

THE STORY OF
THE FALKLAND ISLANDS,

BEING

AN ACCOUNT OF THEIR DISCOVERY

AND EARLY HISTORY,

1500-1842,

BY

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THE FALKLAND ISLANDS.



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C.J.P. WORTHY
*Son of William Worthy, who
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It has been alleged by some writers that the Portuguese Navigator, Americus Vespucius, saw the Falkland Islands in 1502, but if the account given by Vespucius of his own voyage is correct, he never came further south than the La Plata river in Argentina.

Other writers maintain, and these are mostly Spaniards, that the great discoverer Magellan must have seen these Islands, but Magellan, during his voyage round the world in 1519 and 1520, makes no mention of having seen the Group, and it is reasonable, therefore, to suppose that he did not see the Falklands.

There is, however, considerable evidence to shew that a few years after this the Falkland Islands were discovered by some unknown foreign navigator. On two charts which were constructed for Charles V. of Spain, one (anonymous) in 1527, and the other by Diego Ribero in 1529, they are shewn as the Ascension Islands. They are also to be seen under the same name in Gutiero's chart, engraved at Antwerp in 1562, also in the map of Fernao Vaz Dourado bearing date 1571. Some early writers have referred to these islands as the Sanson or Simson Group, but these are evidently abbreviations of Ascension. Again on Schoner's globe, made in 1520, and now at Nuremberg (Germany), they are named the

Maiden Group, and are shewn to consist of seven islands; while Plancius, the Dutch cosmographer, on his chart of America and on his General Map, both of which were drawn in 1594, shews the Ascension Islands.

And now, from the unknown foreign navigator, we come to the known British navigator. We must endeavour to imagine ourselves in Plymouth on the 26th August, and in front of us 'three tall ships and two barkes' about to start for 'the Phillipines and the coast of China' via Cape Horn. These vessels were

- The *Galeon* under Admiral Cavendish,
who was chief of the expedition;
- The *Roebucke* under Vice-Admiral Cocke
- The *Desire* under Captain John Davis
- The *Black Pinesse* under Captain Tobie
- The *Daintie* under Captain Cotton.

After a severe gale off Cape St. Vincent the *Daintie* returned home. In this tempest the vessels got separated, the instructions, however, were that they were to meet at Port Desire on the East coast of Patagonia. Here they afterwards met and in due course reached the Straits of Magellan, but there experienced the most terrible gales and blizzards, and, according to Cavendish himself, 'In seven or eight days there dyed fortie men and sickened seventie, so that there were not fittie men that were able to stand upon the hatches'. The expedition was therefore forced to put back and determined to return to Brazil. When in latitude 47 South the ships got separated at night, and the *Desire* (Captain Davis) and the *Black Pinesse* thinking that Cavendish had sustained some damage and would bear up for Port Desire proceeded thither, and after much buffeting reached the harbour on the 2nd June, 1592, to find that the other ships were not there. The vessels required refitting badly and were not ready for sea till the 6th August. The following extracts are taken from the journal of John Jane the historian of the voyage.

"And because famine was like to bee the best

ende, wee desired to goe for Port Desire, hoping with seales and penguins to relieve ourselves, and so to make shift to followe the Generall (Cavendish), or there to stay his comming from Brazil. The 24 May wee had much winde at North. The 25 was calme, and the sea very loftie, so that our ship had dangerous foule weather. The 26 our fore-shrowdes brake, so that if wee had not beene neere the shoare, it had beene impossible for us to get out of the sea. And nowe being here mored in Port Desire, our shroudes are all rotten, not having a running rope whereto wee may trust, and being provided onely of one shift of sailes all worne. . . . Wee began to travell for our lives, and wee built up a smiths forge and made a colepit, and burnt coles, and there wee made nailles, boltes, and spikes, others made ropes of a peece of our cable, and the rest gathered muskles and took smeltes for the whole companie. Three leagues from this harborough there is an Isle with four small Isles about it, where there are great abundance of seales, and at the time of the yeere the penguins come thither in great plentie to breede. Wee concluded with the pinnesse that she should sometimes goe thither to fetch seales for us; upon which conditions wee would share our vituals with her man for man; whereunto the whole companie agreed. So wee parted our poore store, and shee laboured to fetch us seales to eate, wherewith wee lived when smeltes and muskles failed; for in the nepe streames wee could get no muskles. Thus in most miserable calamitie wee remained untill the sixt of August, still keeping watch upon the hils to looke for our Generall, and so great was our vexation and anguish of soule, as I thinke never flesh and blood endured more. Thus our miserie dayly increasing, time passing, and our hope of the Generall being very colde, our Captaine and Master were fully persuaded, that the Generall might perhaps goe directly for The Streights and not come to this harborough; whereupon they thought no course more convenient then to goe presently for The Streights, and there to stay his comming, for in that place hee could not passe, but of force wee must see him: whereunto

the companie most willingly consented, as also the Capitaine and Master of the pinnesse; so that upon this determination wee made all possible speede to depart.

The sixt of August (1592) wee set saile and went to Penguin-isle, and the next day wee salted twentie hogsheds of seales, which was as much as our salt could possibly doe, and so wee departed for The Streights the poorest wretches that ever were created.

The seventh of August towarde night wee departed from Penguin-isle, shaping our course for The Streights, where wee had full confidence to meete with our Generall.

The ninth 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 shoare East and Northerly from The Streights; in which place, unlesse it had pleased God of his wonderfull mercie to have ceased the winde, wee must of necessitie have perished. But the winde shifting to the East, wee directed our course for The Streights, and the 18 of 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.

It is interesting to note that Davis himself is known to have written an account of his voyage, and it is much to be regretted that both his account and his survey are nowhere to be found. Admiral Berney when writing the account of the second voyage of Cavendish to the South Sea adopted the name of 'Davis's Southern Islands' for the Falkland Isles.

Two years later, (1594), Sir Richard Hawkins sailed along the northern shores of the Falklands, and being ignorant of Davis's discovery named them Hawkins' Maiden land, and thus describes them:—

"The 2nd of February, about 9 in the morning, we descried land, which bore S.W. of us, which we looked not for so timely; and coming nearer to it, by the lying, we could not conjecture what land it should be; for we

were next of anything in 48 degrees, and no sea card which we had made mention of any land which lay in that manner, near about that height; in fine we brought our larboard tack aboard, and stood N.E. all that day and night following; in which time we made account we discovered near three score leagues of the coast. It is bold, and made small show of danger. The land, for that it was discovered in the reign of Queen Elizabeth, my Sovereign Lady and a Maiden Queen, and at my cost, in perpetual memory of her chastity and of my endeavours, I gave it the name of Hawkins' Maiden-land. The land is a good champain country."

Hawkins' account of his voyage appearing before Davis wrote his 'Worlde's Hydrographical Description', published in May, 1595, and coming prominently before the public, the Group retained the name 'Hawkins' Maiden Land' until the visit of Strong nearly one hundred years afterwards.

Some two or three years after the visit of Hawkins, the Dutch Navigator Sebald de Weert saw the Jason Islands (which lie to the N.W. of the Group) and thought he had made a fresh discovery, and the States of Holland in 1598 termed them the Isles of Sebald de Weert, after their Admiral, which led to their being known as the Sebaldine Isles. They were likewise termed by the Dutch Nova Belgia.

In 1683-4 the English Navigators Dampier and Cowley saw three islands in latitude 51° to 51°-20' S., which they rightly supposed were those seen by Sebald de Weert. Shortly afterwards however the Editor of Cowley's narrative published a different latitude for the land they saw, and called it Pepys Island, after the then Secretary of the Admiralty the author of the famous Pepys Diary, and gave the latitude as 47 degrees south. This occasioned a good deal of confusion later and several searches were made for Pepys Island.

In 1690 Strong in the *Welfare* not only sailed between the East and West Falkland but anchored repeatedly and landed. The journal of the *Welfare* written

by Strong is in the British Museum, together with 'Observations during a South Sea Voyage' written by Richard Simson who sailed in the same ship. The following extracts from those authors are to be found in Admiral Fitzroy's 'Voyage of the Beagle' Vol. II. :—

"1690. Monday 27th January. We saw the land; when within three or four leagues, we had thirtysix fathoms. It is a large land, and lieth east and west nearest. There are several quays that lie among the shore. We sent our boat to one, and she brought on board abundance of penguins, and other fowls, and seals. We steered along shore E. by N., and at eight at night we saw the land run eastward as far as we could discern. Lat. $51^{\circ} 3' S$.

"Tuesday 26th. This morning at four o'clock we saw a rock that lieth from the main island four or five leagues. It maketh like a sail.* At six we stood into a sound that lies about twenty leagues from the westernmost land we had seen. The sound lieth south and north nearest. There is twenty-four fathoms depth at the entrance, which is four leagues wide. We came to an anchor six or seven leagues within, in fourteen fathoms of water. Here are many good harbours. We found fresh water in plenty, and killed abundance of geese and ducks. As for wood, there is none.

"On the 31st we weighed from this harbour, with the wind at W.S.W. We sent our long-boat a-head of the ship, to sound before us. At eight o'clock in the evening, we anchored in nine fathoms. The next morning we weighed, and sent our boat before us. At ten, we were clear out of the sound. At twelve, we set the west cape bearing N.N.E., which we named Cape Farewell. This sound, Falkland Sound as I named it, is about seventeen leagues long; the first entrance lies S. by E., and afterwards S. by W."

It is curious that the name Falkland given by Strong

* Now called Eddystone, seen by Hawkins and named by him 'White Conduit'. Bougainville termed it Tower of Biffy.

to the Sound after the then Lord Falkland, the Treasurer of the Navy, should have obliterated that of Hawkin's Maiden Land and become the English name of the Group. Some thirty miles to the south of the East Falkland is the small island of Beauchene, called after the French Navigator Beauchesne Gouin who discovered it in 1699.

In Captain Woodes Rogers' report of his 'Cruising Voyage round the World, with the ships *Duke* and *Duchess of Bristol*'—the map attached to which shews Pepys Island—he states, writing under the date of December 23, 1708, 'At ten this morning we saw land bearing S.S.E. distant nine leagues. It appeared first in three, afterwards in several more islands. At twelve it bore S. $\frac{1}{2}$ W. the west end distant six leagues, a long tract of land. We saw most of that which appeared to be Islands, join with the low lands. The wind being westerly and blowing fresh we could not weather it, but was forced to bear away and run along shore, from 3 to 4 leagues distant. It lay as near as we could guess E.N.E. and W.S.W. This is Falklands Land, described in few draughts, and none lay it down right, tho the latitude agrees pretty well. The middle of it lies in latitude $51,00. S$ and I make the longitude of it to be $61,54$ West from London.' On the 24th and 25th Rogers hung about the land and towards evening espied a sail to which he gave chase. He lost her but puts her down as 'a French homeward bound ship from the South Seas'.

Between the years 1706 and 1714 French ships belonging to St. Malo passed near the Falklands when proceeding to and returning from Chile and Peru, with which countries France then had a lucrative trade. The French Navigator Frezier in the Report of his 'Voyage to the South Sea', printed in Paris in 1716, stated as follows when referring to the chart he had prepared :—

"If in this chart I have suppressed some supposed countries, I have added others which are real, in the latitude of 51 degrees, and to which I have given the name of New Islands; because they have been dis-

covered since the year 1700, the greatest part of them by the ships of St. Malo. I have placed them according to the reports of the *Maurepas* and *St. Louis*, ships belonging to the India Company, which had a near view of them, and the latter even took in fresh water there from a pond, which I have marked near Port St. Louis. The water here was reddish, and somewhat insipid, in other respects good for the sea. Both these vessels passed them in different parts, but the one which kept closest along the coast was the *St. John Baptist* commanded by Doublet of Harve, who attempted to pass through an opening he saw towards the middle of them; but perceiving several small islands just rising to the surface of the water, he thought proper to tack about. This cluster of islands is the same which was discovered by Fouquet of St. Malo, and to which he gave the name of Anican, his owner. The routs I have traced will shew the bearings of these lands from the Streights of Le Maire, in her passage from which the *St. John Baptist* saw them, and from Statenland, which the two other ships had had a prospect of before they found it.

“These islands are certainly the same, which were discovered by Sir Richard Hawkins in 1593, to the east of the uninhabited coast, and in 50 degrees latitude. . . .

“Hitherto these lands have been called Sebald’s Islands, it being supposed that the three which go under this name in the charts were situated there at pleasure, for want of a proper knowledge of them. But the ship *L’Incarnation*, commanded by the Sieur Brignon of St. Malo, took a near view of them in fine weather in the year 1711 on her departure from Rio Janiero. They are in fact three small islands of about half a league in length ranged in a triangular form, as they are represented in the charts. They passed at the distance of three or four leagues from them, and saw no land, though the weather was very fine, which is a proof that they are separated from the New Islands by at least seven or eight leagues.”

In consequence of the visits of the ships of St. Malo

the French named the Islands ‘Les Malouines’, but this was not till after 1716 when Frezier compiled the chart already referred to in which he termed them the New Islands (Isles Nouvelles).

On the 8th of August, 1740, the English Government despatched an expedition to the South Seas under Mr. (afterwards Lord) Anson, consisting of the *Centurion*, *Gloucester*, *Severn*, *Pearl*, *Wager*, and *Tryal*. It was foreseen that a war with Spain was inevitable, and it was considered that if attacked in her distant Settlements she would be deprived of the returns of that treasure by which alone she was enabled to carry on war. Although Lord Anson never visited the Falkland Islands, he did more than any other person either before or since to draw attention to their importance; in fact had it not been for Lord Anson’s recommendations it is doubtful whether the Union Jack would now be flying over the Colony. These are his own words:—

“Thus having given the best directions in my power for the success of our cruisers, who may be hereafter bound to the South Seas; it might be expected that I should again resume the thread of my narration. Yet as both in the preceding and subsequent parts of this work, I have thought it my duty, not only to recite all such facts, and to inculcate such maxims as had the least appearance of proving beneficial to future Navigators, but also occasionally to recommend such measures to the Public, as I conceive are adapted to promote the same laudable purpose; I cannot desist from the present subject, without beseeching those to whom the conduct of our naval affairs is committed, to endeavour to remove the many perplexities and embarrassments with which the navigation to the South Seas is, at present, necessarily encumbered. An effort of this kind could not fail of proving highly honourable to themselves, and extremely beneficial to their country. For it seems to me sufficiently evident, that whatever improvements navigation shall receive, either by the invention of methods that shall render its practice less hazardous, or by the more accurate

delineation of the coasts, roads, and ports, already known, or by the discovery of new nations, or new species of commerce; it seems, I say, sufficiently evident, that by whatever means navigation is promoted, the conveniences hence arising almost ultimately redound to the emolument of Great Britain. Since as our fleets are at present superior to those of the whole world united; it must be a matchless degree of supineness or mean-spiritedness, if we permitted any of the advantages which new discoveries, or a more extended navigation, may produce to mankind, to be ravished from us.

“As therefore it appears that all our future expeditions to the South Seas must run a considerable risk of proving abortive, whilst in our passage thither, we are under the necessity of touching at Brazil; the discovery of some place more to the southward, where ships might refresh and supply themselves with the necessary sea-stock for their voyage round Cape Horn, would be an expedient which would relieve us from this embarrassment, and would surely be a matter worthy of the attention of the public. Nor does this seem difficult to be effected. For we have already the imperfect knowledge of two places, which might perhaps, on examination, prove extremely convenient for this purpose; One of them is Pepy’s Island, in the latitude of 47 South, and laid down by Dr. Halley, about eighty leagues to the eastward of Cape Blanco, on the coast of Patagonia; the other is Falklands Isles, in the latitude of $51\frac{1}{2}$ degrees, lying nearly south of Pepy’s Island. The first of these was discovered by Captain Cowley, in his Voyage round the World in the year 1686; who represents it as a commodious place for ships to wood and water at, and says, it is provided with a very good and capacious harbour, where a thousand sail of ships might ride at anchor in great safety; that it abounds with fowls, and that as the shore is either rocks or sands, it seems to promise great plenty of fish. The second place, or Falklands Isles, have been seen by many ships, both French and English, being the land laid down by Frezier, in his chart of the extremity of

South America, under the title of the New Islands. Woods Rogers, who run along the N.E. coast of these Isles in the year 1708, tells us, that they extended about two degrees in length, and appeared with gentle descents from hill to hill, and seemed to be good ground, interspersed with woods, and not destitute of harbours. Either of these places, as they are Islands, at a considerable distance from the Continent, may be supposed, from their latitude, to lie in a climate sufficiently temperate. It is true, they are too little known to be at present recommended as the most eligible places of refreshment for ships bound to the southward: But if the Admiralty should think it advisable to order them to be surveyed, which may be done at a very small expence, by a vessel fitted out on purpose; and if, on this examination, one or both of these places should appear proper for the purpose intended, it is scarcely to be conceived, of what prodigious import a convenient station might prove, situated so far to the southward, and so near Cape Horn. The *Duke* and *Duchess of Bristol* were but thirtyfive days from their losing sight of Falkland’s Isles to their arrival at Juan Fernandez in the South Seas: and as the returning back is much facilitated by the western winds, I doubt not but a voyage might be made from Falkland’s Isles to Juan Fernandez and back again, in little more than two months. This, even in time of peace, might be of great consequence to this nation, and, in time of war, would make us masters of those seas.”

After the decisive battle of Quebec in 1759 Canada became British, and M. de Bougainville, Knight of St. Louis, and Colonel of Infantry, who was one of Montcalm’s Officers, returned to France with his mind full of a great scheme whereby his country was to be compensated for her Colonial losses. The story is best told in the words of Dom Pernety the historian who accompanied M. de Bougainville in his expedition to the Falkland Islands in 1763 and 1764.

“After the peace was concluded by a cession of all

Canada on the part of France to England, M. de Bougainville, Knight of St. Louis, and Colonel of Infantry, conceived the design of indemnifying France for this loss, if possible, by a discovery of the southern continent, and of those large islands, which lie in the way to it. A perusal of Admiral Anson's voyage round the world fixed his ideas for finding the Malouine Islands, and determined him to make them the first object of his expedition, and to form a settlement there. He communicated his project to the Ministry, who approved it. To carry it therefore into execution, M. de Bougainville caused a frigate and a sloop to be built at St. Malo at his own expence."

In due course the frigate *Eagle* and the sloop *Sphinx* left St. Malo (8 Sept., 1763), and on the 31st January, 1764, the Falklands were sighted. It is desirable at this point to lay emphasis on the fact that Bougainville had on board his vessels everything that was necessary to start a settlement including settlers, cows, calves, goats, sheep, hogs and horses. These animals were brought from St. Catherine's Island, Brazil, and Montevideo. But although the gallant de Bougainville and his companions, including the first settlers of this Colony, were now nearing their destination, they had still some severe experiences to go through before anchoring at the future settlement. This is apparent from the following extracts from Dom Pernety's journal.

"In the afternoon of the 31st (1764, Jan.), we coasted along the shore, at the distance of about a league and sometimes only half a league, in order to observe it with greater advantage. We sounded from time to time at thirty five fathom depth, grey sandy bottom. . . .

"At three o'clock we saw a small island two leagues wide of the coast. It nearly resembled in figure that on which the Fort de la Conchée near St. Malo is built. M. Bougainville gave it the name of the Tower of Biffy. At five, we discovered a Cape, and a small island, resembling Cape Frehel, situated four leagues from

St. Malo. This Cape seemed to terminate the land to the east.

"On the first of February, we perceived another Cape and a small island almost similar to those which reminded us of Cape Frehel; and after that, another small one intirely covered with birds. At noon, the wind blowing strong with squalls and rain, caused so violent a rolling of the ship, that our cattle suffered much from it. At last we determined to kill several sick cows, fearing they should die, and we should be obliged to throw them overboard, as we had the fine bull we had brought with us from St. Catherine's island, as well as some goats and several sheep.

"At six in the evening the weather being fine, with a gentle breeze, we determined to send out the fishing boat which was manned for that purpose. Messrs. Donat and Le Roy the Lieutenant, went on board with a sufficient number of seamen, all well armed. They were sent on shore to cut grass for our cattle, who began to be in want of it. We were then about two leagues from the point which appeared woody. We were becalmed till about eight o'clock. The tide drove us towards the shore upon a shoal of rocks. In this embarrassing situation, from which it was impossible to extricate ourselves for want of wind, we sounded with a view of casting anchor, if the bottom should be good. But the bottom proving rocky at between eighteen and twenty fathom, our perplexity increased, and with the more reason as the tide had already carried us towards the shoal, which lined a pretty large creek, and we were scarce half a quarter of a league from it. The *Sphinx* laboured under the same difficulty, and we were already contriving means to save our lives in case we should be shipwrecked upon these rocks, which the mariners call the Carpenters; because a ship which has the misfortune to run aground here, is soon dashed to pieces. Fortunately, about eight o'clock, a very faint breeze blew from the shore; and our officers, equally attentive and able to avail themselves of the smallest advantage, ordered the

working of the ship so skillfully, that we got clear of the shore. The ship's crew were so fully sensible of the danger we were in, that in the most tempestuous weather, and even during the storm we suffered near the Maldonades, they never worked the ship with so much alacrity and diligence. It was a fine sight to see every one at his post, holding in his hands the ropes he was to manage; all, in an attitude, in which was pictured anxiety and fear mixed with hope; all, observing, the most profound silence, their eyes fixed upon the Captain, and their ears attentive to catch the first word of command; the two Captains and the Lieutenants, and all the ship's company, employed in looking, some on the side of the ship towards the sea, others towards the land, to observe if anyone could perceive the smallest breeze rising, and ruffling the surface of the water which was almost as smooth as glass. One turned his cheek, another held his hand, and a third wetting his, extended it towards the quarter from which they imagined the wind began to blow in order to perceive the least motion. At length the long-wished for breeze arose, but blew very faintly; fear gave place to joy and satisfaction, and to prevent our being again involved in the same difficulties, we steered away North East $\frac{1}{4}$ East, five degrees East.

"At eleven our fishing boat returned loaded with greens and was taken on board. Messrs. Donat and Le Roy informed us, that they had seen at land, about the distance of a musket-shot from the place they were in, an animal of a terrible appearance and astonishing size lying upon the grass; his head and mane resembling a lion's and his whole body covered with hair, of a dusky red as long as a goat's. This animal perceiving them, raised himself upon his fore-feet, eyed them a moment, and then lay down again; having afterwards fired at a bustard, which they killed, the enormous animal raised himself a second time, eyed them as before without changing his situation, and then lay down again. According to their account, this animal seemed to be as

large as two oxen, and twelve or fourteen feet in length. They had a mind to fire at him, but they were terrified and durst not fire for fear of wounding him slightly and hazarding their lives; or, according to their own account, they were unwilling to lose time, as it was late, and they were desirous of returning on board.

"On the third (1764, Feb.), we discovered an opening of a bay, the entrance of which appeared so fine, that we went into it full sail, as into a well-known and commodious harbour. . . .

"On Saturday the 17th, in the morning, we put into the great boat the two Acadian families we had brought with us to make a settlement on this island, and to people it. At nine in the morning they landed with all their clothes, furniture and necessary utensils, provisions, and some tents to accommodate such of the crew as were to remain on shore to assist in establishing the settlement. . . .

"On Saturday the 25th, M. de Bougainville proposed at breakfast to both land and sea officers, to undertake the erecting of a fort upon the rising ground forming the hill, on which the habitation or place of residence was built for the colonists, who were to remain on the island. We all unanimously agreed to erect it with our own hands, and to complete it without the assistance of the rest of the ship's company. . . .

"About three in the afternoon, we met at the place where the fort was marked out, which we agreed to call Fort du Roy, or Fort Royal. Every body set to work with so much cheerfulness, and such incredible ardor, that we had the very same evening dug part of the ditch six feet broad and one deep. M. de Bougainville's example animated us all. . . .

"On the second of March, at nine in the morning, we landed four pieces of cannon out of the ten which the *Eagle* was to furnish for the defence of the fort we were erecting. Four more will be added from on board the *Sphinx*; two brass field pieces, which were bought at St. Malo's two days before our departure, and six pedereroes. As we had determined to raise a pyramid in

form of an obelisk in the center of the fort, I proposed to place a bust of Louis the fifteenth upon the top, and undertook to execute it in terracotta.

“Ever since we set about building our habitation, we fired a field piece, with a pound ball, and rang a bell at five every morning, and half past seven every evening, to summon the men to their work, and give them notice when to leave off. At eight we rang to breakfast, and at one to dinner. Besides these meals M. de Bougainville now and then ordered them an allowance of brandy by way of gratuity. Thus the work was actually in as great forwardness as if two hundred workmen had been employed.

(5 April, 1764) “All the company being assembled at the fort, the pyramid was opened; I then solemnly sang the Te Deum. . . . We cried Vive le Roy seven times and fired twenty one cannon. We cried again seven times Vive le Roy. M. de Bougainville then produced the King’s commission, appointing a Governor in the new Colony, which was delivered to M. de Nerville, who was immediately received and acknowledged as such. M. de Bougainville, in the King’s name, likewise proclaimed the other officers, who were in the same manner unanimously acknowledged.

(June, 1764). “M. de Bougainville having given the King (Louis XV) an account of our expedition, His Majesty ratified the taking of the Malouine Islands, and immediately issued orders for the *Eagle* to be got ready to return to these islands.”

The French Colony, however, although started under such apparently favourable auspices was destined to be but short lived. Spain hearing of the settlement at once took exception to it and laid claim to the Islands as forming a part of her South American possessions, while France under pressure of various considerations agreed to deliver up her newly formed Colony subject to the payment of an indemnity to the projectors and Colonists of some £25,000. This done France gave over possession on April 1, 1767, to the Spanish officer appointed

to take charge. The standard of Spain was hoisted and royal salutes fired. The Group hereafter became known by the Spaniards as *Islas Malvinas* or *Islas de Magallanes*.

It is apparent then that the Falkland Islands have at successive periods been designated by the following names:— Davis’ Southern Islands; Hawkins’ Maiden Land; Isles of Sebald de Weert, or Sebaldine Isles; Nova Belgia; Falklands Islands; Pepys Island; Anican Islands; Isles Nouvelles; Les Malouines; and *Islas Malvinas* or *Islas de Magallanes*.

It seems doubtful, however, whether the transfer to the Crown of Spain was altogether appreciated by the Spaniards whose duty compelled them to reside at Port Louis. The following extract from Thomas Falkner’s account of the Falklands, published in 1774, is interesting:— ‘The Spaniards transported with their Colony two Franciscan friars, and a Governor or Vice-Governor; who, beholding their settlement, were overwhelmed with grief; and the Governor, Colonel Catani, at the departure of the ships for Buenos Aires, with tears in his eyes declared, that he thought those happy who got from so miserable a country, and that he himself should be very glad if he was permitted to throw up his commission, and return to Buenos Aires, though in no higher station than that of a cabin boy.’

We must now retrace our steps for a period of three years and go back to 1764. In that year, and as the outcome of Lord Anson’s representations, a squadron was despatched to the South Seas by the order of King George the Third under the command of Commodore the Hon. John Byron. It was this same John Byron who was on board the unfortunate vessel *Wager*, one of Lord Anson’s squadron, when she went ashore and was lost on the Chilian coast to the north of the Straits of Magellan in 1741, and had such perilous experiences before he reached England in 1746. The following extract from, ‘An affecting Narrative of the unfortunate Voyage and Catastrophe of H.M.S. *Wager*’, shews how one of the Islands of this Colony received its name, ‘On Monday

the 12th of October, 1741, the long-boat was launched with great transports of joy, and christened the *Speedwell*.

The Royal Instructions already referred to and dated 17 June, 1764, ran as follows:— 'And whereas His Majesty's Islands, called Pepys Island and Falkland Islands, lying within the said track (the track between the Cape of Good Hope and the Straits of Magellan) notwithstanding their having been first discovered and visited by British navigators, have never yet been so sufficiently surveyed, as that an accurate judgment may be formed of their coasts and product, His Majesty, taking the premises into consideration, and conceiving no junction so proper for enterprises of this nature as a time of profound peace, which his kingdoms at present happily enjoy, has thought fit that it should now be undertaken'.

The expedition started and on January 13, 1765, land was seen, and on the 15th a commodious harbour was entered to which was given the name of Port Egmont in honour of the First Lord of the Admiralty. On the 23rd Commodore Byron went ashore with the Captains of the *Dolphin* and *Tamer*, 'where the Union Jack was erected on a high staff, and being spread, the Commodore named the whole His Majesty's Isles, which he claimed for the Crown of Great Britain, his heirs and successors. The colours were no sooner spread than a salute was fired from the ship'.

Commodore Byron's report on the Islands was so favourable that Captain Macbride was sent out in H.M.S. *Jason* to commence their colonization, and he arrived on the 8th of January, 1766. He erected a small blockhouse and stationed a garrison at Port Egmont. Cattle, goats, sheep, and hogs were introduced and found to thrive. Captain Macbride, however, was less favourably impressed with the country than Commodore Byron. He reported that geese were scarce, and foxes abundant, and that the number of sea-lions and penguins, which he termed 'vermin', were incredible. To quote his own words, 'The garrison lived upon Falkland's Islands, shrinking from the blast, and shuddering at the billows',

and then again 'We supposed that we should be permitted to reside in Falkland's Islands the undisputed lords of tempest-beaten barrenness'.

Notwithstanding the drawbacks above mentioned the colonization continued without incidents of special note until the 28 November, 1769, when Captain Hunt, the military Governor, observing a Spanish schooner hovering about the Island and surveying it, sent the Commander a message requiring him to depart. The Spaniard returned, however, in two days with a letter from the Governor of Port Solidad, the name given by the Spaniards to the settlement at Port Louis, complaining that when Captain Hunt ordered the schooner to depart he had assumed a power to which he had no pretensions, by sending an imperious message to the Spaniards in the King of Spain's own dominions. In reply Captain Hunt warned the Spaniards from the Islands which he claimed in the name of the King, and as belonging to the English by right of the first discovery and the first settlement. On the 12th of December the Governor of Port Solidad formally warned Captain Hunt to leave Port Egmont, and to forbear the navigation of these seas without permission from the King of Spain. Captain Hunt in reply repeated his former claim, declared that his orders were to keep possession, and once more warned the Spaniards to depart. After some further interchange of letters in the same strain the correspondence ceased for a few months.

Early in June, 1770, however, a Spanish frigate, the *Industry*, commanded by Commodore John Ignacio Madariaga, anchored in Port Egmont, bound, as was said, for Port Solidad and badly in need of water after a passage of 53 days from Buenos Aires, and on the 3 June was ordered to leave as explained in the following letter from Captain Maltby of H. M. Frigate *Favourite*.

Copy of a letter from Captain William Maltby, of His Majesty's Frigate the *Favourite*, to the Spanish Commodore, dated in Port Egmont, June 3, 1770.

Sir,

As you have received the Refreshments of Water,

&c., you stood in Need of, my Orders from His Britannic Majesty, my Royal Master, are to warn you forthwith to quit this Harbour and Islands, called Falkland's, having first been discovered by the Subjects of the Crown of England, sent out by the Government thereof for that Purpose, and of Right belonging to His Majesty; and His Majesty having given Orders for the Settlement thereof, the Subjects of no other Power can have any Title to establish themselves therein without the King's Permission.

I am, &c.,
(signed) William Maltby.

Three days afterwards four other Spanish frigates entered the port, and on the 8 June the Spanish Commodore wrote both to Captain Farmer, who then commanded the garrison, and to Captain Maltby of the *Favourite*, and ordered them to quit the port, and threatened in case of their not doing so to proceed to hostilities. The following is the letter to Captain Farmer and his reply.

Copy of a letter from the Spanish Commodore John Ignacio Madariaga to Captain George Farmer, dated in the Bay of Cruzada, the 8th of June, 1770.

My dear Sir,

Finding myself with incomparable superior Forces of Troops, Train of Artillery, Utensils, Ammunition, and all the rest corresponding, for to reduce a regular Fortification, with 1400 Men for disembarking, for which 526 are of choice regular Troops, as you may see, I see myself in this Case obliged to intimate to you, according to the Orders of my Court, that you should quit that begun Establishment; for if you don't execute it amicably, I will oblige you by Force, and you will be answerable for all the ill Results of the Action and Measures I shall take. I am always at your Service, pray unto God to preserve you many years.

I kiss your Hand, &c.,
(signed) John Ignacio Madariaga.

Copy of a letter from Captain Farmer to the Spanish Commodore John Ignacio Madariaga, dated at Port Egmont, the 9th of June, 1770.

Sir,

Your letters of the 8th and this Day's Date I have received, in which you threaten, pursuant to your Orders, to send me from hence by Force of Arms. Words are not always deemed Hostilities, nor can I think you mean, in a Time of profound Peace, to put them in Execution, more especially as you allow there now subsists the greatest Harmony between the Two Crowns.

I make not the least Doubt of your being thoroughly convinced, that the King of Great Britain, my Royal Master, has Forces sufficient to demand Satisfaction in all parts of the Globe, of any Power whatsoever, that may offer to insult the British Flag. Therefore was the Time limited shorter than the fifteen Minutes you have allowed, it should make no alteration in my determined Resolution to Defend the Charge committed to me, to the utmost of my Power,

and am, &c.,
(signed) George Farmer.

On the following day (10th) Madariaga landed his forces and as the English only had a wooden blockhouse, with a small battery of cannon, they were shortly compelled to capitulate and quit the Islands. It is but right to say that the Spanish Commodore allowed them to leave Port Egmont with every honour, to remove anything they wanted, and that an inventory of all the stores and effects left was drawn up and signed for by the Auditor of His Catholic Majesty's Navy.

When the news reached England there was great indignation, and satisfaction was at once demanded from Spain for the insult and injury inflicted. At first Spain argued and temporized, but as Great Britain continued firm she relinquished her views, disavowed the act of her officer, and in 1771 restored Port Egmont, and the

colonization continued. The mobilization of the English fleet on this occasion, owing to the above mentioned strained relations, is interesting, as it led to the going to sea of young Horatio Nelson, afterwards England's greatest naval hero. The action of Great Britain in 1771 with regard to the Falklands produced the well known controversy between Junius and Dr. Johnson. Junius, who wrote acrimoniously for fame, severely censured the policy of the Government; while Dr. Johnson, who wrote for bread, brilliantly defended the Ministry.

On the 15 November, 1772, the last expedition to Port Egmont left England. It was sent out there in the *Endeavour* storeship, and had on board in pieces the armed shallop *Penguin* of 36 tons, mounting ten swivels. The Surgeon's Mate, Bernard Penrose, has drawn aside the screen and has thus described the settlement as it then was:—

“It was situated on the south side of an island, named Saunder's, from whence there was a view of the whole harbour called Port Egmont. Its ornament and defence was a large timber blockhouse, which had been framed in England, and carried out in pieces as our shallop was. It could mount four guns, and had a good command of the landing place; but if attacked with any considerable force, it was incapable of much resistance, but must capitulate on any terms; for on the enemies firing a tar-barrel under it, they might soon reduce it to ashes. This fort we found converted into a store-house on account of its capaciousness and security, and as such we used it during our continuance on the island. Besides this, there were some other buildings of an inferior construction, erected by the unskillful hands of marine architects out of what materials the shore afforded, such as stones and sods, and thatched for the most part with *Penguin* grass (tussac grass). In the most splendid of these, which was covered with tarred canvass, the Captain of the *Hound* had taken up his residence while he was Governor of the place; and in this dwelling he was succeeded by our Commander, Lieutenant Clayton, who

had the area in the front enclosed, for distinction's sake, with a small parapet wall, on which the shallop's swivels were mounted, and which we fired on every occasion of rejoicing. Not far from hence was a house of somewhat less elegance appropriated to the use of the petty officers, whose inferiority of rank might be discovered at a distance by another circumstance besides that of the battery; for whereas the chimney of the chief officer's mansion was made out of an old ship's funnel, that of the others was composed of a cask clapped on the roof. The habitation of the private men was a long building, which Captain Burr had raised as an additional store, and it is easy to conceive it did not excel the rest in magnificence. . . . But it must not be imagined that these hastily erected edifices were in the best repair; we found at our taking possession of them, that they required much attention, in order to make them weather-proof; which we effected, by giving them an additional wall of sods, and binding on new thatch upon the rafters, which were mostly ribs of whales that had been cast on the beach. We had likewise two sheds, one for the carpenters, and another for the smiths, and at the distance of a musket from the blockhouse was an enclosure with a slight hovel within it, occupied by the people who took care of the little live stock we had among us. But the glory of our Colony was the gardens, which we cultivated with the greatest care, as being fully convinced how much the comforts of our situation depended upon our being plentifully supplied with vegetables.” Then follows a list of thirteen vegetables which they produced.

On the 23 April, 1774, the *Endeavour* sailed into Port Egmont with instructions that the settlement was to be evacuated, but that the marks and signals of possession and property were to be left upon the islands, to indicate the right of possession and to shew that the occupation might be resumed. On May the 20th a formal leave of the Islands was taken, and the following inscription, engraved on a piece of lead, was affixed to the door of the blockhouse.

“Be it known to all nations,

“That Falkland’s Island, 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, &c. 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’s Island, A.D. 1774.”

For years after this the Islands remained unnoticed but not forgotten by England.

The Spaniards are supposed to have withdrawn their small garrison from Port Solidad early in 1800 though the exact date does not appear to be known. Admiral Fitzroy, who is no mean authority, states, “From 1810 to 1820 there was no person upon these islands (the Falklands) who claimed even a shadow of authority over them.”

In November, 1820, Captain Weddell, R.N., when on a Voyage towards the South Pole, and while anchored at Port St. Salvador, received the following letter from Commander Jewitt of the frigate *Heroind*.

“National Frigate *Heroind*
at Port Solidad, Nov. 2nd, 1820.

“Sir,

I have the honour to inform you of the circumstance of my arrival at this port, commissioned by the supreme government of the United Provinces of South America to take possession of these islands in the name of the country to which they naturally appertain.

“In the performance of this duty, it is my desire to act towards all friendly flags with the most distinguished justice and politeness.

“A principal object is to prevent the wanton destruction of the sources of supply to those whose necessities compel or invite them to visit the islands, and to aid and assist such as require it to obtain a supply with the least trouble and expense.

“As your views do not enter into contravention or

competition with these orders, and as I think mutual advantage may result from a personal interview, I invite you to pay me a visit on board my ship, where I shall be happy to accommodate you during your pleasure.

“I would also beg you, so far as comes within your sphere, to communicate this information to other British subjects in this vicinity.

“I have the honour to be,

“Sir,

“Your most obedient humble Servant,

Jewitt,

“Colonel of the marine of the United Provinces of South America, and commander of the frigate *Heroind*.”

Next day Captain Weddell walked to Port Louis and proceeded on board. He found that the *Heroind* had been at sea about eight months, and that the crew were stricken with scurvy. His offer to navigate the frigate up the Sound was accepted, and he brought her to a safe anchorage off the ruins of Port Louis. A few days afterwards Captain Jewitt took formal possession of the Islands for the patriot government of Buenos Aires, read a declaration under their colours, planted on a port in ruins, and fired a salute of 21 guns.

This act of the Buenos Aires government was scarcely known in Europe for many years, and not until 1829 was it formally noticed and protested against by Great Britain.

In 1823, Lewis Vernet, by birth a German, obtained from the Buenos Aires Government the use of the fishery and of the cattle on the East Falkland, and also tracts of land thereon. This undertaking did not prosper. In 1826 Vernet proceeded there himself, and subsequently wrote, “After many sacrifices, I was enabled to surmount great obstacles but still that which we expected to effect in one year was not realized before the expiration of five. My partners lost all hope, and sold me their shares. I

bought successively three vessels, and lost them; I chartered five, one of which was lost. Each blow produced dismay in the Colonists, who several times resolved to leave that ungrateful region, but were restrained by their affection for me, which I had known how to win, and by the example of constancy and patience which my family and myself held out to them."

In 1828 the Government of Buenos Aires granted to Mr. Vernet certain additional lands and the exclusive fishing rights in the Falkland Islands, and in June, 1829, he was appointed by the Buenos Aires Government to be Governor of the Islands.

In this year (1829) Vernet warned off some North American sealers, and in 1831 upon their repeating the sealing excursions of which he had complained he detained them by force, and took them himself to Buenos Aires. Vernet's action was strongly resented by Captain Duncan of the U. S. Corvette *Lexington* who on hearing of it (Dec. 1831) sailed from Buenos Aires to the Falklands, and on the 31st December, 1831, destroyed the Settlement at Port Louis, made prisoners of many persons, including Mr. Brisbane, Mr. Vernet's Agent, and afterwards conveyed them to Buenos Aires and handed them over to the Government there.

Some few months before this occurrence a British Naval Officer who happened to visit Port Louis thus describes Vernet's settlement:— "The settlement is situated half round a small cove, which has a narrow entrance from the Sound; this entrance, in the time of the Spaniards, was commanded by two forts, both now in ruins, the only use made of one being to confine the wild cattle in its circular wall when newly brought in from the interior. The Governor, Lewis Vernet, received me with cordiality. He possesses much information, and speaks several languages. His house is long and low, of one story, with very thick walls of stone. I found in it a good library, of Spanish, German, and English works. A lively conversation passed at dinner, the party consisting of Mr. Vernet and his wife, Mr. Brisbane, and

others; in the evening we had music and dancing. In the room was a grand piano-forte; Mrs. Vernet, a Buenos Airean lady, gave us some excellent singing, which sounded not a little strange at the Falkland Isles, where we expected to find only a few sealers.

"Mr. Vernet's establishment consisted of about fifteen slaves, bought by him from the Buenos Airean Government, on the condition of teaching them some useful employment, and having their services for a certain number of years, after which they were to be freed.

"The total number of persons on the Island consisted of about one hundred, including 25 gauchos and 5 Indians. There were two Dutch families (the women of which milked the cows and made butter); two or three Englishmen; a German family; and the remainder were Spaniards and Portugese pretending to follow some trade, but doing little or nothing. The gauchos were chiefly Buenos Aireans, but their Capitaz or leader was a Frenchman."

It is worthy of note that a year or two prior to this Vernet produced in his small settlement in twelve months eighty tons of salted fish, partly rock cod, which netted £1,600 sterling in Brazil.

While the United States and Buenos Aires were discussing the question at issue, Great Britain, following up the solemn warnings she had given Buenos Aires, already referred to, issued orders to her Commander-in-Chief on the South American Station, to send a vessel of war to re-hoist the British Flag upon the Falkland Islands; to assert her right of sovereignty, and to cause everything belonging to the Buenos Airean Government to be embarked and sent away.

On the 2nd of January, 1833, H.M.S. *Olio* anchored in Berkeley Sound, and on the following day the Buenos Airean flag was lowered and the British colours hoisted and saluted. H.M.S. *Tyne* performed the same ceremony about the same time at Port Egmont. On the departure of the *Olio*, the small Buenos Airean garrison having previously withdrawn quietly and sailed for the River

Plate, the colours were entrusted by Commander Onslow to Mr. Matthew Brisbane, an Irishman, the Agent and partner of Mr. Vernet.

On the 26th August, 1833, three gauchos and five Indians set upon and barbarously murdered Mr. Brisbane, Mr. Dickson, the Capitaz, the German, and another settler, they then plundered the settlement, and drove the cattle and horses into the interior. The rest of the settlers escaped to a small island in the Sound. Brisbane fell by the knife of Antonio Rivero. Shortly after this H.M.S. *Challenger* brought Lieutenant Smith, R. N. to Port Louis as Governor and he was given a force of some marines and sailors to support his authority. These men not long afterwards captured the principal murderer.

From 1833 till 1842 the Colony was in charge of the Naval Officers engaged in making the Admiralty surveys, but early in this latter year Colonel Moody took charge since which date there has been a civil administration.

