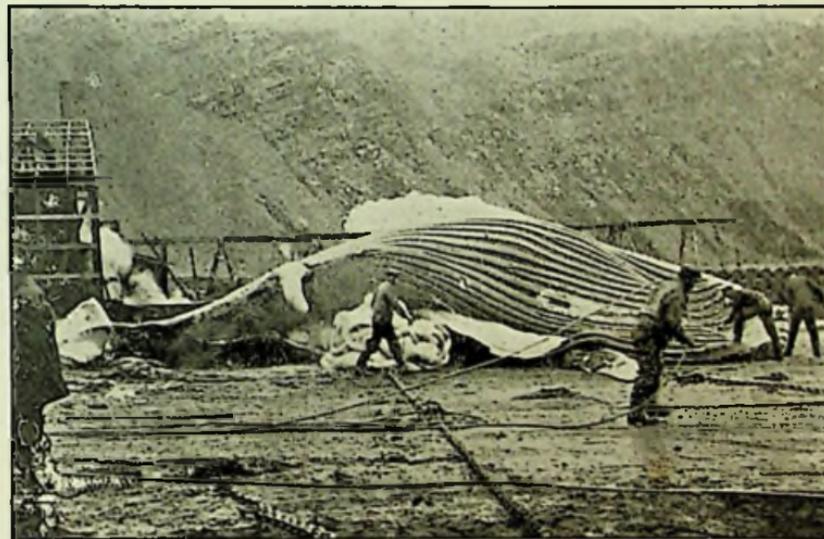
THE WIRELESS STATION.

The first foundation plate of the Wireless Station (which is situated about three miles south of Stanley), was laid on March 27th. 1912. The plant and apparatus was procured from the Marconi Co., the general erecting being supervised by Mr. P. Burrows (Marconi Engineer) Mr. R. Bruce Baseley acting in the interests of the Colonial Government. The plant consists of a 5.K.W. set, its prime mover being a 15 B.H.P. "Campbell" oil Engine; it has communication with Cerrito (Uruguay) and the Straits of Magellan. It was first used for an urgent message on Nov. 12th. 1912 at the wreck of the "Oravia."

BIRD LIFE.

One of the greatest features that strikes the visitor to the Falkland Islands is the very large amount of bird life that abounds in the Colony: but in spite of the big numbers, the species are limited, for there are not more than fifty which are common in the islands, with between 30 or 40 more or less accidental or stray species on account of migration or circumstances of weather. Not more than ten known common birds of the Falklands can be described as being known to undergo a regular migration. The visitor to the shores is greeted by swarms of shags, - *P. antarcticus magellanicus* and King shags, - *P. albiventer*, whilst inland there are large flocks of upland geese, - *Chloephaga magellanica*. Birds that are endemic to the Islands include the brent goose, - *C. rubricaps*, the robin, which is in

reality, the meadow starling, - *Trupialis falklandica*; the tussac bird, - *Cinclodes antarctica*; the sparrow, - *Phrygilus melano derna*, the thrush, *Turdus falklandica*; turkey vulture *Ocnops falklandica* two species; the fly catcher or blue bird, - *Muscisaxicola macloviana*; the wren, *Troglodytes cobbi*; the sand plover, - *Aegialites falklandica*; the logger duck, *Tachyeres cinereus*; the dolphin gull, - *Larus scoresepii*; the



FLENCING A WHALE.

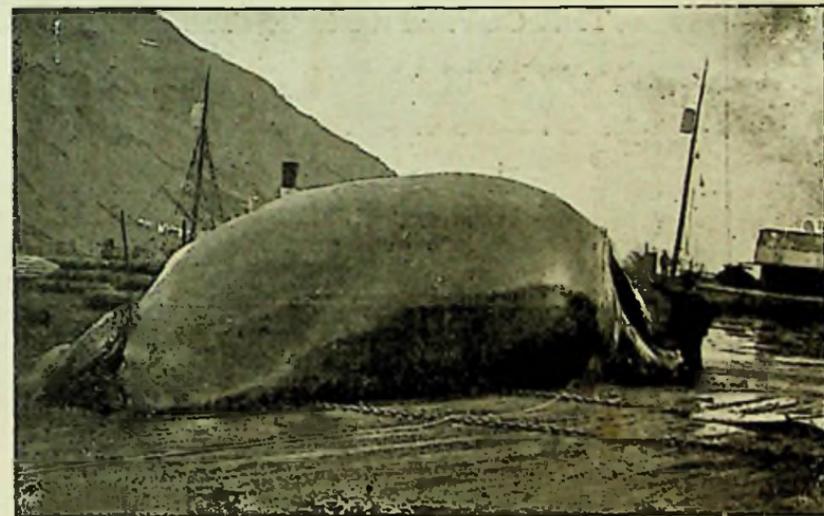
kelp goose - *C. hybrida*; and the siskin, which is also peculiar. It should be noted that the above names are entirely local, and the birds are absolutely different to those of the same name in England. When travelling in the Camp, birds that abound, apart from the above include snipe, - *Gallinago paraguay*; dotterel, - *Zylybe modesta*, together with large numbers of waterfowl, including grebe, ducks and sundry species of Polyboridae. Along the coast line one may see three species of gulls, skuas, terns mollymawks, *Diameda melanopheries*; giant petrels, a very interesting diving petrel, - *Pelceanoides urinatrix*;

several species of blue petrels, Wilson's stormy petrels, cape pigeons, and the wandering albatross. There are four kinds of penguin, - the King Penguin, - *Aptenodytes patagonicus*, (which is not common); the Gentoo, - *P. papua*; Jackass, - *S. magellanica*; and Rockhopper penguin, - *C. chrysocomae*; the last three species are to be found during the summer in countless millions throughout the Colony. In lagoons, one comes across fair numbers of the pretty black necked swan, - *C. melanocoryphus*; the beautiful white American egret, the giant heron, and the Chilean flamingo have been seen. Along the shores one also sees many night herons, - *nycticorax*, commonly called quarks: close at hand may also be seen the interesting wattled sheath bill, and Kelp pigeon; together with flocks of oyster catcher, *H. ater* & *H. leucopus* (locally named curlew,). A notable occurrence during the summer of 1916 - 7, (when a big drought took place in the Argentine,) was a large influx of essentially Chilean birds, especially among the duck family. For the above information I am indebted to my friend, Mr. A. G. Bennett, who has not only devoted the majority of his spare time to natural history researches in the Colony, but who has compiled a very valuable list of the birds that abound in the Falklands.

LOCAL SHELLS.

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

of these, 16 have been discovered by Mr. A. G. Bennett, of Port Stanley and the remaining nine by Mr. A. F. Cobb, of Bleaker Island. These new discoveries have been diagnosed and named by Messrs J. E. Cooper and H. B. Preston, F.Z.S. of London, and amongst the most interesting are the following: - *Malvinasia arthuri*; *Chilina falklandica*; *Davisia cobbi*. *Cyamium bennetti*; *Lacritatorina bennetti*; *Nucula falklandica*; *Pellitatorina bennetti*; *Lisarca bennetti*. It is interesting to note that many of the new shells discovered by Mr. A. G. Bennett, were taken from the stomachs of fish.



A WHALE, READY FOR FLENCING.

* See THE ANNALS AND MAGAZINE OF NATURAL HISTORY. SER. 8. VOL. V. JAN. 1910, also VOL. IX. JUNE. 1912, also VOL. XVIII. SEPT. 1916.

THE GOVERNORS OF THE FALKLAND ISLANDS.

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

THE FALKLAND ISLANDS' SHEEP.

The Sheep in the Colony are mainly of the Romney Marsh breed, for after years of experimenting, this breed has seemed to suit the climate better than others. Records show that in 1847, the total number of sheep in the colony did not exceed 200. In the following year, the number fell to 78. In 1852, the number had risen to 1000, and in 1862, to 15369. The year 1867 has been stated as the date when the first strenuous efforts were made to establish the industry on a permanent footing. In 1871, the number was 78400, which increased in the following year to 124700, from which time there was a yearly increase until in 1883, it reached 429000. In 1893, it was 771300. From the year 1863, the number has fluctuated between 750000, and 800000, which would appear to be the standard sheep stock of the Colony. The industry is carried on only in the Falklands, the Dependencies being unsuited for it.

In 1910, 4828100 lbs. of wool were exported from the Colony, valued at £161,600. In 1915, 4670200 lbs. were exported, valued at £188,500, and in 1916, 4472600 lbs, valued at £228,500.

THE WHALING INDUSTRY.

The Whale Oil industry, which is almost entirely carried on in the Dependencies of the Colony, forms a notable feature in the development of the resources of the Colony, other than pastoral, during recent years. At the beginning of the century, the industry was practically non-existent. In 1907, it had established itself to the extent of 14,400 barrels of oil valued at £15,720, exported from the Colony during the year. In 1916, the industry increased to an output of 1,540,600 barrels of oil valued at £1,720,769.

THE LOCAL CANNING INDUSTRY.

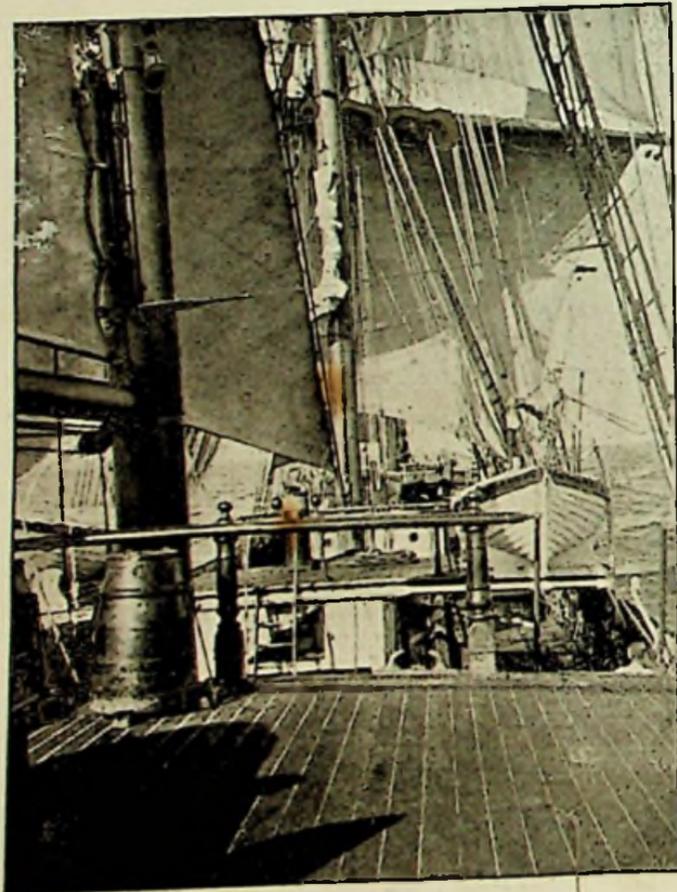
Although the death rate amongst the sheep in the Colony has always been very high, owing to the bad country, and the severity of the climate, — the stock has been greatly improved by the canning industry, which came into existence about five years ago; this has taken the surplus sheep from many of the local stations. There are works at San Carlos North, but during the past few years they have been closed. The largest centre is at Goose Green, Darwin, and is owned by the F. I. C. The premises cover a space of nearly two acres, and employ about 120 men in the season, who account for 1100 sheep a day. During the past five years over 150,000 sheep have been canned at this Factory. The machinery employed comes from America, Australia, and England. The actual process is extremely interesting, and is a marvel of rapidity and cleanliness. On the average, two men kill and dress 220 sheep a day: the "boning", i. e. taking all the flesh off, and leaving the bare skeleton, is done by hand in the extraordinary time of three seconds a sheep. The tin of meat passes through 33 hands before the process is completed; the tins are then shipped away and are sold in London. The Government tax is $\frac{1}{2}$ d per pound, and a further tax upon tongues and skins. The Meat Extract process also occupies a big part of the industry: this extract is made from the soup of the meat that is boiled down, nothing else whatever being added. The F. I. C. also can a number of bullock, (which form the surplus of the local stations) this is sent to England as Boiled Beef, and Beef Extract.

The Falkland Island Company and their Managing Expert in Goose Green, are to be very highly congratulated on the fact that for the past three years the Tinned Meat and Meat Extract from Goose Green have gained the very highest prices in the English market, in the face of all competition: this seems especially praiseworthy, when the fact is known that the price of a sheep has gone up during the past five years to 200% more than it originally realized. The Directors propose enlarging the canning factory and are hoping this year to introduce a Fertilizing plant, and also a Skin drying apparatus.

PLANT LIFE IN THE FALKLANDS.

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

THE STANLEY HULKS.



A MEMORY OF THE PAST

Quite a notable feature in the Harbour of Port Stanley is the large number of hulks and lighters that are anchored in its waters. Many a tale of the sea could they tell, and many have been their strenuous voyages, often times through the terrific seas which invest the dreaded Cape Horn. First and foremost is the *Great Britain* which arrived in the Falklands on May 1886, under the charge of Capt in Strap. She was originally a passenger boat plying between England and Australia, and was once the largest ship in the world. History tells that she made the record passage of her time in 56 days. When fully fitted she carried six masts, and had steam as an auxiliary. She was purchased by Messrs W. R. Leyland and Co, and previous to her resting place in Stanley Harbour, traded around South America. The Hulk which

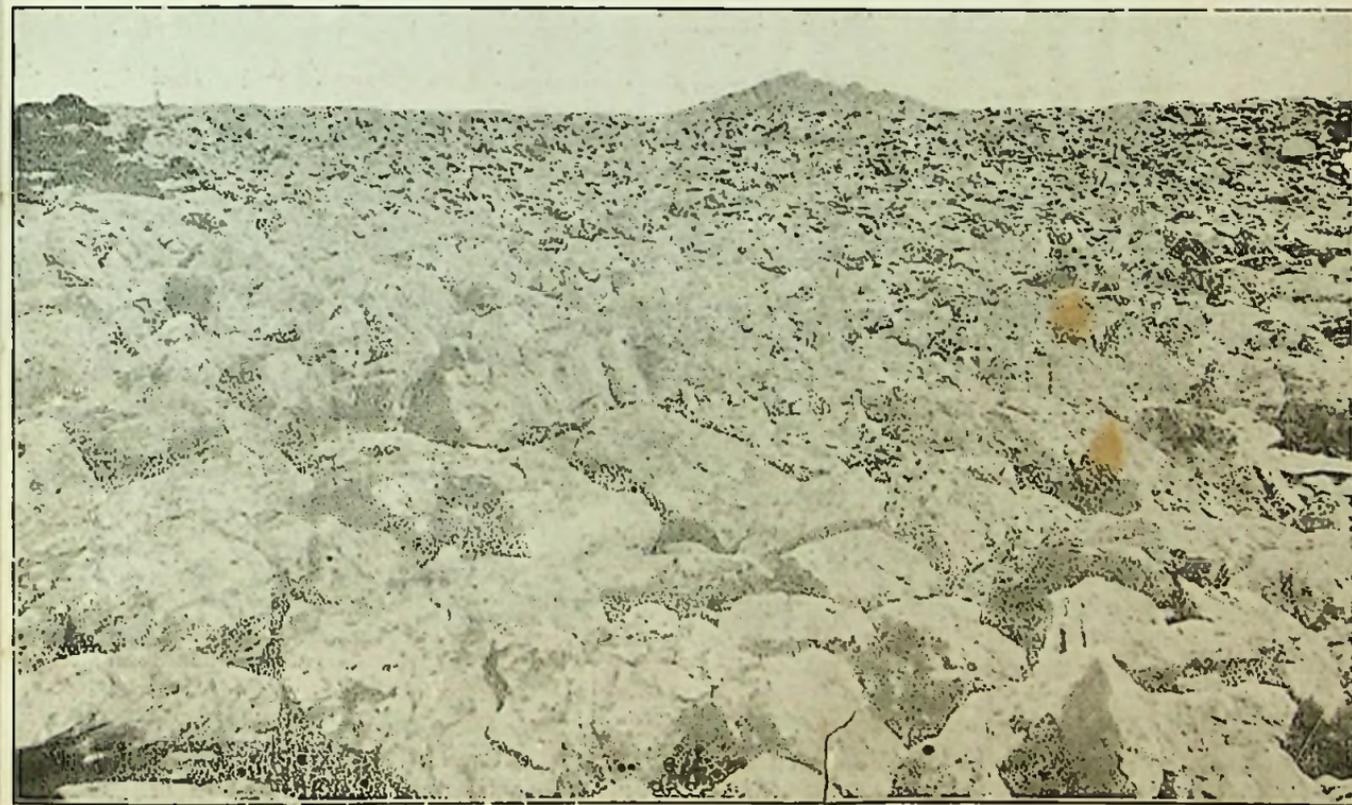
terminates the West Jetty is the *Georgy Cooper*, an American ship which was bought Mr G. Dean. The *Eigeria*, another American vessel, lies at the end of the East Jetty. The *J. P. Smith* was a Canadian ship which reached the Falklands with a load of tin but as she was leaking badly, she was bought up by the F. I. C., and is at present a hulk. The two other collier hulks are the *Precis* and the *Capricorn*, the latter being a Swarvesa vessel built entirely of teak. The *Nimrod* was originally a fruit vessel, traded between London and the Azores. The *Fleetwing* is a finely built ship of English and green-heart: she was formerly at Port Madoe. The *Rosy Baker* was formerly a Canadian Whaler. One of the most notable of the smaller lighters is the *Fairy*, which was originally Schooner rigged, and once performed the voyage to Monte Vide from Stanley in 4½ days. The *Lady Elizabeth* arrived in the Falklands in 1913 with a cargo of wood, but she had such a bad journey round the Horn that her sailing days were considered finished and she too was bought up by the F. I. C., to whom also the majority of the above hulks belong. For a great deal of the above information I have been indebted to my old friend Capt. Thomas, to whom I am extremely grateful.

OUR ILLUSTRATIONS.

The illustrations in this book have been taken by Messrs J. Luxton, J. Innes Wilson, T. Binnie, G. Meek, L. Beck, W. Biggs and G. Stevenson etc. etc. The thanks of the compiler are due to the above gentlemen.

THE STONE RIVERS.

One of the most extraordinary local phenomena is the presence of the Rivers of Stone that abound in many parts of the Colony. The width of these deposits vary from 300 feet to a mile, and often slope at an angle of ten degrees. The blocks of quartz rock vary in size from about three feet in diameter to often twenty times as large. They show no sign whatever of being waterworn, but are only a little blunted through concussion one with another. The Stone Rivers generally extend in a level sheet or great stream. Nobody has ever ascertained their depth, but nearly every one has a river of water rushing along several feet below the surface. There have been many conjectures as to their origin: some have ascribed it to a volcanic upheaval. Sir Wyville Thomson's theory, however, seems to be the most generally accepted, and that is that the blocks of quartzite come from the bands of quartzite in the ridges of the mountains above: these ridges are of different hardness, in fact, some are so soft that the weather wears away a band until it is merely crumbling sandstone. In process of time the uppermost part of the rock gives way, and falls over the side of the hill. This process going on for ages, causes the valley between the mountains to become gradually filled up, until the "river" eventually connects the two mountains together, and becomes practically a level sheet between the two. Recent examples of this process of nature are to be found on Stephen's Peak, and the West Head of Fox Bay. Present examples of the decay in the bands of the quartzite ridges may be seen near Sappers's Hill, Port Stanley, Port Stephens, Port Albermarle, etc. It has been well established in the scientific world by Prof J. G. Andersson, however, that the Glacial Epoch was marked in the Falklands by an unusual development of solifluction, caused by the extreme severity of the climate, and through his researches it has been thought these Stone Rivers are the washed out remains of ancient mud streams, unusually rich in large quartzite boulders.



RIVER OF STONES, FALKLAND ISLANDS.



THE STANLEY SPORTS.

Probably the most notable event in the social life of the little community of Port Stanley is the Annual Meeting of the Stanley Sports Association. This consists of two days horse and foot racing,

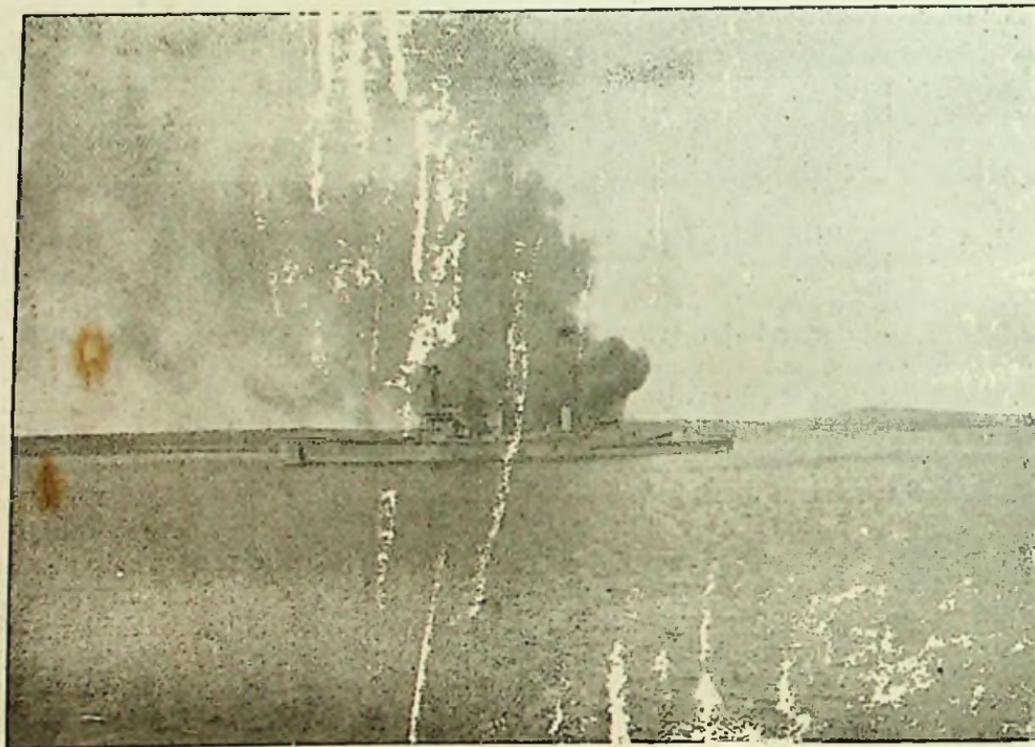
and in both fields, some excellent contests are witnessed. The Race Course is at the west of the Town, and has, in latter years, been greatly improved and brought up to date. Horses come in from most of the neighbouring Stations, and great rivalry exists. In spite of this however, the meeting has been described as "one of the cleanest Race Meetings in the world." The picture shows the 100 yards Foot race in a recent gathering.

THE FALKLAND ISLANDS BATTLE.

PROBABLY few events in our National history have brought a practically unknown Colony into the public limelight of the world more than the Naval Action which took place off these Islands on Dec: 8th 1914. The timely arrival of the British Squadron, under the command of Admiral Sir F. H. Doveton Sturdee, not only saved the Colony from a certain capture and probable destruction, but also put an end to the German hopes of sea domination in the Atlantic and Pacific Oceans. The story of the Battle is so well known for a lengthy capitulation in this book, but our Falklanders are always proud to point to the fact that a local man was the first to sight the approach of the enemy's cruisers. The day previous to the Battle was a memorable one, for in the early morning the British Fleet hove in sight, and anchored in Port William, and later in the day commenced to coal. Early in the morning of the 8th, one of the local men stationed on Sapper's Hill sighted smoke in the South West, and immediately reported the fact: the fleet were still coaling when the large German cruisers came into sight, and steamed up quite close to the Islands, training their guns upon the Wireless Station. H. M. S. *Canopus*, which was stationed in the inner Harbour fired a few rounds over the low lying hills to the East of the town, and the Germans were so taken by surprise that they turned and fled for dear life. Our own ships were not long in the pursuit: one after another they steamed out of Port William, and ere long the dull booming of the cannon in the distance told the inhabitants

the battle was raging, and the British Fleet was engaged in earnest. The picture shows the Admiral's Flagship, H.M.S. *Invisible* steaming out at full speed from Port William on the day of the Action. The Squadron are reported to have used a great quantity of oil fuel in order to hide their identity as much as possible.

The effect is seen in the photograph. The result of the action was a complete and overwhelming victory for the British Fleet: four of the five enemy ships were sunk, - the *Invisible* accounting for Admiral Von Spee's Flagship, the *Scharhorst*, which was lost with her Admiral, Officers and crew of 110 men. The British casualties only amounted to seven killed, and a very few wounded. The funeral of the former took place in the Stanley

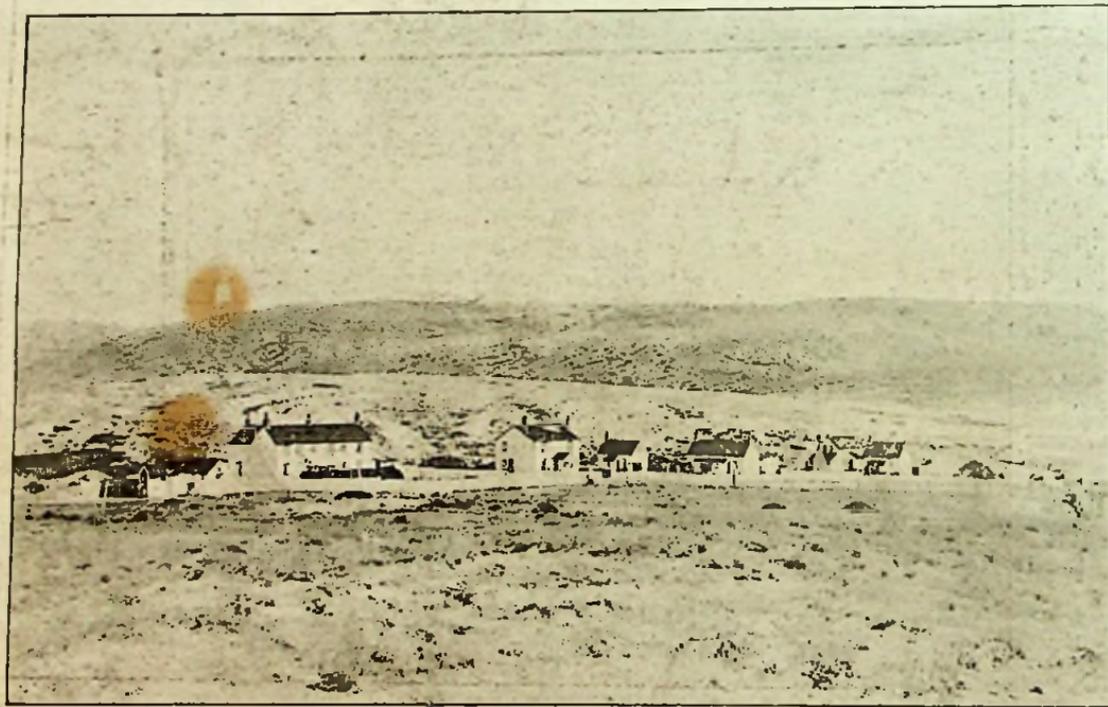


Cemetery on Dec: 11th, the actual service taking place in Christ Church Cathedral.

The Band of H. M. S. *Invisible* is seen in the picture, leading the cortege. The Band, at the time the photograph was taken, was playing Beethoven's Funeral March. The British Ships afterwards scoured the

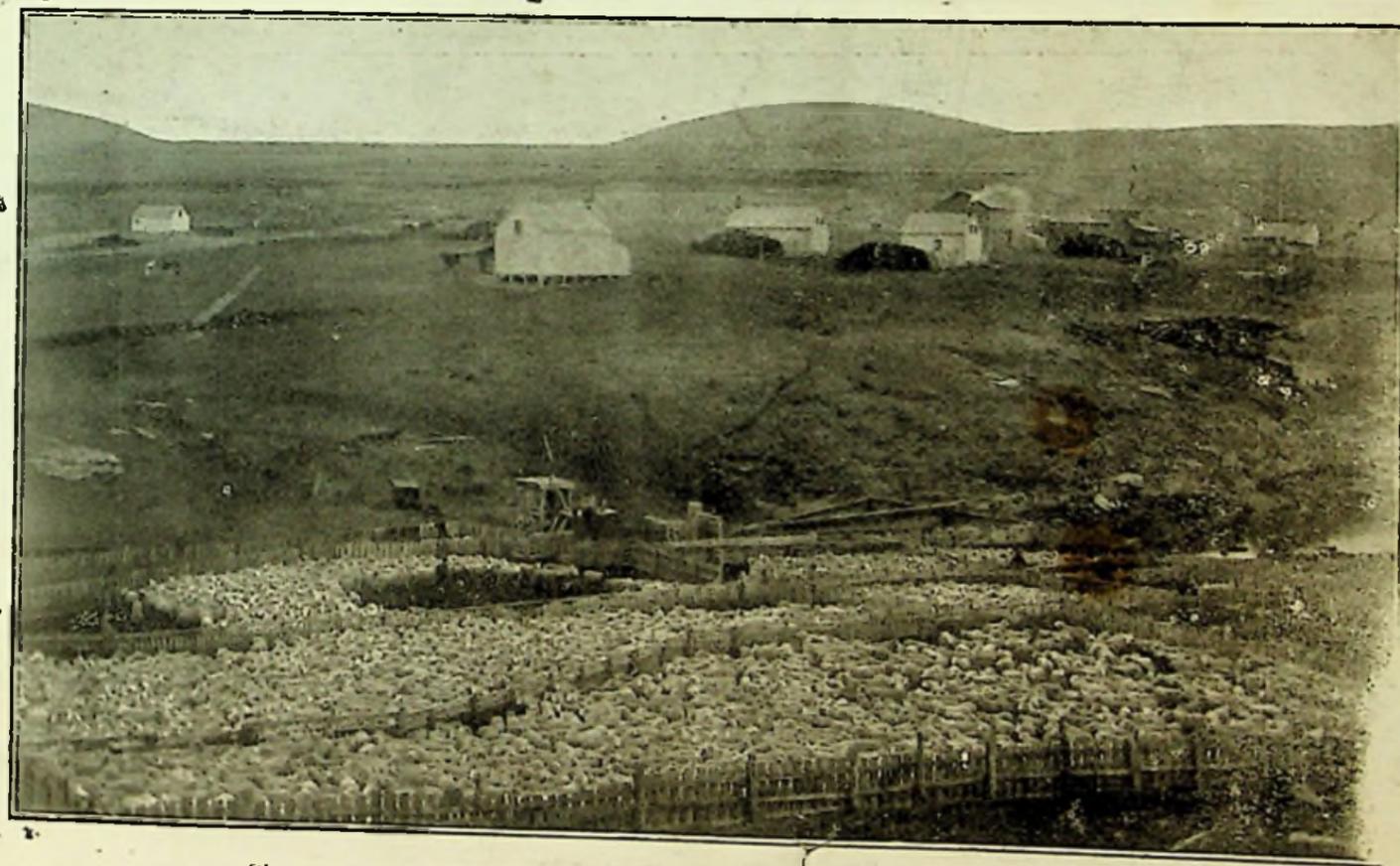


neighbouring seas for the *Dresden* which escaped, but a month or so later on March 14th 1915, she was discovered near Juan Fernandez and sunk. The Naval Battle off Horn Reef generally known as the Jutland Battle, brought some of our fleet again into action, and on May 31st, the *Invisible* was sunk, thus finishing a glorious career in the name of the British Flag which she kept flying till the last.



PORT STEPHENS SETTLEMENT.

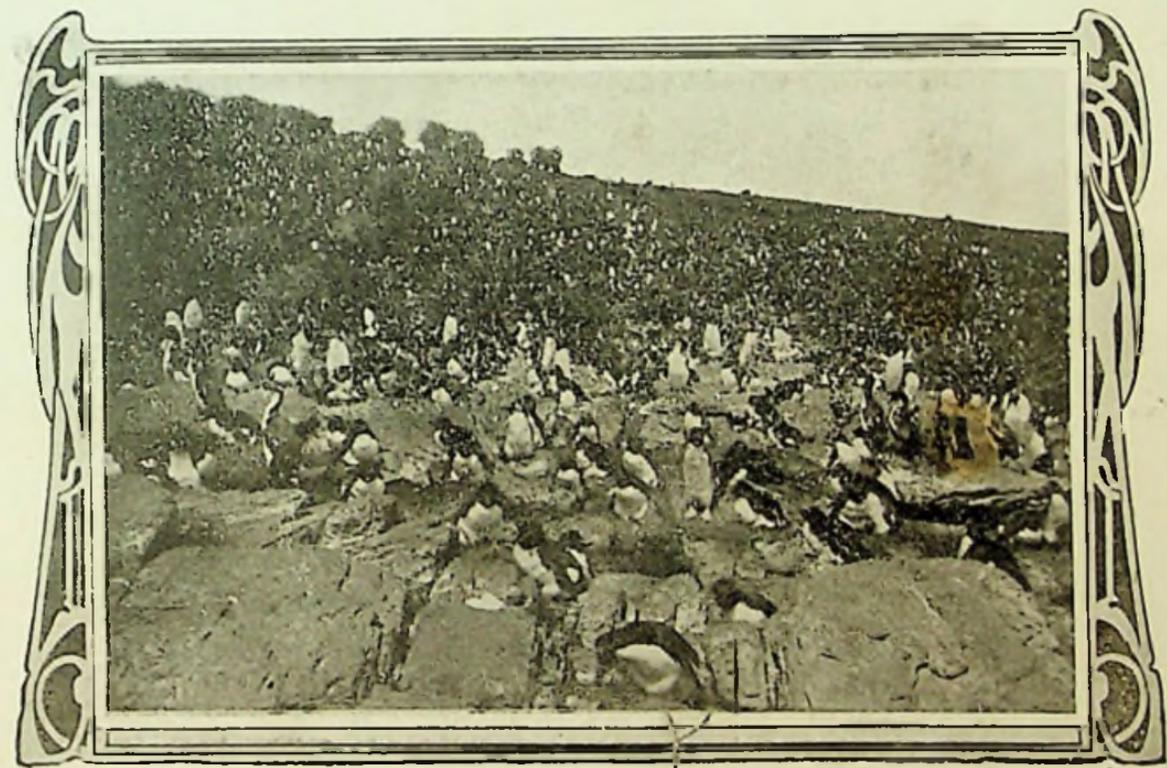
This is the largest station in the West Falklands, and belongs to Messrs. Dean & Co. There are 41,500 sheep on the Farm, but in earlier days, this number was greatly exceeded.



Sheep in the Pens, at the Dipping Season, at Port Stephens.



A SEA LION ROOKERY.



A PENGUIN ROOKERY.

A P E N G

Furthest South !

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

Though some here have never seen thee
 Truly British is our heart,
 Motherland, each soul still loves thee,
 Furthest South, we'll play our part
Chorus, Furthest South etc.

As the years have rolled along,
 Spanish, French and others came
 But the Flag that kept us strong -
 Furthest South, - it bears thy Name
Chorus, Furthest South etc.

When the Empire cry of Duty
 Rings through all the calm still air,
 And the Motherland is calling,
 Furthest South ! - We'll do our share.
Chorus, Furthest South etc.
C. McD. H.

THE PROGRESS OF THE COLONY.

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

YEAR.	PARLIAMENTARY GRANT.	REVENUE.	EXPENDITURE	VALUE of IMPORTS.	VALUE of EXPORTS.
—	—	—	—	—	—
1843.	£2000	£1816	£4342	—	—
1851.	6655	336	6544
1876.	3212	3356	6653	£13,000	£4,500
				27,056	37,121
			Year by year, these Grants were gradually reduced to £500 in 1884, & ceased in 1885.		
1885.	—	10,438*	7598	48,314	97,846
1900.	—	17,613*	15,500	66,948	111,539
1915.	—	42,819*	33,000	368,272	1,576,126
1916.	—	47,946*	24,944	591,000	2,053,700

* includes Land Sales.

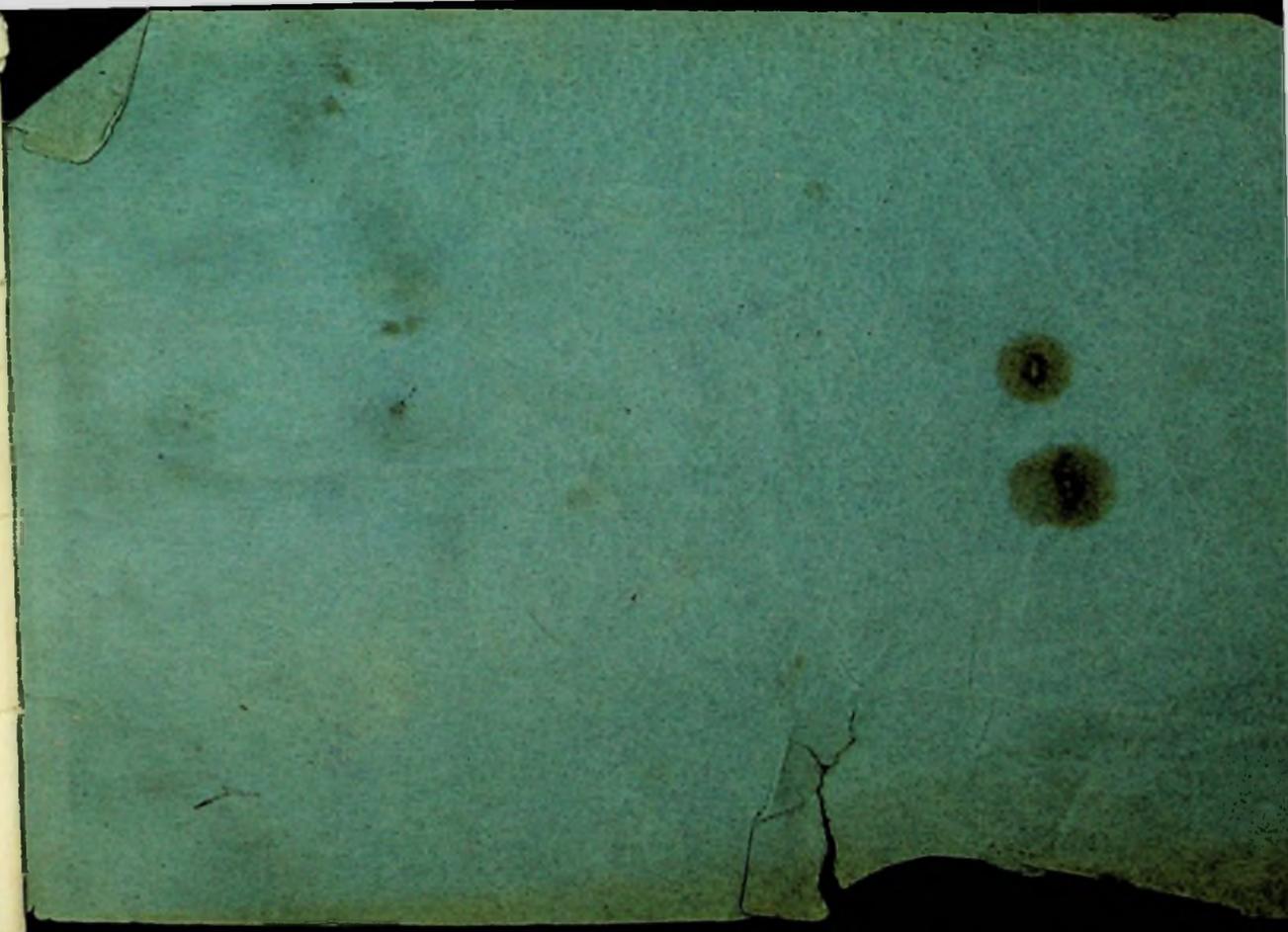
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SOUTH AMERICA.

1917.