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COLONIAL ANNUAL REPORTS

Falkland Islands

1948



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THE SERIES OF COLONIAL ANNUAL REPORTS which was re-introduced for the year 1946 (after suspension in 1940) is being continued with those relating to 1948.

It is anticipated that the Colonies and Protectorates for which 1948 Reports are being published will, with some additions, be the same as for the previous year (see list on cover page 3).

ANNUAL REPORT ON

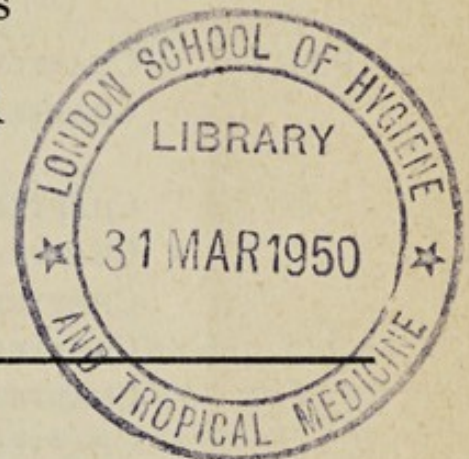
The

FALKLAND ISLANDS

and Dependencies

FOR THE YEAR

1948



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The cover illustration shows offloading of stores, Argentine Islands

Introductory Note

Since physical and climatic conditions are so different in the Falklands from those in the Dependencies, it has been considered desirable to divide this report into two sections.

In many cases the figures for 1947 are given as they afford the latest complete data.

(A) THE COLONY

Review of 1948

DURING 1948, the first elections took place for the Stanley Town Council to which were transferred many of the functions hitherto undertaken by Government. An enabling Bill was passed in the Legislative Council at the end of the year conferring upon it a wide range of powers such as are associated with local government elsewhere. Moreover, the reform of the Legislative Council was taken a stage further by the announcement that it is to consist of three *ex-officio* members, namely the Colonial Secretary, the Senior Medical Officer and the Agricultural Officer, four elected members, one each for East and West Falklands and two for Stanley, three nominated official members and two nominated unofficial members. The Governor, as President, has a casting vote.

Inter-island communications underwent a welcome improvement with the arrival in the Colony early in the year of the 75-foot motor fishing vessel, *Philomel*; she went into commission during the year and rapidly proved her worth in the carriage of hospital patients into Stanley, and of ordinary passengers, mail and freight. Two Auster aeroplanes were bought through Royal Air Force disposals, one as an ambulance, the other for the carriage of mails. They arrived in the Colony at the end of 1948, being brought out on the m.v. *John Biscoe*, and quickly proved their value for hardly had they been assembled and tested before an emergency call was received from North Arm. The call was promptly answered, and a little girl was flown into Stanley, where she was successfully operated upon; she would otherwise have died.

The erection of a new and up-to-date wireless station was completed, and considerable progress made in the building of the new Town Hall, which will, it is hoped, be finished by the end of 1949.

Of considerable commercial interest, particularly since the British American Kelp Company has abandoned its project for establishing

a kelp industry, was the decision of the Colonial Development Corporation to send out a representative to investigate the possibilities of establishing a freezer in the Colony. This would utilise much of the meat which now goes to waste.

After an interregnum, an Agricultural Officer arrived in the Colony, and the decision was taken to discontinue the production and sale of milk and vegetables by the Agricultural Department. The Government herd of cows will be sold to a private dairy.

With the appointment of a Legal Secretary at the end of 1947, a long-needed revision of the Laws of the Colony was started, and much progress was made during the year.

His Majesty the King was graciously pleased, by Warrant dated 29th September, 1948, addressed to the Earl Marshal, to assign to the Colony new Armorial Ensigns, viz. Per Jesse wavy Azure and Argent in chief a hornless Ram statant upon Tussac grass issuant proper and in base two Bars wavy of the first surmounted by a representation of the ship *Desire*. On the flag and pennons charged with a Cross and the Mainsail with five Estoiles Gules, with the motto "Desire the Right."

PART I

Chapter 1 : Population

THE population is entirely white and has been derived to a large extent from the United Kingdom, though there are many Scandinavian strains. On 31st December, 1948, it numbered 2,268—1,239 males and 1,029 females. The density of population is about one person to every two square miles. Approximately half the inhabitants live in Stanley, the capital, and the remainder are divided more or less equally between the outlying districts of East and West Falklands. The number of births registered in 1948 was 31, and of deaths 25. Nineteen marriages were celebrated during the year. No deaths occurred among infants under two years of age. One hundred and sixty-five persons arrived in the Colony and 176 left during 1948.

Chapter 2 : Occupations, Wages and Labour Organisation

OCCUPATIONS

The principal industry, sheep-farming, employs between 400 and 450 men. Labour in Stanley is almost solely at the disposal of the Government and of the Falkland Islands Company, Limited ; the former employed an average of 100 men on hourly wages during the year.

WAGES

Basic rates of wages and hours of work were unchanged throughout 1948. In Stanley unskilled labourers were paid at the rate of 1s. 2d. per hour, plus 3d. per hour cost of living bonus, and skilled labourers and artisans received 1s. 5d. and 1s. 7d. respectively, plus 3d. cost of living bonus. A Cost of Living Committee was, however, considering the problem during the year and as from 1st November an interim award of 2d. per hour was granted in respect of increased cost of living. The working week is 45 hours.

On the sheep farms in the country districts wages are calculated on a monthly basis as follows : general labourers, termed " navvies," £6, and shepherds, £7 ; at the end of the year both were receiving cost of living bonus at the rate of £4 1s. 3d. per month. In addition they receive free quarters, fuel, meat, milk and garden.

The only labour legislation enacted in 1948 was the Workmen's Compensation (Amendment) Ordinance, No. 13 of 1948. A list of Ordinances affecting labour enacted between 1939 and 1947 was published in the 1947 Report.

COST OF LIVING

Mutton is the staple meat, beef is little used except in winter, and the supply of fresh fish, fowls and pork is uncertain and irregular; consequently diet is somewhat restricted in variety. Vegetables are difficult to buy and householders normally grow their own in the gardens which are attached to most houses.

There are three small hotels in Stanley, and a few private houses offer a reasonable degree of comfort and convenience for residents and occasional visitors at charges ranging from £2 2s. to £3 3s. per week. About two miles south-east of Stanley is the Mon Star Hotel, pleasantly situated on the shore overlooking Rookery Bay.

Unfurnished houses for workmen cost from £2 to £3 10s. per month. In the majority of cases the Government provides houses for its overseas officials at a rent of 5 per cent. of their salary. Houses if not so provided are very difficult to obtain and the average rent of an unfurnished house is £50 a year.

The following prices of some important commodities will give an idea of the present cost of living :

Bread	7d. per 2-lb. loaf
Butter (imported)	Varies between 2s. 6d. and 3s. 6d. per lb.
Margarine	2s. 2d. per lb.
Coffee	3s. per lb.
Tea	4s. 2d. per lb.
Eggs	3s. per dozen
Flour	3d. per lb.
Meat : Beef	5d. per lb.
Mutton	3d. per lb.
Pork	2s. per lb.
Ham	8s. per lb.
Bacon	4s. 6d. per lb.
Milk	4d. per pint (supplies limited in winter)
Jam	2s. per lb.
Sugar	6d. per lb.
Vegetables : Onions (imported)	9d. per lb.
Potatoes (imported)	7d. per lb.
Dried Fruit : Sultanas	Vary between 1s. 8d. and 2s. 10d. per lb.
Currants	1s. 6d. per lb.
Raisins	4s. per lb.
Quaker Oats	1s. 2d. per lb.
Cereals	1s. 2d. to 2s. per packet
Cigarettes : Woodbines	3s. for 50
Players	3s. 7d. for 50

Tobacco : Capstan	17s. 4d. per lb.
Alcohol : Whisky	£1 a bottle
Brandy	£1 a bottle
Gin	16s. 6d. a bottle
Beer	1s. a pint
Paraffin	3s. 6d. a gallon
Electricity	9d. a unit

An important item is peat, the only fuel available, which is sold by the load, charges being made for cutting and carting. A lorry load costs £1, and a year's supply averages 15 to 25 loads, depending on the size of the house and the quality of the peat. The majority of the local inhabitants, however, who are accustomed to handling peat from childhood cut their own and have only the expense of carting from the peat-banks.

Chapter 3 : Public Finance and Taxation

Until 1880 the Colony received a regular grant-in-aid from the Imperial Treasury and a special grant for a mail service until 1885, since when it has been self-supporting. Grants are, however, received under the Colonial Development and Welfare Act.

The revenue of the Colony for 1947 from all sources was £103,788 against £198,879 in 1946, and from ordinary sources £103,463 against £198,601. This difference is due to the Revenue Suspense and the Dependencies Postal Accounts having been cleared through the Colony accounts in 1946, which did not occur in 1947. Ordinary expenditure was £115,620 and extraordinary £8,669. 1947 therefore ended with an adverse balance of £20,501. Revised estimates for 1948 give revenue £115,859 and expenditure £136,949.

Figures of revenue and expenditure for the five years up to 1947 are :

	REVENUE		EXPENDITURE	
	<i>Ordinary</i>	<i>Total</i>	<i>Ordinary</i>	<i>Total</i>
	£	£	£	£
1943	91,099	91,454	68,591	96,855
1944	172,232	172,643	135,989	158,770
1945	110,051	110,677	88,063	102,470
1946	198,601	198,879	219,854	222,164
1947	103,463	103,788	115,620	124,289

There is no public debt. The excess of assets over liabilities shown in Capital Account (Land Sales Fund) on 31st December, 1947, was £213,249. On the same date, the Reserve Fund amounted to £9,338.

As from 1st October, 1948, the accounts of the Dependencies were completely separated from those of the Colony ; this separation will be reflected in the next report.

The principal heads of taxation are customs import and export duties and income tax.

Duties were payable at the following rates :

Import

Wines : General, 6s. 6d. per gallon in bulk ; Empire, 4s. 6d. per gallon in bulk.

General, 14s. 3d. per dozen quart bottles ; Empire, 9s. 9d per dozen.

Spirits : 52s. per gallon, except Rum 36s. per gallon.

Malt Liquors : 1s. per gallon in cask, 1s. per dozen pints.

Tobacco : 6s. per lb.

Cigarettes : 10s. per lb.

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

Export

Wool : 1s. 3d. per 25 lb.

Whale and seal oil : Up to 30th September, 1948, 5s. per barrel of 40 gallons, thereafter 6d. per barrel of 40 gallons for each £5 of the average market price per ton.

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

Income Tax : Maximum rate 3s. 6d. in the pound.

The revenue from these duties in 1947 were :

Imports.	£13,890
Exports.	10,351
Income tax, including company tax .	24,931
	<hr/>
	£49,172

There are no excise duties, but a stamp duty of 2d. on all receipts was introduced during the year.

Chapter 4 : Currency and Banking

There are no banks other than the Government Savings Bank which pays interest on deposits at 2½ per cent. per annum.

The sum on deposit on 31st December, 1947, was £491,889, and the number of depositors was 1,817, the average for each depositor being £271. This is equivalent to £216 per head of the population.

Remittances by any person or firm can be made through the Commissioner of Currency and the Crown Agents for the Colonies at a charge of 1 per cent. The Falkland Islands Company and the Estate Louis Williams who act as bankers and financial agents for the farms undertake a similar service.

The legal tender is British coinage and local £5, £1 and 10s. notes. The estimated value of coin in circulation on 31st December, 1947, was £6,500 and of notes £49,000.

Chapter 5 : Commerce

With the exception of meat and a limited quantity of garden produce, practically the whole of the Colony's requirements in foodstuffs is imported.

The value of imports and exports for 1948, as well as for 1945, 1946, and 1947 is as follows :

	IMPORTS			
	1945	1946	1947	1948
	£	£	£	£
Food, Drink & Tobacco	48,648	55,418	80,298	82,655
Raw Materials . . .	25,788	50,284	60,282	38,052
Goods Mainly manufactured .	88,625	110,419	98,060	165,379
Miscellaneous . . .	1,426	5,438	6,656	7,126
Bullion and Specie .	—	—	—	—
Total Imports	£164,487	£221,559	£245,296	£293,212

	EXPORTS			
	1945	1946	1947	1948
	£	£	£	£
Wool	189,800	231,700	238,550	277,900
Hides and Skins . .	9,016	14,175	12,821	23,930
Tallow	—	13,550	5,775	6,616
Seal Oil	—	—	900	—
Other Articles . . .	4,762	34,488	7,050	12,938
Total Exports	£203,578	£293,913	£265,096	£321,384
Re-exports	£4,747	£34,488	£7,020	£12,835

IMPORTS (PERCENTAGE)				
	1945	1946	1947	1948
British Empire . . .	51.53	53.54	51.35	74.19
Foreign Countries . .	48.47	46.46	48.65	25.81

PRINCIPAL SUPPLYING COUNTRIES				
	1945	1946	1947	1948
	£	£	£	£
United Kingdom . . .	61,247	108,602	122,324	200,200
Other parts of British Empire	23,365	10,022	3,637	17,358
Argentina	22,607	19,973	22,300	15,542
Brazil	3,605	8,688	5,152	—
Chile	317	11,295	15,392	—
Sweden	—	886	14,831	26,545
Uruguay	45,953	55,656	56,711	24,226
U.S.A.	6,691	4,737	4,020	8,093

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY, 1948

<i>Item</i>	<i>Value</i>	<i>Quantity</i>	<i>Principal supplying countries</i>
Provisions	£60,996		U.K. £29,781, Argentine £13,359, Uruguay £8,419
Hardware	£61,154		U.K. £55,939
Drapery	£41,898		U.K. £38,147, Uruguay £2,840
Coal, Coke & Oil Fuel	£8,286		Uruguay £7,952
Timber	£26,802		Sweden £26,539
Paint	£5,905		U.K. £5,737
Chemicals	£17,389		U.K. £16,888
Beer	£5,579	13,972 gal.	U.K. £4,948
Spirits	£8,996	7,276 gal.	U.K. £6,327
Tobacco	£5,886	11,237 lb.	U.K. £5,886
Wines	£1,198	1,059 gal.	U.K. £662, South Africa £290.

PRINCIPAL EXPORTS, 1948

	<i>Value</i>	<i>Quantity</i>	<i>Destinations</i>
Wool	£277,900	4,736,950 lb.	All to United Kingdom
Tallow	£6,616	1,393 cwt.	All to Netherlands
Hides and Skins	£23,930	7,566 cwt.	All to United Kingdom

Chapter 6 : Production

The undeveloped resources are the very extensive kelp (*Macrocystis*) beds, a large herd of sea lions, and the whales which are found in the surrounding waters. Apart from these and the pasture no other resources are known. Sealing in the islands is shortly to be resumed, and a concession was granted during the year. A licence granted to a South African firm will, it is hoped, lead to the development of a fishing industry.

The pasture is the basis of the only industry, sheep farming, which is primarily concerned with the production for export of wool, skins and tallow, although the latter is a by-product. Meat is used solely for local consumption, but as stated in Part I, the decision of the Colonial Development Corporation to investigate the possibilities of establishing a freezer in the Colony will, it is hoped, lead to the utilisation of surplus sheep for export.

With the exception of some 40,000 acres remaining to the Crown, all land is now freehold and the whole of it is divided into sheep farms or ranches varying in area from 3,600 to 400,000 acres and carrying from 1,700 to 80,000 sheep, approximately one sheep for every three acres. Forage crops are produced to a very limited extent and, with this exception, there is no agriculture.

The average weight of wool exported annually during the past five years was 4,642,200 pounds. In 1948 it amounted to 4,736,950 pounds, or less by 380,125 pounds than the preceding year.

Hides and skins were valued at £23,930 as against £12,821 in the previous year, thus showing an increase in value of £11,109.

The whole of the produce in 1948 was exported to the United Kingdom with the exception of 1,393 cwt. of tallow, which was sent to the Netherlands.

During the year 14 rams were imported from New Zealand and six from the United Kingdom ; three bulls were imported from New Zealand, Argentina and Uruguay, and 119 horses from Chile.

Chapter 7 : Social Services

EDUCATION

Education throughout the Colony is maintained by Government and is compulsory (in Stanley only) between the ages of five and 14 while voluntary continuation classes enable study to be continued to the age of 16.

In Stanley there are two schools, an infants' school and a combined junior and senior school, both maintained by Government. Boarding allowances are granted to assist children from country districts to attend school in Stanley.

Country children who are unable to come to Stanley are taught either in small one-teacher schools (some full-time, some part-time) or by travelling teachers. In 1948 the Government maintained three

full-time schools, two part-time schools and three travelling teachers on the East Falklands, and two full-time schools, two part-time schools and four travelling teachers on the West Falklands.

The Government grants two scholarships each year for three-year courses of secondary education at the British School in Montevideo. There are as yet no facilities in the Colony for higher or vocational education.

HEALTH

Although the climate is rather deficient in sunlight it is healthy, especially in the Camp districts, but rather damp in and around Stanley and therefore not very suitable for persons with any rheumatic tendencies. During the summer the constant high winds are trying.

The quality of the food in the Colony is good, although it lacks variety, especially with regard to vegetables, but with care in cultivation it is possible to guarantee a nine months' supply. Fruit is imported from Montevideo, but red and white currants, gooseberries, and raspberries grow well locally, although their cultivation is as yet very limited.

The staff of the Medical Department includes a Senior Medical Officer, three Medical Officers, one of whom is stationed in West Falkland and another at Darwin, a dental surgeon, a nurse matron and a qualified nursing sister, and in addition six junior nurses locally recruited and trained. During the year a Medical Officer made periodical tours of the north part of East Falkland.

King Edward VII Memorial Hospital in Stanley has 17 beds, an operating theatre, quarters for nurses, and an out-patients' department. Separate buildings provide a surgery and workshop for the dentist. Extensive alterations and extensions to the hospital are to be carried out under a Colonial Development and Welfare Scheme, and work was started towards the end of the year.

During 1948, 148 persons were admitted to hospital as against 186 in 1947, 1,461 new cases were seen in the out-patients' department, and 2,034 visits were made to patients in their own homes in Stanley. Eighty-six operations were performed, 19 of them being major operations, as compared with 65 in 1947. Seven deaths took place in the hospital.

The medico-electric section carried out successful work during the year and has proved of special value in cases of skin disease and muscular rheumatism.

The out-patients' department of the hospital provides ante- and post-natal services in Stanley, the clinics being very well attended, but not in the Camp at present. Thirty-five births took place in the hospital with no maternal deaths. There was one foetal death. On the district there was one delivery at home.

Gastro-enteritis is endemic in the Colony. A scheme is being prepared for the investigation of the aetiology of this disease.

Between January and April, 1948, there was an epidemic due to a

streptococcal infection of unusual virulence. About 230 cases occurred, and there were five deaths.

The use of the m.f.v. *Philomel* as an ambulance ship, and the institution of the air ambulance service are mentioned in Part I.

HOUSING

Houses are mostly of timber construction and corrugated iron is the usual roofing material. All houses are built on permits from the Board of Health and must conform to its requirements regarding sanitation and construction. Owing to an increase in the urban population and the wartime scarcity of building supplies there is a slight shortage of houses in Stanley. This shortage is being met by new construction, but the high prices of building materials acts as a brake on the progress being made in this direction.

Loans are made by Government to facilitate new building. The Government also maintains accommodation for its officials and two blocks of small houses which are rented to the more necessitous members of the community. One new Government quarter was finished during 1948, and a second was almost completed at the end of the year.

All premises in the town are regularly inspected by the Sanitary Inspector and householders are required to keep them in a sanitary condition. The Board of Health has powers to condemn houses if they are unfit for habitation. In general, housing is satisfactory.

SOCIAL WELFARE AND AMENITIES

There are no orphanages or poor law institutions. Poor relief, formerly administered by Government, was granted by the Stanley Town Council in certain necessitous cases. The amount expended in 1948 was £562.

Legislative provision exists for the payment of compensation to workmen for injuries suffered in the course of their employment and a society, entitled the Stanley Benefit Club, insures its members for sickness and death.

In Stanley there are three social clubs, the Colony Club, the Falkland Club and the Working Men's Social Club. There is also the Falkland Islands Defence Force Club, membership being limited to the personnel of the Force, both serving and retired. The Defence Force itself is a flourishing centre of social life, and its Rifle Association caters for what is probably the most popular pastime in the Islands. The rifle range, which lies on the common to the south-west of Stanley, has firing-points up to 1,000 yards and is equipped with five targets. Shoots are held every week-end in the summer months (weather permitting) and the Association holds an annual meeting in Stanley on the lines of that at Bisley. The Colony has been represented at Bisley by teams in the Junior Kolapore and Junior Mackinnon Competitions for several years, and in 1948 won the Junior Mackinnon Trophy. The Defence Force Drill Hall contains a

miniature rifle range, 25 yards long, with ten targets, which is used by the local Miniature Rifle Club ; the Club has been successful from time to time in competitions inaugurated by the National Small-bore Rifle Association, and in 1948 was second in the Overseas Postal Match. The Drill Hall is also used by the Defence Force Club for badminton and table tennis.

The 1st Falkland Islands Company of the Boys' Brigade was formed in 1944 by Captain McCubbing and men of the Royal Scots Regiment, then stationed in Stanley. It has now a membership of 46.

Football is played throughout the summer, and occasionally in winter, on a pitch in the grounds of Government House.

The Stanley Sports Association holds an annual meeting in December of each year for horse-racing and athletic events. The racecourse, 900 yards long, lies to the west of Stanley and now serves a dual purpose, being used as the landing-ground for the Auster aeroplanes ; the hangar was erected in 1948 from material from the old army cinema-hall. Sports meetings are also held annually at Darwin and on West Falkland.

Physical training, football, hockey and gymnastics form a regular part of the curriculum of the school.

Besides Christ Church Cathedral, consecrated in 1892 by Bishop Stirling, there are two other places of public worship in Stanley, St. Mary's, the Roman Catholic Church, and the United Free Church. Church services are relayed every Sunday evening for the benefit of listeners in the Camp.

There are public baths and a well-equipped gymnasium, in which a cinema show is held twice a week, usually on Saturday and Sunday. The gymnasium is also used weekly for public dances.

As has been stated, the Stanley Town Hall, which was burned down by accident in 1944, is being rebuilt. In it will be housed the Public Library, which was destroyed with the old Town Hall but is slowly recovering in size and quality.

In 1948 a Guild of Weavers, Spinners and Dyers was formed with the object of manufacturing and selling homespun, woven and knitted articles and other handiworks such as eiderdowns, gloves and slippers.

Chapter 8 : Legislation

Thirteen Ordinances were passed by the Legislative Council in 1948. In addition to the Supplementary Appropriation (1948) Ordinance, No. 11, and the Appropriation (1948) Ordinance, No. 12, the following measures were enacted :

Stamp Duty Ordinance (to provide for payment of duty on receipts).

Tariff (Repeal) Ordinance (to repeal the Tariff Ordinance, 1943).

Licensing (Amendment) Ordinance (to amend fees).

Tobacco (Amendment) Ordinance (to amend the duty on tobacco).

Income Tax (Amendment) Ordinance (to increase income tax).
Dependencies Research and Development Fund Ordinance (to repeal Ordinance).
Income Tax (Amendment) Ordinance (to cover persons engaged in whaling).
Lotteries Ordinance (to control lotteries).
Stanley Rates Ordinance (to levy general rates and water rates).
Firearms Ordinance (to consolidate the law as to firearms).
Workmen's Compensation (Amendment) Ordinance.
Radio-active Minerals Ordinance (to control prospecting for and mining radio-active minerals).
United Nations Privileges Ordinance (to confer immunities and privileges on staff of United Nations).
Legislative Council (Elections) Ordinance.
Stanley Town Council (Amendment) Ordinance.
Stanley Town Council (Powers) Ordinance (to give powers of local government).
Defence Force (Amendment) Ordinance.
Road Traffic Ordinance (to consolidate the law as to motor cars, etc.).

The following subsidiary legislation was also enacted during the year : An Order regarding the office of Competent Authority ; Orders-in-Council declaring Port Foster, Deception Island, South Shetlands a harbour ; amending the rate of postage ; regarding import duties ; Government Employees Provident Fund ; hours for licensed premises ; and export duty on wool ; and Regulations regarding Port Foster Harbour, medical fees, identification marks on motor vehicles, the sale of intoxicating liquor to His Majesty's Forces, the Efficiency Decoration, qualifications for the grant of the Efficiency Medal, export duty on oil, duties of customs officers, procedure under the Workmen's Compensation Ordinance, export certificates for wool, tallow and hides, etc.

Chapter 9 : Justice, Police and Prisons

The judicial system of the Colony is administered by a Supreme Court (with the Governor sitting as Judge) and a Magistrate's Court in Stanley ; a number of the farm managers are Justices of the Peace, and as such, have power to deal with minor offences. There is a local Police Force consisting of four constables, one sergeant and a Chief Constable, who is also gaoler-in-charge of the prison in Stanley, where only short-term prisoners are accommodated.

In general the Colony shows a remarkable absence of crimes of violence, and indeed serious crime of any description is rare. Cases of petty theft and of injury to property, however, occur from time to time. Forty-four persons were dealt with in 1948 in the Summary Court and all were convicted ; one criminal case came before the Supreme Court and none before the Juvenile Court.

Chapter 10 : Public Utilities

A twenty-four hour electric supply with a voltage of 220 A.C. is available in Stanley, the generators being driven by internal combustion engines. Preliminary work was started in 1948 on the site of a new and more modern power house.

The water supply is wholesome, but at present barely adequate for the rapidly growing needs of the community in Stanley. It is brought by pipe-line from a distance of about three miles and storage is available for some 355,000 gallons. The distributing mains serve the whole town and the water supply is very widely used so that the number of rain-water tanks is rapidly diminishing.

Chapter 11 : Communications

Communication between Stanley and the outside world is effected via Montevideo by the Falkland Islands Company with their ships the s.s. *Lafonia*, a vessel of 1,800 tons, and *Fitzroy*, of 600 tons ; very occasionally other vessels call at the islands. There is also occasional communication between Stanley and South Georgia by a Falkland Islands Company vessel.

The distance from Stanley to Montevideo is rather more than 1,000 miles and the length of the voyage varies from four to six days. Opportunities for the receipt and despatch of mails occur normally every four to five weeks.

The Government operates a wireless station for external traffic at Stanley under the style of the Falkland Islands Radio, and regular communication is maintained with London, Montevideo and South Georgia. A rediffusion service is maintained by the Government in Stanley. The fee for subscribers is £1 per annum and the number of subscribers in 1948 was 247. Overseas programmes and local programmes of gramophone records as well as news from the British Broadcasting Corporation service are relayed. In addition, a weekly broadcast service of local news is transmitted to the Camp, and a weekly programme relayed during the winter months to the Falkland Islands Dependencies Survey. A new wireless station was completed in 1948. During the year, 338 wireless sets were licensed.

The telegraph charges for messages to the United Kingdom and Empire are

<i>Deferred</i>	<i>Ordinary</i>	<i>Code</i>	<i>GLT</i>	<i>NLT</i>
7½d.	1s. 3d.	10d.	5s. for	10s. 5d. for
per word	per word	per word	12 words	25 words

and for the last two classes of message 5d. for each additional word. Charges for internal messages are 1d. per word for ordinary and 3d. per word for code messages.

No submarine cable exists.

Air mail letter postage to the United Kingdom and the Empire is 2½d. for 5 grms., and 6d. for air letter cards. Internal letter postage remains at 1d. per ounce.

Communication between Stanley and the farms is carried out on horseback or by sea, though the use of tracked vehicles is increasing. There are no railways, tramways or omnibuses, and no roads beyond the immediate neighbourhood of Stanley. The inter-insular service for mails and passengers is carried out by the *Fitzroy* and *Lafonia*, and as stated above, the Government vessel *Philomel* and two Auster aeroplanes went into service during the year.

No inland telegraphs exist, but a telephone system is maintained by the Government in Stanley for general as well as official use. Most of the farm stations have their own lines connected to the Stanley system on East Falkland, and on West Falkland the telephones converge at Fox Bay, where there is a Government wireless station for inter-insular traffic. Several farm stations have radio transmitters of low power for local communication.

The number, nationality, and tonnage of the vessels which entered the Colony in 1948 are as follows :

	<i>Number</i>	<i>Tonnage</i>
British	14 ¹	9,390
Foreign	—	—

¹ This figure is almost entirely made up of repeated entries by the Falklands Company's ships.

Chapter 12 : Local Records

A start was made during 1948 in the preservation of local records by the private transcribing of the Registers of Christ Church Cathedral, with the permission of the Senior Chaplain. The transcripts, when complete (probably in 1949), will be sent to the Society of Genealogists in London. The work has not been undertaken any too soon, for some of the early entries, dating back to 1838, are rapidly becoming illegible.

If an opportunity occurs, the memorial inscriptions in the old cemetery at Deception Island in the South Shetlands will be similarly copied in 1949.

PART II

Chapter I : Geography and Climate

THE Falkland Islands lie in the South Atlantic Ocean between 51° and 53° south latitude and 57° and 62° west longitude and about 300 miles east and somewhat to the north of the Straits of Megellan. There are two main islands—East and West Falkland—which are divided by the Falkland Sound, running approximately north-east and south-west, and about 200 smaller islands around them within a space of 130 by 80 miles. The area as computed from the Admiralty chart is as follows :

	<i>Square miles</i>
East Falkland and adjacent islands . . .	2,580
West Falkland and adjacent islands . . .	2,038
	<hr/>
	4,618

The islands have a very deeply indented coastline and possess many excellent harbours and anchorages. The surface is hilly, attaining its maximum elevation of 2,315 ft. in Mount Adam on West Falkland. There are no navigable rivers. The entire country is covered with wild moorland interrupted by outcrops of rock and the peculiar collections of angular boulders called "stone runs" or "stone rivers." Apart from Stanley, where practically every house has a garden, there is no cultivation except in the immediate vicinity of the farm settlements and shepherds' houses where vegetables and, in some places, oats and grass for hay are grown. The soil is chiefly peat, but areas of sand also occur. In general appearance, the Falkland Islands are bleak and inhospitable in rain or snow (and snow has been recorded for every month of the year), but in fine weather they are very attractive to anyone accustomed to moorland scenery. Trees are absent except in a very few places where some have been planted, and the scenery is said to resemble parts of Scotland. The only town is Stanley, the capital, situated on a sharply-rising hillside forming the southern shore of a harbour entered from Port William, on the east side of the group. It has about 1,200 inhabitants. Smaller settlements have been established as the headquarters of various farm stations into which the Colony is divided : of these the most important is Darwin, the headquarters of the Falkland Islands Company's farms, with a population of about 100 persons. The entire territory outside Stanley is known locally as "the Camp."

Seasonal variations in the climate of the Falkland Islands are less noticeable than in the United Kingdom. The winters are slightly colder and the summers much colder than at Kew, which is about as far north of the equator as Stanley is south ; the weather is even more changeable than that of the United Kingdom. The relatively low temperatures are mainly due to oceanic circulation, but the daily weather is related to the direction of the wind, which, not infrequently, is so inconsistent as to give rise to wide ranges of temperature within short intervals. The annual rainfall is not excessive, averaging 30 inches. Precipitation occurs on two out of every three days in the year and the atmosphere is usually damp, particularly in and around Stanley. A large proportion of the days are cloudy and tempestuous, calm bright weather being exceptional and seldom outlasting 24 hours.

Over 120 species of wild birds have been recorded and 176 species of wild plants. Among the birds are the logger duc, rock shag, many different types of gulls, gentoo, rock-hopper and jackass penguins, terns, snipe, teal, upland and kelp geese, and turkey buzzards. There are no native land animals, but there are seals on the coast.

Chapter 2 : History

The honour of first sighting the Falklands is thought to belong to John Davis, who observed the group from his ship, *Desire*, in 1592. He sailed from Plymouth in an expedition commanded by Admiral Cavendish, with the Philippines and the coast of China via Cape Horn as his destination. The vessels in this expedition were the *Galeon* under Admiral Cavendish ; the *Roebucke* under Vice-Admiral Cocke ; the *Desire* under Captain John Davis ; the *Black Pinesse* under Captain Tobie ; and the *Daintie* under Captain Cotton.

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

" The Ninth (Aug. 1592) wee had a sore storme, so that wee were constrained to hull, for our sails were not to indure any force. The 14 wee were driven in among certaine Isles never before discovered by any known relation, lying fiftie leagues from the shoare East and Northerly from the Streights ; in which place, unlesse it had pleased God of his wonderfull mercie to have ceases 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.

Two years later, Sir Henry Hawkins in *Dainty* reports having seen them, and a Dutchman, Sebald Van Weerdt, in 1598, appears to have visited some of the outlying islands, thought to be the Jasons on the north-west coast. They are so shown on a map hanging in the Secretariat, bearing a date " about 1790," and were long named the Sebaldine Islands. The islands were named by Captain Strong after the then Lord Falkland, Treasurer of the Navy, in 1690. He sailed in

Welfare between the West and East Falklands, and called the passage Falkland Sound but it does not appear that this name was applied to the group as a whole before 1745.

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

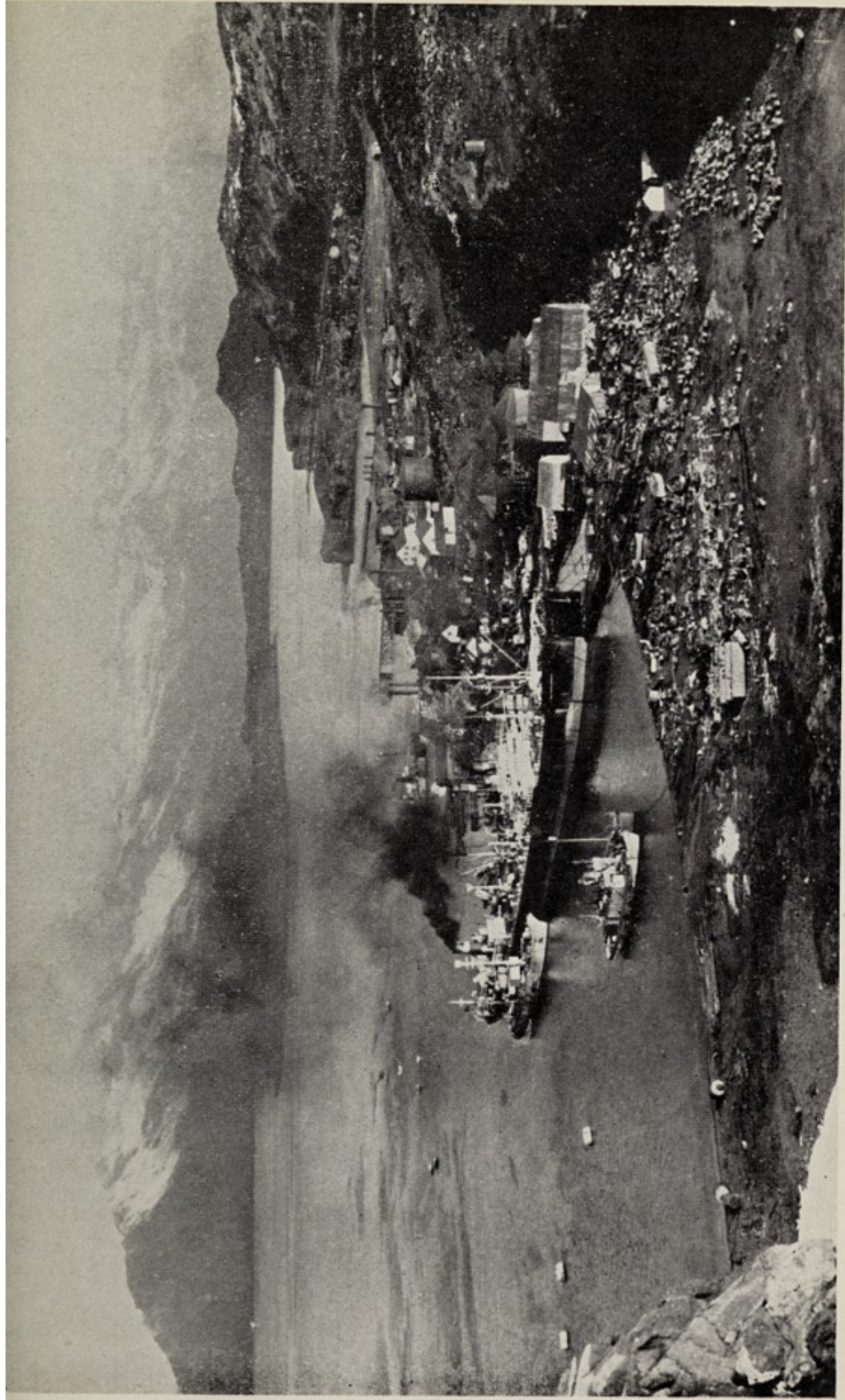
The recorded history of the islands begins in 1764 when a settlement was established by de Bougainville. Setting sail from St. Malo on 15th September, 1763, he called at Montevideo, as is still the custom, where he took on board everything that was necessary to establish a settlement, including cows,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

In the light of history it seems a strange coincidence that the Admiralty should despatch to the Falklands, about the same time, a Captain Byron, with orders to seek some suitable place for use as a base. He made his landfall at Saunders Island and taking possession of this and all neighbouring islands in the name of King George III, named the settlement and Harbour Port Egmont, after the Earl of Egmont, then head of the Admiralty.

On his departure he left Captain Macbride in charge and the latter, whilst circumnavigating the islands, was surprised to discover the French settlement at Port Louis, less than a hundred miles from his own base. He warned the French to remove themselves from territory belonging to the English Crown and himself went to England to report his discovery. The Government thereupon decided to establish a settlement at Port Egmont, and during 1766, both countries maintained settlements in the islands.

For the next two years much bad feeling was engendered between the three great powers of that period, France, Spain and England. Spain had for long regarded the South Atlantic as her own particular "sphere of interest" and was determined to resist attempts by either France or Britain to appropriate the islands. After long, and often very angry correspondence, the French King consented to withdraw his subjects and this was duly done in 1767 on payment of a sum said to have amounted to £24,000. The Spaniards, taking possession, changed the name of the settlement to Soledad, and left a garrison there under authority of the Imperial Governor at Buenos Aires. Of this episode, de Bougainville wrote :

"I delivered our settlement to the Spaniards who took over possession of it by planting the Spanish colours which were saluted at sunrising and sunset,



VIEW OF LEITH HARBOUR WHALING STATION, SOUTH GEORGIA
showing "John Biscoe" tied up to oil transport "Southern Gardener"



BASE HUT, DECEPTION ISLAND



OFFLOADING STORES FROM SCOW, DECEPTION ISLAND



With acknowledgments to G. W. J. Bowles, Esq.

FLENSING WHALES AT SOUTH GEORGIA



SNOWBALL—ONE OF THE HUSKIES AT ARGENTINE ISLANDS BASE



With acknowledgments to E. F. Bunting, Esq.

THE FIRST AIR-AMBULANCE CASE ARRIVES IN STANLEY,
CHRISTMAS EVE, 1948



With acknowledgments to J. Thomas, Esq.

THE CATHEDRAL AT PORT STANLEY

from the shore and from the ships. I read King Louis' letter to the French inhabitants of this infant colony by which His Majesty permits their remaining under the Government of His Most Catholic Majesty. Some families profited of this permission ; the rest, with the garrison, embarked on board the Spanish frigates."

Endeavours to induce the British to withdraw were more protracted, and eventually orders were sent for their expulsion by force. On 4th June, 1770, a Spanish frigate entered Port Egmont and two days later four more Spanish ships anchored opposite the settlement. The one British vessel was a sloop-of-war, *Favourite*, and the only fortifications a block-house and a mud battery mounting four 12-pounders. The British captain, playing for time, wrote to the Spanish Commodore, requesting him to depart as soon as he had obtained "necessary refreshments." In a brief reply, the Spaniard stated that he had come with a very large force, comprising 1,400 men, besides the crews of his vessels and an ample supply of ammunition and artillery, and his orders were to expel the British occupants. The latter had then no other course but to capitulate, the Spanish troops coming ashore on 10th June, 1770. The British settlers were embarked on board the *Favourite* and sailed on 14th July, reaching England on 24th September.

The Spanish action brought the two countries to the verge of war, but on 16th September, 1771, after protracted negotiations, Port Egmont was restored to Britain. However, the settlement was short-lived for the islands were abandoned by the British in 1774 ; before they left, a plaque was erected on a blockhouse, with the following inscription :

" BE IT KNOWN TO ALL NATIONS. That Falkland Islands, with this Fort, the Stonehouse, 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 Britanic Majesty's colours left flying as a mark of possession.

by S. W. Clayton,
Commanding Officer at Falkland Islands.
A.D. 1774."

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

Argentine interest in the Falklands began in 1824 with the endeavours of Louis Vernet to revive the settlement at Port Louis (or Soledad). Vernet, by origin a German from Hamburg who had resided long in America, had removed to Buenos Aires. Under authority of the Republic of Buenos Aires, he finally took possession of Soledad in August, 1829. British protests followed this action, although the situation remained quiet until 1831. Vernet then seized three United States vessels, a rash action which eventually led to the

American warship *Lexington* destroying the small fort at Soledad and retaking the vessels which had been seized.

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

The year of the establishment of the Colony is marked by a savage crime which will cause less surprise if there be called to mind the wild nature of the settlers remaining at Port Louis: sealers and whalers of various nationalities, Indian convicts and gauchos from South America and adventurers generally disposed to resent the mere existence of authority. On 26th August, 1833, Matthew Brisbane (Vernet's agent) and William Dickson were brutally done to death by three gauchos and six Indians, assisted by some deserters from vessels who supplied them with firearms, without warning and, so far as is known, for no tangible cause. Brisbane lies buried in the cemetery there and his grave, put in order by Governor Allardyce many years after, is now cared for and honoured.

When the news of the crime became known Lieutenant Henry Smith, R.N., was sent to the Colony as Governor and was succeeded as such by other naval officers until a civil administration was formed under Lieutenant R. C. Moody, R.E., in 1842. Governor Moody laid out a township which he named Anson and then removed in 1844 to Stanley, the present capital. After difficult times in the beginning further settlers and fresh capital were gradually attracted by the possibilities of the new Colony and in 1846 that part of the East Falkland Island lying south of the isthmus at Darwin was conceded by sale to Samuel Lafone of Montevideo ; Lafone, however, did not long continue to farm the property on his own account and in 1851 transferred it to the Falkland Islands Company which was incorporated by charter that same year. The Falkland Islands Company besides owning Lafonia has extensive tracts of land in the northern half of the East Falkland Island and also in West Falkland Island and carries on business as shipping agents and general merchants in Stanley. In 1849 the small garrison composed of sappers which had been maintained in the Colony was replaced by a detachment of Chelsea pensioners. Not many of them remained and in 1858 they were replaced in turn by a garrison of marines, 35 in number and all married. About this time the South American Missionary Society founded a training settlement on Kepple Island for Indians from

Tierra del Fuego. The settlement did not succeed and the experiment had to be abandoned. Bishop Stirling who was consecrated first Bishop of the Falkland Islands in 1869 came out to Keppel Island as superintendent of the settlement in 1862. In February, 1871, His Royal Highness the Duke of Edinburgh visited the islands and in January, 1881, Prince (later King) George entered Port William together with his brother Prince Albert Victor on board H.M.S. *Bacchante*, but was prevented from landing by the receipt of sudden orders to proceed to the Cape of Good Hope.

The early industry of the Colony was exploitation, mainly for their hides, of the wild cattle running freely over the East Falkland Island. These wild cattle were descendants of the cattle introduced by de Bougainville and of later importations during the Spanish occupation; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor. Sheep farming was attempted first by the brothers Whittington on the East Falkland where by the year 1860 a considerable number of sheep was being run and shortly afterwards a start in this direction was made on the West Falkland. Between 1870 and 1880 a definite change over from cattle to sheep took place and subsequently the wild cattle were killed off by degrees and have now become to all intents and purposes extinct. The Colony enjoyed a steady prosperity from the proceeds of its wool but few landmarks of positive progress stand out other than that in 1885 the Colony became entirely self-supporting and that in 1912 a wireless station was opened. Indeed, the Falkland Islands were but little remembered until 8th December, 1914, when they sprang into fame as the scene of Sturdee's brilliant victory over Graf von Spee. Not long before they had bade farewell to Cradock on the eve of Coronel. Eighth December has been adopted in the Colony as a national day and is annually celebrated by a religious service and by a public holiday.

A memorial commemorating this victory was unveiled on 26th February, 1927.

Because of the unsettled state of the world there were no development schemes in progress in 1939. When war was declared the Falkland Islands Defence Force was embodied in order to man the previously chosen outposts and the gun-sites, and training of the infantry company was greatly intensified. The Defence Force stood down in 1945.

At the same time the Colony's value as a naval base became obvious as a result of the activity in the South Atlantic. One notable local event was the return of the British cruisers after the Battle of the River Plate to land the wounded, who were cared for in the local hospital for several weeks. At the beginning of 1940 there were at one time as many as six cruisers in Stanley Harbour and its approaches, but after the disappearance of German raiders, naval activity diminished greatly. The area to the south of the River Plate was devoid of shipping and, perhaps, too remote for submarine warfare.

In 1942, following the outbreak of war with Japan, a garrison of imperial troops arrived. It comprised the 11th Battalion, the West Yorkshire (the Prince of Wales' Own) Regiment, the 359th A.A. Battery, R.A., and parties of the Auxiliary Corps, in all some 2,000 officers and men. The sending of such a force was an indication of the strategic importance of the Colony. The man-power shortage continued because batteries and outposts manned by the local force had to be kept at full strength.

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

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

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

The roads in Port Stanley and its environs deteriorated partly on account of the heavy traffic for which they had not been designed, and their repair will be a major work. The stocks of building materials in the Colony became greatly reduced, and their replacement extremely difficult, the more so when the local steamer had to bring military stores as well as the customary supplies, since the remoteness of the Colony from shipping routes limits importations to what can be carried by this vessel from Montevideo. The effect of this reduction is likely to be felt for years.

During the war the Government and people made gifts of over £70,000 to the United Kingdom as a war contribution, including some £20,000 for war charities such as the Red Cross. Ten Spitfires were bought with £50,000 of this total which was voted by the Legislative Council in 1940, and these aircraft flew into action bearing the name, "Falkland Islands." Despite limited man-power resources, over 150 of the Colony's young men and women served in the Armed Forces, Merchant Navy, Nursing Services, and the Land Army in the United Kingdom.

Chapter 3 : Administration

At the head of the Government of the Colony is the Governor and Commander-in-Chief, who is advised by an Executive Council consisting of four official and two non-official members. There is also a Legislative Council composed of four official and four unofficial members nominated by the Crown. The proposed reform of the Legislative Council is mentioned in Part I.

Local government is confined to the capital where the first elections for the Stanley Town Council took place during the year. The Council consists of six elected members and three members nominated by the Governor ; the members of the Council annually elect one of their members as chairman.

Chapter 4 : Weights and Measures

Imperial weights and measures are used.

Chapter 5 : Newspapers and Periodicals

Two papers are published : the *News Weekly*, produced by Government, which contains a review of the week's news, notices of forthcoming events, local shooting reports, articles of general interest, etc. ; and the *Cathedral News*, which began monthly publication in 1948.

The *Government Gazette* is published monthly.

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(B) DEPENDENCIES

PART I

Chapter 1 : Population

THE population in South Georgia lives in the whaling stations and at the Government Headquarters at Grytviken (King Edward Cove) in Cumberland Bay. During the summer it approximates to 700, almost all males, but during the winter it is not more than one-third that number. The British inhabitants of South Georgia are for the most part members of the small Government staff and of the crews of British vessels ; the foreign population is almost exclusively Norwegian. There is no permanent population in the remainder of the Dependencies. Seven deaths, no births and no marriages occurred in the Dependencies in 1948.

Chapter 2 : Occupations, Wages and Labour Organisation

OCCUPATIONS

Whaling and, to a much less extent sealing, with the necessary auxiliaries of repair shops, etc., are the only occupations in South Georgia. Labour is recruited overseas, mainly in Norway, on special terms adopted by the whole whaling industry. Details of the terms can be found annually in the *Norwegian Whaling Gazette*. There are no industries in the other Dependencies.

Some 700 men are employed during the season—October to March—working about 54 hours per week. During the remainder of the year the number falls to about 200 and the average number of hours per week to 40. Sealing is carried on mainly outside the whaling season.

WAGES AND COST OF LIVING

A system of bonuses on production is employed and besides wages and bonuses all hands are provided with quarters, heating, light and food, which, although plain, is good and plentiful. As all foodstuffs are provided by the whaling companies, the question of cost-of-living bonus does not arise. There are no shops and no private trade, but each station has a "slop chest" where clothing, tobacco, etc., may be purchased.

Chapter 3 : Public Finance and Taxation

The Revenue of the Dependencies amounted in 1947 to £38,899, the main heads being customs, including export taxes on whale and seal products, £13,047, and sale of stamps £5,294. Expenditure for the year was £64,212, including contributions to the Falkland Islands Dependencies Survey, £44,000.

Figures of revenue and expenditure for the five years up to 1947 are :

	Revenue	Expenditure
	£	£
1943	10,503	14,355
1944	14,272	15,133
1945	13,283	14,447
1946	119,084	83,660
1947	38,899	64,212

For Taxation, *see* under the Colony.

Chapter 4 : Currency and Banking

No banks exist in the Dependencies. Through the Treasury at Stanley facilities are afforded for deposit in the Government Savings Bank or for remittances overseas.

The legal tender is British coinage and Falkland Islands £5, £1 and 10s. notes.

Chapter 5 : Commerce

The whole of the Dependencies' requirements in foodstuffs is imported. The value of imports and exports for the year under review and for 1945, 1946 and 1947 was :

	IMPORTS			
	<i>(Including imports from the High Seas (pelagic whaling) for re-export)</i>			
	1945	1946	1947	1948
	£	£	£	£
Raw Materials	251,604	421,114	401,530	523,463
Mainly manufactured	252,517	241,760	272,131	1,421,987
Food, Drink and				
Tobacco	43,897	61,046	111,385	97,715
Miscellaneous	207	158	851	170
	<hr/>	<hr/>	<hr/>	<hr/>
	£548,225	£724,078	£785,897	£2,043,335

(Total Imports from High Seas (pelagic whaling) £1,015,575)

IMPORTS

(Percentages, including imports from the High Seas for re-export)

	1945	1946	1947	1948
Foreign Countries .	78.75	81.94	76.75	36.24
British Empire .	21.25	18.06	23.25	14.06
High Seas (pelagic whaling) . . .	—	—	—	49.70

PRINCIPAL SUPPLYING COUNTRIES

	1945	1946	1947	1948
	£	£	£	£
Dutch West Indies .	234,513	313,019	291,744	392,896
United Kingdom .	85,553	130,633	182,301	274,736
Norway	—	58,653	10,588	210,177
Uruguay	15,688	23,875	91,468	26,413
Argentina	44,135	44,900	50,427	45,424
U.S.A.	22,986	—	—	2,542

PRINCIPAL IMPORTS

	1947	1948		
	£	£		
Coal, Coke and Fuel Oil .	356,617	490,965	Dutch W. Indies	£392,896 ;
			Spain	£35,000.
Provisions .	111,385	97,715	U.K.	£38,479 ; Argentina
				£28,720 ; Norway £27,132
Hardware .	103,012	262,822	U.K.	£115,190 ; Norway
				£125,490 ; Uruguay £14,209.
Canvas & Rope	30,231	33,806	U.K.	£32,863.
Bags & Bagging	21,995	7,732	Uruguay	£7,732.
Paints and Oils	9,107	7,661	U.K.	£6,322.

EXPORTS

	1945	1946	1947	1948
	£	£	£	£
Whale Oil .	502,935	633,437	1,592,519	3,263,434
Whale Meat Meal	—	35,001	136,393	264,274
Other Articles .	11,348	65,019	75,940	43,854
Guano	93,695	88,112	72,625	116,639
Seal Oil	—	171,470	69,921	212,002
Whale Bone .	—	930	2,094	—
Total Exports (including re-exports) .	£607,978	£993,969	£1,949,492	£3,900,203

RE-EXPORTS				
	1945	1946	1947	1948
	£	£	£	£
Whale Oil . . .	145,400	144,800	35,000	1,010,510
Other Articles . . .	11,025	62,829	71,127	17,251
Total Re-exports . . .	£156,425	£207,629	£106,127	£1,027,761

DOMESTIC EXPORTS				
		1947		1948
Whale Oil . . . brl. . .		146,706		162,939
Whale Meat Meal lb. . .		12,226,932		19,645,809
Guano . . . cwt. . .		105,745		82,064
Seal Oil . . . brl. . .		9,393		15,166
Whale Bone . . . cwt. . .		1,400		—

EXPORTS (<i>distribution by percentages</i>)				
	1945	1946	1947	1948
British Empire . . .	52.25	61.22	64.64	54.88
Foreign Countries . . .	3.13	11.10	35.36	35.11
High Seas . . .	44.32	27.68	—	10.01

EXPORTS				
<i>Principal Destinations</i>				
	1945	1946	1947	1948
	£	£	£	£
United Kingdom	319,622	576,685	1,219,924	2,140,928
Norway . . .	—	80,000	594,592	952,733
High Seas . . .	269,307	301,323	53,587	390,611
Denmark . . .	—	—	39,213	375,290
Uruguay . . .	—	—	33,364	40,641
Argentina . . .	—	35,961	8,452	—

RE-EXPORTS				
	1947	1948	<i>Destination</i>	
Whale Oil brl. . .	2,580	56,582	United Kingdom	

Chapter 6 : Production

Apart from sealing on a moderate scale at South Georgia, the only industry in the Dependencies is whaling, and whale and seal oil and the by-products of the whale, such as meat-meal and guano, are the sole products. The whaling season lasts for six months, October to April, and sealing is carried on during the winter and spring. For the purpose among others of assisting whaling operations, the Government maintains a meteorological station in South Georgia, and seven other stations in other (Antarctic) parts of the Dependencies as a part of the Falkland Islands Dependencies Survey.

WHALING

There are three land whaling stations, all in South Georgia. The price of first quality whale oil in 1948 was £90 per ton.

The latest available report is for the season 1947/48 and the following is extracted from it : " The season's catch and production can be considered satisfactory but there is no doubt that it would have been more successful if fishing had not been hampered by the continuous bad weather experienced." The catch amounted to 2,949 whales, namely 46 Blue, 2,142 Fin, 24 Humpback, 128 Sperm and 609 Sei. One hundred and sixty-three thousand, six hundred and fifty-one barrels of oil and 137,173 bags of guano were produced, including 3,014 bags of dehydrated whale meal and 28 tons of baleen. In addition about 6 tons of meat extract were produced.

The following table shows the catch and production for the last five seasons :

<i>Season</i>	<i>Number of Whales</i>	<i>Oil (Barrels)</i>	<i>Guano, etc. (Bags)</i>
1943-44	962	50,001	48,103
1944-45	1,269	75,540	72,294
1945-46	1,913	78,880	92,186
1946-47	2,550	144,386	129,151
1947-48	2,949	163,651	137,173

SEALING

This is confined to the surplus males of the immense herd of Elephant Seals which, with the hearty co-operation of the whalers, has been assiduously nursed by the Administration and for many years has increased continuously. Sealing is carried on under a system of annual licences and the coasts of the island are divided into four divisions of which only three are worked annually so that each division is rested one year in four. The yield for the season under review was one of the best for many years, despite unfavourable weather conditions which necessitated an extension of the season for a period of 15 days from 1st to 15th November. The catches for the last five seasons were :

	<i>Seals</i>	<i>Oil (Barrels)</i>	<i>Average per Seal (Barrels)</i>
1944	6,000	11,940	1.990
1945	5,382	10,382	1.929
1946	4,449	8,075	1.815
1947	6,000	11,994	1.999
1948	7,500	15,093	2.012

Chapter 7 : Social Services

EDUCATION

There are only two children in South Georgia and none in the other Dependencies. There is no state education. When there are children in South Georgia, they are invariably educated by the parents.

HEALTH

There is little or no sickness in the Dependencies, even colds being rare, but accidents occur among the whaling crews.

The whaling companies in South Georgia have well-equipped hospitals and provide their own doctors, the Government contributing a share of the salary of the Medical Officer at Grytviken.

HOUSING

The housing question does not arise in the Dependencies. All the officials are suitably housed and the accommodation provided by the whaling companies for the men working on the stations is adequate. All housing is of a type specially suited to the rigours of the climate.

SOCIAL WELFARE

In South Georgia cinema shows are given by the whaling companies for the benefit of the men. Football is popular in summer and ski-ing in winter.

Chapter 8 : Legislation

See corresponding head under the Colony.

Chapter 9 : Justice, Police and Prisons

The Administrative Officer and Magistrate, South Georgia, sits at Grytviken in a court of first instance and the Supreme Court of the Colony at Stanley is common to all Dependencies. One constable is stationed at South Georgia. No cases of serious crime came before the courts during the year. The whalers form a most peaceful and law-abiding community, rarely requiring the intervention of the civil authority. A high standard of discipline is maintained by the managers of the several whaling stations.

Chapter 10 : Public Utilities

There are no public utilities. The whaling stations and the Government quarters have their own water and electricity supplies.

Chapter 11 : Communications

There is no regular sea communication between South Georgia and Stanley, but opportunity occurs from time to time during the whaling season for the carriage of mails direct between Europe and the River Plate and South Georgia. Ships of the Antarctic whaling fleet call at South Georgia on their way to the grounds in November and on the return journey in April.

Communication with the other Dependencies was maintained by m.v. *John Biscoe* belonging to the Falkland Islands Dependencies Government and s.s. *Fitzroy* belonging to the Falkland Islands Company, both ships were used to relieve and supply the Falkland Islands Dependencies Survey Bases in the Antarctic.

Post offices are maintained at South Georgia and at each of the Falkland Islands Dependencies Survey bases in the Antarctic.

The Colonial Wireless Station at Grytviken is in regular communication with that at Stanley through which traffic passes overseas. The Argentine Government is permitted to maintain a wireless station on Laurie Island in the South Orkneys.

No railways or roads exist in the Dependencies. Two floating docks are maintained at South Georgia by the whaling companies, one at Grytviken and the other at Stromness Harbour. The dock at Grytviken has an overall length of 133 feet and a breadth of 34 feet with a lifting capacity of 600 tons. It is capable of taking vessels up to 140 feet in length and drawing 15 feet 6 inches. Stromness dock is 150 feet long, 34 feet wide and its lifting capacity is 700 tons. It will accommodate vessels up to 160 feet in length and 15 feet in draught.

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

The following ships entered at South Georgia in 1948 :

<i>Nationality</i>	<i>Vessels</i>	<i>Tonnage</i>
British. . .	55	121,485
Foreign . . .	11	32,884

Chapter 12: Falkland Islands Dependencies Survey

Research work in the Dependencies was carried out until 1939 by the Discovery Committee's ships *Discovery II* and *William Scoresby*, which were responsible for mapping the South Sandwich Group, the South Orkneys and South Shetlands and for much whaling research and oceanographic work.

A detailed land survey of Grahamland was commenced by the British Grahamland Expedition in 1934-36 and resulted in the mapping of much of the west coast from latitude 65° to 72° south. This was a notable achievement.

In 1943 it was decided that work in the Dependencies must be resumed and it was during the Antarctic season 1943-44 that the present survey organisation came into being. Organised and supplied initially by the Admiralty, it was not until 1945-46 that the Colonial Office assumed control of the Survey ; in 1948 the Governor of the Falkland Islands became responsible to the Secretary of State for all future organisation and administration.

The main objectives of the Survey were to complete the mapping of Grahamland and to set up a number of meteorological stations capable of transmitting daily weather reports to Stanley for use in forecasting South Atlantic weather which is greatly influenced by Polar conditions. Work in other branches of science was also planned; this included geology, biology, bacteriology, ornithology, microseismology and ionospheric observations. With these objects in view bases were established at Deception Island and Port Lockroy in 1944, at Hope Bay in 1945, at Laurie Island in the South Orkneys and Marguerite Bay, the most southerly base, in 1946. The following year the base at Laurie Island was moved to Signy Island which provided an excellent base for investigations of the elephant seal which is commercially exploited and is a source of revenue to the Dependencies. In the same year another base was established in the Argentine Islands, where it was hoped to breed and train husky dogs which form the main means of transport at sledging bases. In 1948 a seventh base was established on King George Island in the South Shetlands from whence it was intended to make a geological survey of that group of islands.

Shipping personnel and stores to the Antarctic presented an expensive and difficult problem as few ships were available in any way suitable for service in ice-bound waters and it was therefore necessary to charter s.s. *Fitzroy* of 600 tons from the Falkland Islands Company, as well as the *Eagle* and, in 1945-46 and 1946-47, the *Trepassey*; these last-named were both sealing vessels belonging to the Newfoundland Railways. This proved to be a very expensive arrangement; and although these ships did excellent work in the Antarctic, it soon became obvious that the Survey must have a ship of its own not only capable of relieving and provisioning the bases, but for carrying out hydrographic work. Accordingly, in 1947, the American-built ex-net-layer H.M.S. *Pretext* was purchased and used to bring out personnel and stores to the Dependencies during the 1947-48 season; her name was changed to m.v. *John Biscoe*, and during 1948 she was refitted, and equipped to carry out her task of supplying the Antarctic Bases as well as doing hydrographic survey. She was manned this season by officers seconded from the Royal Navy and a Falkland Islands crew.

In 1948 all bases had been relieved and reprovisioned by 15th April and a varied programme of survey and scientific work was inaugurated.

From Marguerite Bay two main sledge journeys were made, the first to King George VI Sound where the party divided into two parts, one surveying the north-east coast of Alexander Land from 30 miles north of Cape Nicholas to join up with the British Grahamland Exhibition Survey at latitude $70^{\circ} 15'$ south; the party then crossed to the eastern side of the Sound and completed the survey of the coast on their return journey to the Base. Meanwhile, the other party had travelled further southwards to carry out a geological survey of the area as far as $71^{\circ} 35'$ south, which proved most interesting in proving the origin of this area.

The second main journey was from Marguerite Bay to Laubeuf Fjord, and the eastern coast of Adelaide Island and adjacent islands were surveyed. During this journey it was possible to study the Emperor Penguin, a colony of them being discovered on Dion Island.

Six sledge journeys were made from Hope Bay during 1948, starting on 19th April, and continuing almost without a break through the winter until 24th November. Because of extremely difficult surface conditions and much bad weather, results were not quite up to expectations. Nevertheless, the south coast of Ross Island was surveyed from just north of Cape Obelisk round to Cape Gage and included the off-lying islands to the south. The 1946 F.I.D.S. survey of Trinity Peninsula was continued south from Cape Roquemaurel to Cape Kater and included the area between coastline and escarpment. The local survey, based on the cardinal points of the triangulation made in early 1947, was completed.

Geological investigations were made on Trinity Peninsula and the Hope Bay area and along the coastline outcrops of Ross Island, especially between Capes Foster and Hamilton.

Systematic medical investigations were made throughout 1948 which included estimation of Vitamin C sub-nutrition, haemoglobin percentage, blood counts, blood pressure under various conditions, comparison of weight of personnel on base and sledging diets. A programme of bacteriological work was followed and over 300 cultures taken from noses and throats of personnel and from the intestines of seals and birds.

The main work at Signy Island was the study of the breeding habits of the elephant seal. Some ornithological investigations were made and a number of birds ringed.

During the year a plane table survey was commenced on Coronation Island and extended to Norway Light.

In Admiralty Bay a number of short local journeys were made during the year, mainly for geological purposes, the main work of the year.

The main work from Port Lockroy was ionospheric watches kept during 24 hours each day for most of the year. Short journeys were made from the base for local survey and collection of rock specimens.

In Argentine Islands work was mainly confined to dog training and breeding, and seal hunting for dog food for the large sledging bases.

All bases remained in wireless communication during the year, and transmitted weather reports to Stanley three times daily. Sledging parties from one base were able to transmit one or more weather reports from "sledge" for 158 days during the season.

The base at Hope Bay was destroyed by fire on 8th November, 1948, with the loss of two valuable lives.

PART II

Chapter 1 : Geography and Climate

THE Dependencies include all lands and islands south of 50° of south latitude between the meridians of 20° and 50° west longitude and south of 58° of south latitude between 50° and 80° west longitude. There are two main groups, the one consisting of South Georgia with the South Orkneys, and the South Sandwich Islands, and the other of the South Shetlands with Grahamland.

The island of South Georgia lies about 800 miles to the east of the Falkland Islands, in $54\frac{1}{2}^{\circ}$ south latitude, the South Orkneys and the South Sandwich Islands being 450 miles to the south-west and south-east respectively of South Georgia. The northern point of the South Shetlands is about 500 miles to the south of the Falkland Islands.

South Georgia has an area of about 1,450 square miles, is about 100 miles in length with a maximum breadth of about 20 miles, and consists mainly of steep mountains. There is little flat land and the island is almost entirely barren, the main vegetation being grass which grows on the north-eastern side of the island, where the snow melts in the summer. There are no indigenous mammals other than seals, but reindeer were introduced in 1911 and there is now a large, wild herd. There are many sea-birds, including penguins and albatrosses. The coastline has been fairly well chartered. Although South Georgia is little more than a hundred miles farther south than Stanley, the difference in climate is very marked, that of the former approximating closely to conditions in the Antarctic. The mountains are covered by an extensive snow field throughout the year and the glaciers descend on a grand scale to the sea. During the year the average mean temperature was 34.3°F . Rain fell on 96 days and snow or sleet on 209 days.

The other Dependencies are Antarctic in character, being very mountainous with many glaciers and almost completely snow-covered throughout the year.

Several instances of volcanic activity have been recorded at Deception Island, South Shetlands. The first earthquake of which there is any definite report occurred in 1923, although some of the whalers stated that shocks were felt in 1912. In February, 1924, a strong tremor was experienced at Deception Island where the occasion was marked by the collapse of a large rock forming the top of a well-known natural arch named the "Sewing Machine" on account of its shape. In 1925, one of the giant columns in the entrance

of the harbour disappeared. Again, in the season 1928-29 several earthquake shocks were felt, the most pronounced being in March, 1929, when a large quantity of rock fell, completely changing the formation of the ridge on the east side of the harbour. The water in the harbour of Port Foster frequently became agitated by subterranean heat, and the beaches in places were obscured by the steam they emitted. Volcanic activity has been observed in the South Sandwich group.

Chapter 2 : History

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

Fur-sealing in the Dependencies achieved such proportions in the early part of the nineteenth century that voyages were made to them in the two seasons 1820-21 and 1821-22 by no less than 91 ships. So reckless was the slaughter that the fur-seal was practically exterminated. James Weddell stated that by 1822-24 these animals were almost extinct. The meteorological station on Laurie Island in the South Orkneys, to which reference has been already made, was established in 1903 by the Scottish Expedition under Dr. W. S. Bruce, and with the assent of the Government was transferred by him in 1904 to the Argentine Government, by whom it is maintained by permission of the British Authorities.

The Dependencies, as annexed to the British Crown, are defined in Letters Patent of 21st July, 1908, as amended by Letters Patent of 28th March, 1917.

Later history is mainly concerned with the whaling industry.

From 1906 to the present day, whaling has been carried on in South Georgia by companies which are the lessees of the Administration.

In South Shetland the whaling lasted from 1906 to 1931. There was one leasehold land station at Deception Island, and floating factories operated in various well-known anchorages under licences from the Administration. The South Georgia whaling diminished to one station as a result of the rush to the pelagic grounds in the Antarctic, but there has been some revival and three stations are now working.

In South Shetland the pelagic development resulted in a rapid withdrawal of the fleet towards the end of the nineteen-twenties and to the complete abandonment of the field.

Chapter 3 : Administration

The Dependencies are subject to the same authority as the Colony proper, that is to say, to the Governor and the Executive and Legislative Councils, but Ordinances enacted in respect of the Colony do not run in the Dependencies unless they are specifically applied.

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

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

In the Dependencies other than South Georgia, there is a magistrate at each of the posts maintained by the Falkland Islands Dependencies Survey, who is one of the members of the survey party.

A brief reference to the activities of the Argentinian and Chilean Governments in relation to the Dependencies is contained in paragraphs 34 and 187 of the Report entitled " The Colonial Empire, 1947-1948," presented to Parliament by the Secretary of State for the Colonies (Cmd. 7433).

Chapter 4 : Weights and Measures

Imperial and Norwegian weights and measures are in general use.

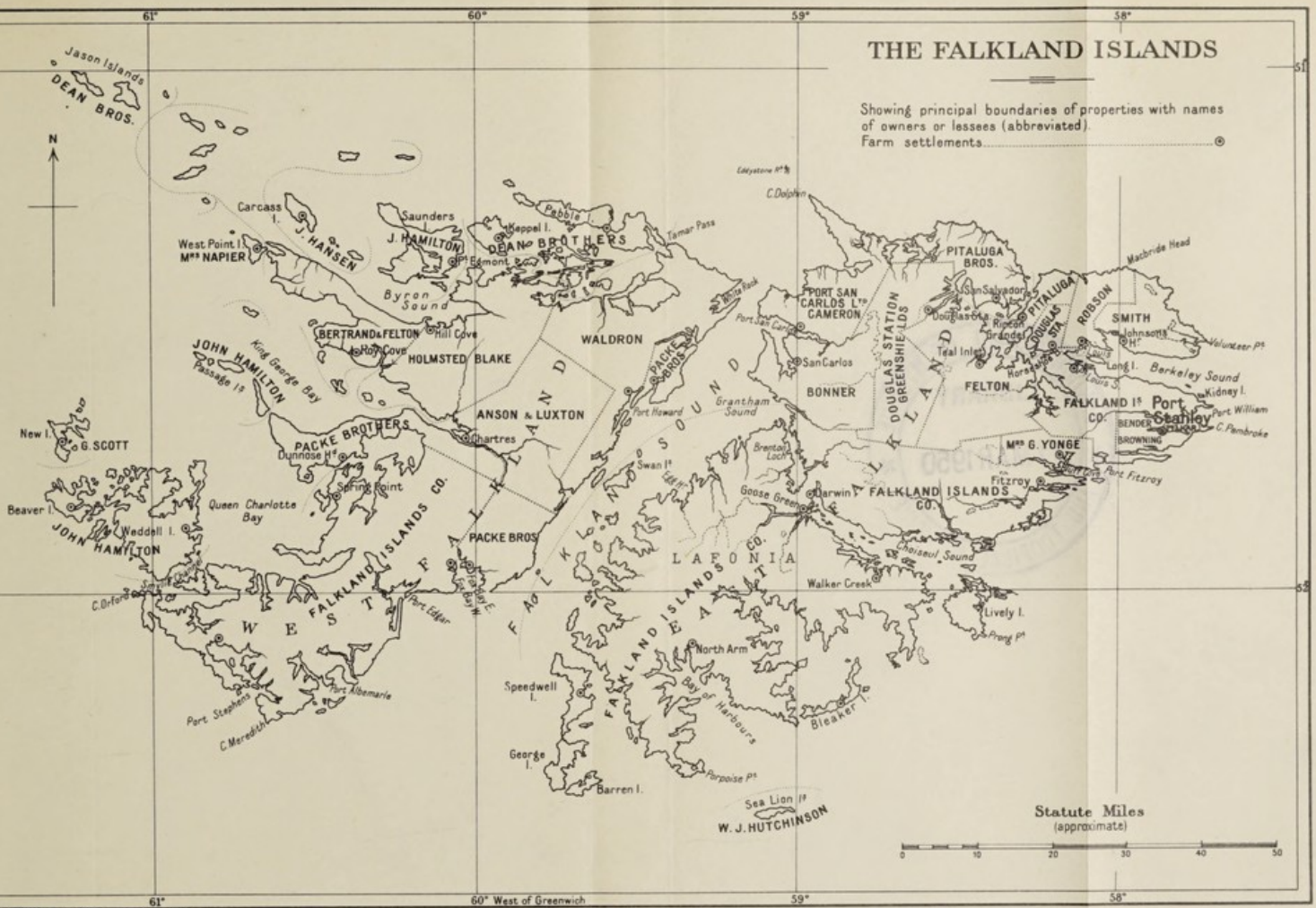
Chapter 5 : Bibliography

" *Discovery* " *Reports*, 1929 . . . Cambridge University Press.

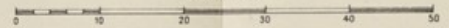
MATTHEWS, L. H. *South Georgia*. Bristol, John Wright and London, Simpkin Marshall, 1931.

THE FALKLAND ISLANDS

Showing principal boundaries of properties with names of owners or lessees (abbreviated).
Farm settlements.....



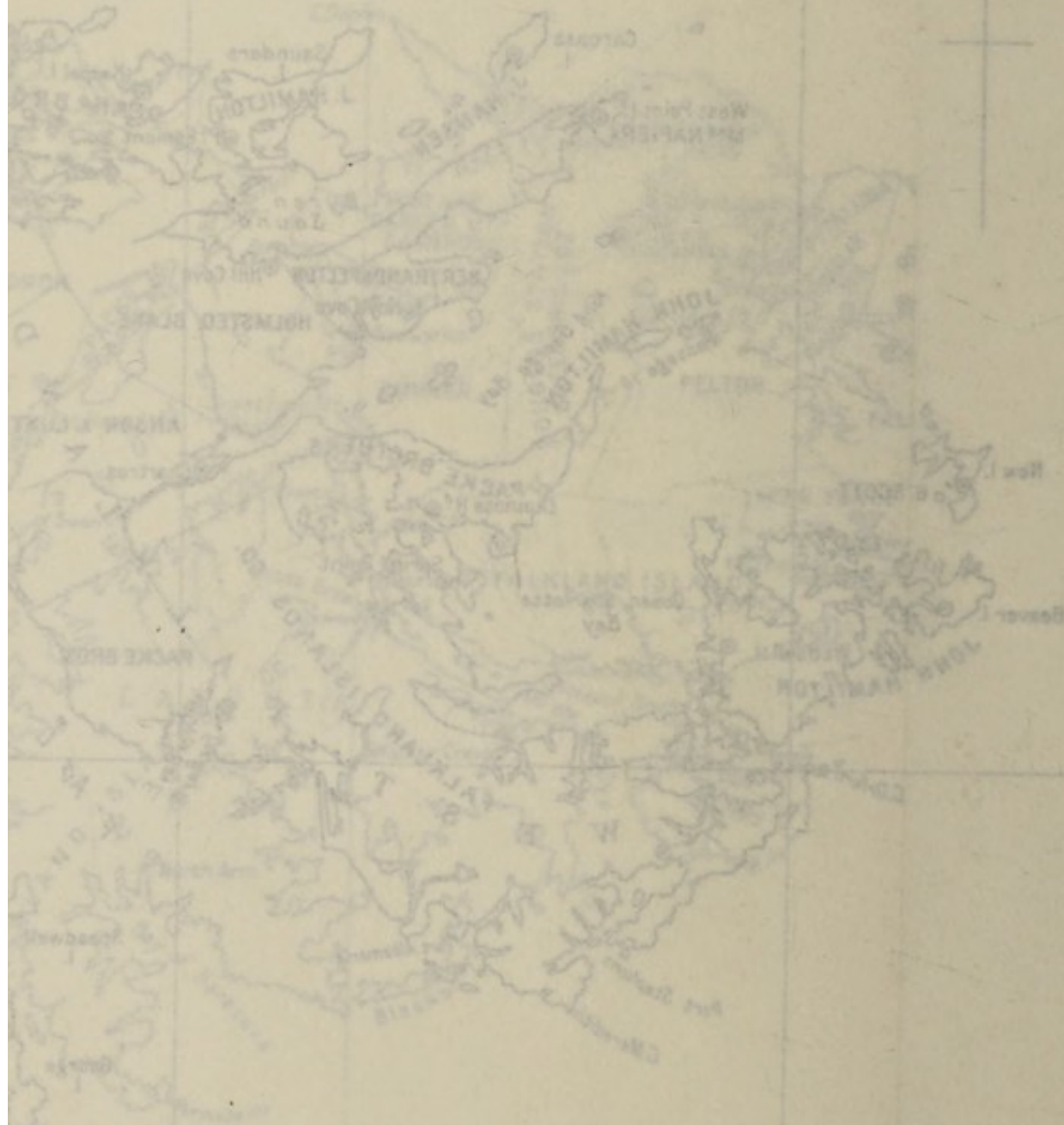
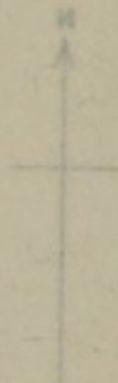
Statute Miles
(approximate)



THE FALKLAND

John Hamilton
OCEAN BEACH

N



Statute
Miles

60° West of Greenwich