



*Our Islands,
Our History*



WHAT ARE THE FALKLAND ISLANDS? Who are Falkland Islanders and what does it mean to be a citizen of our country? These are questions which Islanders are asked frequently but to which there are no quick answers.

Our history goes some way towards explaining what it is to be a Falkland Islander. It is a fairly short history. Settlement is relatively recent: it began in the eighteenth century and has only been continuous from the early nineteenth century. Unlike the Spanish and Portuguese colonial empires, we never had an indigenous population, so we have no ancient monuments or romantic mythologies to define our identity as Islanders. Other people have spun their own myths around our history and this explains why there are so many misconceptions about who we are and about our right to call the Falklands our home.

The series of events which serve as the foundations upon which the Falkland Islands were built are what *Our Islands, Our History* aims to set out. Our history is one of long periods of tranquillity, punctuated by flurries of complex activity. The events of the 1760s and 1770s are involved but, with the help of the time line running throughout this publication, hopefully comprehensible. The period 1820 to 1833 is also complex and further complicated by the tendency to weave nationalist myths around the basic narrative.

Although not a heavyweight reference document, this book is intended to explain to the interested reader how our diverse community has matured, embracing influences from the many nations whose sailors visited these shores or who settled in the Islands, developing a cultural identity all of our own, but always maintaining a close kinship with Britain. This close affinity with Britain and loyalty to the Crown remains today – perhaps not entirely fashionable to the rest of the modern world but a genuine element of our national identity.

This book is not a history of the events of 1982 as plenty of these exist already. But we are eternally grateful to the British forces who liberated our Islands from a brief but painful Argentine occupation; their sacrifice returned our freedom and secured our future and will never be forgotten.

Falkland Islanders are more than just the product of a set of historical dates and events. There are families which can proudly declare up to nine generations born in these Islands and we are truly a distinct people in our own right - proud to be 'Kelpers', the nickname our ancestors adopted generations ago, taken from the rich forests of seaweed (kelp) which surround our shores.

What this book cannot describe is that intangible element that binds us so inextricably to this subtly beautiful land. To try to grasp this you should read this book's companion volume – *Our Islands, Our Home* – or better yet, visit the Falklands and see for yourself...

Leona Roberts

Manager, Falkland Islands Museum and National Trust



ORIGINS

The sea and the Islands



THE FALKLAND ISLANDS, lying about 300 nautical miles (560km) off the mainland of South America, comprise two large islands, East and West Falkland, and a swarm of other islands ranging from substantial ones off the western edge of West Falkland to smaller islets and reefs scattered all along the coasts.

Who first discovered these Islands is a mystery. Parties of Patagonian Indians may have been blown across from the mainland and some stone tools have been found on Falklands shores. Two maps in the archives in Paris and Istanbul from the early sixteenth century which appear to represent the Islands have a Portuguese connection. But the first recorded sighting of the Falkland Islands was by the English explorer John Davis who in August 1592 was blown by a storm into 'certaine Isles never before discovered'. Davis' account was published in 1600 in London by Richard Hakluyt.

Davis was followed by the English seaman Sir Richard Hawkins in 1594 and the Dutch explorer Sebald de Weert who visited in January 1600. The first recorded landing on the uninhabited islands took place on West Falkland on 27 January 1690, when the English sea captain John Strong came ashore. Strong named the passage between the two Islands 'Falkland's Sound' and Lord Falkland's name later became attached to the entire main islands group. In the early eighteenth century French sailors from the port of St Malo gave their name to 'Les Iles Malouines', (see box, right).



A sketch of Saunders Island by Thomas Boutflower, an English surveyor who visited West Falkland in 1766 and drew the settlers hunting and fishing. South is at the top of the map. The British settlement, Port Egmont, is on the left (east) of the map.

The 1760s: first settlements

More than half a century later, in the 1760s, two settlements were established in East and West Falkland almost simultaneously by two different countries. The French nobleman Louis Antoine de Bougainville, in a brief chapter of his remarkable life, landed settlers who had left Nova Scotia after the British conquest of French Canada at Port Louis in East Falkland in 1764. In January 1765 Admiral Byron landed at Saunders Island north of West Falkland and claimed the isles for the crown of Great Britain. A second British expedition in 1766 returned to Saunders and named their settlement Port

WHAT'S IN A NAME?

An English Lord or a Welsh Saint.

The first captain to land on the Islands in 1690, John Strong, named the Sound between them after an English peer, Viscount Falkland, who had invested heavily in Strong's expedition to find treasure. Falkland's name remained firmly attached to the Islands as a whole from then on. Some years later the Islands received their French name: merchants from the French port of St Malo, (named after a Welsh saint Melu - 'the apostle of the Bretons' - who founded the town in the seventh century AD,) passed the Islands on their way to trade with ports in Chile. A French map produced by the explorer Frezier in 1716 described them as 'New Islands discovered by the vessels from St Malo since 1700 of which the western part is still unknown'. Later cartographers preferred the snappier 'Isles Malouines' and the Spanish adopted this usage as *Islas Malouinas*, which evolved into *Islas Malvinas*.

MAIN EVENTS IN THE HISTORY OF THE FALKLAND ISLANDS

1592 First recorded sighting of the Falkland Islands by crew of the English ship *Desire*, commanded by Captain John Davis.

1690 Captain John Strong makes first recorded landing on the uninhabited islands.

1764 Louis-Antoine de Bougainville establishes a French colony at Port Louis, East Falkland.

1765 Commodore Byron takes possession of the Islands in the name of the British Crown.

1766 British establish settlement at Port Egmont, West Falkland.

1767 France sells Port Louis to Spain. Renamed Puerto de la Soledad.





THE WARRAH FOX

The only indigenous land mammal on the Falkland Islands was the Warrak Fox (or wolf), Dusicyon antarcticus, which approached the early explorers with trusting curiosity. How its ancestors reached the Islands is a mystery - recent research casts doubt on the suggestion that they were hunting dogs in the canoes of Patagonian Indians blown there by storms. The Warrak was exterminated by sealers and farmers - the last one probably died in the 1870s. A stuffed specimen remains in a Brussels museum and this one paid a visit to the Islands in 1989.



Port Louis in 1833 by Conrad Martens

influence. The Spaniards took over Port Louis which they named Puerto de la Soledad. Keen to assert their authority, a Spanish fleet arrived at Saunders Island in 1770 and obliged the small British garrison to leave. An international crisis followed, which was only resolved in 1771 when Spain agreed that the British settlement should be restored and three ships sailed out to re-establish British authority in September 1771. It was short lived because in 1774 the government in London decided to withdraw their settlement on grounds of economy. The garrison left in May of that year, leaving behind a lead plaque asserting British sovereignty. The Spanish garrison remained on East Falkland until 1811 when, under pressure of French invasion at home and revolutions in its South American empire, Spain withdrew its force, also leaving a plaque asserting its sovereignty.

1833 and all that

During the late eighteenth century and early nineteenth century the Islands were the

centre of a lucrative whaling and sealing trade undertaken by sailors from New England, Britain and France. The whalers camped on outlying islands, particularly New Island, slaughtering cattle and geese for provisions, repairing their ships and 'trying' (rendering down), seal, sea lion, whale and penguin carcasses for oil.

In 1820 a Buenos Aires privateering ship, under the command of David Jewett, who was from the United States but was commissioned as a colonel in the Buenos Aires navy, put into Port Louis. Jewett, on his own initiative, for no instructions have ever been found, claimed the Islands for the United Provinces (of Buenos Aires). He then sailed away and it was not until November 1821 that news came to Buenos Aires, via foreign newspaper reports, that Jewett had made this claim.

In the mid-1820s Louis Vernet, from a French Huguenot family, born in Hamburg and living in Buenos Aires (see box, right), organised expeditions to the Islands. The

first in 1824 was a disaster, but a second in 1826 was better organised and Vernet founded a successful settlement at Port Louis on the site of the Spanish colony. In 1829 he was appointed commandant of the settlement by the government in Buenos Aires. However Vernet over-reached himself when he confiscated ships owned by United States sealers on the grounds that they were poaching. As Americans had been sealing and whaling in Falklands waters since the 1770s they were outraged and a naval frigate, the *USS Lexington*, sailed to Port Louis in December 1831, dismantled Vernet's defences and took away most of the Europeans among his settlers. Ten months later, in October 1832 the Argentine government sent a garrison to Port Louis who promptly mutinied and murdered their commander.

The British had been watching events closely as Vernet set up his colony and their diplomatic mission in Buenos Aires had protested at Vernet's appointment

LOUIS VERNET

the ambiguous pioneer

In recent years the descendants of Louis Vernet have joined the Argentine delegation at the United Nations to lend historic justification to the Argentine case. But their ancestor's role in the founding of the Port Louis settlement is a more ambiguous one than they admit.

Born in Hamburg in 1791, Louis (or Lewis, Luis or Ludwig) Vernet came from a French protestant family and moved first to Philadelphia and then to Buenos Aires. In 1823 he obtained a grant from the Buenos Aires government to slaughter cattle on the Falklands and an unsuccessful expedition followed. In 1828 Vernet obtained a grant of nearly all East Falkland from the Argentine government. The British representative saw Vernet in 1829 and described him as 'a very intelligent man... (who) would I believe be very happy if His Majesty's Government would take his settlement under their protection'. Britain protested against Argentina's infringement of sovereignty in November that year after Vernet was given the official rank of Commandant.

Vernet's settlement was established with colonists from Argentina, Britain and North America. But in an attempt to prevent any sealing which he had not licensed, Vernet arrested several American vessels and provoked a US naval attack on his settlement in 1831. In 1832 the Argentine government placed a short lived garrison at Port Louis and the British government then resumed administration by



expelling the garrison in 1833.

Vernet had left the Islands in November 1831 on one of the American ships he had captured and never returned. He tried to get compensation from both the American and British governments. The Americans dismissed his claim totally. Britain rejected his claim for buildings and land, but did eventually award him £2,400 for the horses which he had left in the settlement. Vernet was clearly a man of ability, but his venture was essentially a personal one and he looked for settlers from Northern Europe and the USA rather than Argentina. He would have welcomed British protection, but London was not prepared to recognise the holdings which he held under an Argentine grant.

He died in Buenos Aires in 1871. His two sons pursued his claims to the Falklands and Staten Land (Isla de los Estados) and their interest may have induced the Argentine President Roca to resuscitate the national claim in the 1880s after more than thirty years had elapsed since the Convention of Settlement had ended all disputes.

Four Spanish warships arrive at Port Egmont and British settlers are forced to leave, bringing Spain and Britain to the verge of war. Madrid subsequently disavows action taken by local commander and restores Port Egmont to Britain

1770-1771

Britain withdraws from Port Egmont on grounds of economy, but maintains claim to sovereignty.

1774

Spain withdraws from East Falkland, maintaining claim to sovereignty. The Islands are without a settled population or administration.

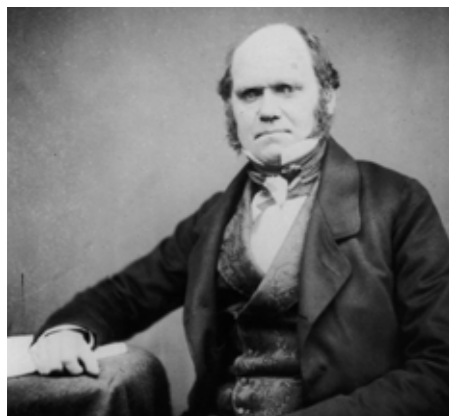
1811

Colonel David Jewett, in the service of the government of Buenos Aires, but acting without authority, claims the Islands in the name of Buenos Aires. But no settlement follows his visit and the Islands remain without government. News of Jewett's action reaches Buenos Aires a year later via the foreign press.

1820

After an unsuccessful attempt in 1824, Louis Vernet leads an expedition to the Islands and settles Port Louis.

1826



Charles Darwin visited the Islands in 1833 and 1834 with the Beagle.



Sir James Clark Ross, 'the handsomest man in the Navy', wintered at Port Louis with the Antarctic Expedition in 1842.

and again when the new ill-fated garrison commander was appointed in 1832. London was concerned that the Falklands would descend into anarchy and become a base for pirates. In 1832 Captain Onslow of *HMS Clio* was instructed to reassert British sovereignty over the Islands, but without expelling the civil population. He arrived at Port Louis on 2 January 1833. On the following morning in a firm but tactful manner, Onslow instructed the Argentine naval schooner whose captain had taken charge at Port Louis to leave. No shots were fired; there was no violence of any kind. Four civilians chose to leave with the mutinous garrison in the schooner but the majority of Vernet's two dozen settlers, mostly gauchos, remained under the British flag.

Onslow made no provision for the administration of the Islands beyond giving the Irish storekeeper a Union Jack and 25 fathoms of rope to fly it with. Charles Darwin, who visited with Captain Fitzroy in the *Beagle* in March 1833, described the storekeeper as the 'English resident'. Vernet, who was still administering his property from Buenos Aires, was the unwitting cause of shocking events in August 1833 when the gauchos, led by Antonio Rivero, turned on and killed his agents in Port Louis (including the storekeeper) in protest against Vernet's refusal to pay them in hard currency. A small British party led by a naval lieutenant, Henry Smith, was landed in January 1834, restored order and arrested the murderers. They were sent to England for trial, however as only British subjects could be tried in Britain for homicides committed outside the

ANTONINA ROXA *princess among the gauchos*

No-one knows where or when Antonina Roxa was born but she was one of the most celebrated figures of the early history of the Falklands. Supposedly 'a princess', the daughter of an Indian chief in the territories of the River Plate, she came to Port Louis around 1831 when Louis Vernet was in charge. During the murders of 1833 she took refuge from Antonio Rivero and his followers with the other colonists on a small island offshore. In 1834 the British naval officer in charge agreed that she might keep every second calf of the wild cattle which she had tamed. A later commander described her as 'a very humane and good character and particularly useful as a doctrix and midwife'.

She was the first person to swear an oath of loyalty to the British crown in 1841 and was the owner of property, cattle and sheep in Port Louis. She moved to the new capital Stanley and owned a plot of land there. She had married an American sailor named Kenney in the 1830s but obtained a divorce in 1838. In the 1850s she married a gaucho from Montevideo named Pedro Varela and in 1866 she leased 6,000 acres (2,450 hectares) in her own name on the west coast of East Falkland. She died in 1869 and is buried in Stanley cemetery.

Antonina left a vivid impression and was accepted by everyone who met her as a person in her own right. She was one of the most colourful personalities of the early days of the colony.

Gauchos at work: one of a series of watercolours by Will Dale (1826-1870).



The Buenos Aires Government issues a decree setting out its rights, supposedly derived from the Spanish colonial authorities and appoints Louis Vernet commandant. Britain formally protests that the decree infringes her sovereignty. British representative in Buenos Aires reports to London that Vernet would be happy if Britain would take his settlement under its protection.

1829



United States warship Lexington, destroys property at Port Louis in reprisal for the arrest of three American vessels by Vernet. Her Captain, Silas Duncan, removes Vernet's European settlers and declares the Islands free of all government.

1831

An attempt to found a penal settlement on the Islands fails when the commandant newly appointed by Buenos Aires is murdered by his own soldiers.

1832

ANTONIO RIVERO

gaucho and murderer

Antonio Rivero was among the gauchos brought from Argentina by Louis Vernet to work at Port Louis. Captain Onslow's list of the inhabitants of Port Louis notes that he was 26 years old (in 1833) and born at Buenos Aires. Before sailing away, Onslow noted that the gauchos were dissatisfied with their wages and indeed Vernet was paying his men in notes he had printed.

On 26 August 1833 Rivero led two farm workers and five Indians in an attack on Vernet's agent, Mathew Brisbane, killing him and four other settlers. The remaining settlers fled to an island offshore and six months elapsed before a party of British marines and loyal gauchos tracked down Rivero and his followers. In March 1834 Rivero betrayed his men to the British, who arrested them and sent them to England for trial. But the government law officers decided it was not clear that Rivero and his men were British citizens at the time of the murders and decided to return them to South America. Rivero was released in Montevideo.

Rivero has been portrayed as a patriotic rebel since the 1950s, when a fictional account of the murders as a patriotic event was published in a book and when President Peron was promoting the Argentine claim to the Falklands. In 1982 after the Argentine invasion Stanley was briefly renamed Puerto Rivero, until it was realised he was a dubious role model. Reputable Argentine historians have no illusions about Rivero and his motives - he was formally described as a criminal, not a patriotic hero, in a report unanimously approved by the Argentine National Academy of History in 1966 - but he is acclaimed from time to time by less fastidious politicians.

British Isles they were returned to Montevideo. For the next eight years the Islands were administered by a succession of naval lieutenants who reported to the Admiralty, keeping a log of events as though they were on ship and always remembering to record the weather. The population of Port Louis slowly grew under British rule and a British ship conducted the first careful survey of the Falklands' coasts. In 1841 the government in London decided to regularise the situation and despatched a young engineer officer Richard Moody to the Islands as lieutenant-governor (see Administration and Government).

The sea and the Falklands

The sea continued to dominate life on the Islands. On Moody's arrival in 1842 the Antarctic expedition of Sir James Clark Ross sailed into Port Louis to over-winter. The great explorer advised Moody that he should move his tiny capital south to a harbour more accessible to sailing ships, and this Moody did, founding Stanley. The new town grew steadily during the second half of the 19th century, largely due to trade and the needs of the ships which passed through the busy harbour. As new settlers arrived and moved on to the pasture lands of East and West Falkland, their settlements were all placed by natural harbours or anchorages so that shipping could bring in stores and carry away bales of wool.

At this time the Islands were on one of the world's main shipping routes from Australia and New Zealand or from the west coast

of the Americas, around Cape Horn and on towards Europe and the American east coast. A lighthouse was erected in 1854, assembled from cast iron plates made in England - it still stands today - and Stanley became a port of refuge for ships which had been damaged rounding the Horn. A busy ship repair trade sprung up and merchants bought the damaged ships which were incapable of repair to use for storage or as cargo jetties. It was at this stage that Stanley acquired many of the hulks of wooden sailing ships which make today's harbour unique. A Stanley register of shipping was opened in 1859 and is still in operation. (see box, right)

By the start of the twentieth century the scene was changing: ships were more soundly built, many of iron, and most had steam power, so ship repair was no longer so necessary or so profitable. In 1914 the Panama Canal opened and much of the traffic around Cape Horn fell away.

Whalers and sealers continued to hunt in Falklands waters and in the wider South Atlantic. Government attempted to control both groups and in particular to protect the 'rookeries' on shore where seals and sea lions gathered and where the sealers came close to exterminating them. A whaling station was set up in West Falkland in the early years of the twentieth century, but it was short lived as the industry became centred on South Georgia.

Stanley continued to rely on the sea links to Montevideo and on to Britain. After World War II the ships of the Falkland Islands Company (FIC)

JACK SOLLIS

mariner

Jack was born in Darwin in 1915 and spent his childhood in the settlements of Goose Green and Port Louis. As a boy he became fascinated with boats and at the age of fifteen he joined the ketch *Perfecto Garcia* which belonged to Jack 'Cracker' Davis, popularly known as the last of the Falklands pirates. During the 1930s he moved to a more conventional employer, the Falkland Islands Company, whose steamships - the *Fitzroy* and the *Lafonia* - collected wool around the Islands and delivered it to Montevideo. During World War II Jack was coxswain of the government launch *Alert* and he received the British Empire Medal for his war-time work in delivering supplies and mail to the numerous far-flung observation posts round the coast of the Falklands. In 1940 he married Maude Duffin. In 1949 he became master of the new government launch *Philomel* and when she was replaced by the small coaster *Forrest* in 1967 Jack took over and commanded her for the rest of his working life. In 1982 he held the *Forrest* off Stanley, tracking



the Argentine invasion force on the ship's radar. He retired in 1983.

Jack Sollis was thanked in 1977 by the commander of the small Royal Marine detachment in the Islands for his invaluable service to them and it is recorded that even after his retirement naval surveyors came to his house to discuss their work programme with him. He died in 1985 and is buried in Stanley cemetery. Sollis Rock, located near Sedge Island (to the north of West Falkland), is named after him.

sailed to Montevideo from Stanley and this enabled passengers to move on by liner or by air to Europe. The FIC's vessels also sailed into small harbours around the Islands to deliver goods and to collect wool bales for export. When in 1971 the FIC decided that its last ship, the much loved *Darwin*, was uneconomic and

prepared to sell her, Islanders were left with no obvious route to the outside world.

The way was clear for the Argentine Government to step in with the offer of an air-link to the Islands (see The Argentine Claim).



RED ENSIGN

The Falkland Islands Government opened its own register of shipping in 1859 with the listing of the schooner Victor, owned by 'Mr John Phillips of Stanley'. In July 1864 the British government had made provision for the Red Ensign, previously in use only by the Royal Navy, to be flown in future by privately-owned merchant vessels of Great Britain and its colonies.

On 15 September 2003, the original single register was replaced with a four-part register arrangement similar to that operated in the United Kingdom when the Falkland Islands adopted modified parts of the UK Merchant Shipping Act 1995.

The Falklands Register is ordinarily restricted to merchant vessels not exceeding 150 gross tons, fishing vessels and small ships the owners or charterers of which must have a connection with the Falkland Islands. Except for privately owned small ships measuring less than 24 metres in length all applications to register require the approval of the Governor (on the advice of Executive Council). Merchant vessels exceeding the 150 gross tons register restriction also require the approval of the UK Secretary of State for Transport.

Two British Antarctic Survey ships belong to the Falklands' merchant fleet, a connection that was established in 1925 with the registration of the Antarctic research ship Discovery.



Captain Onslow resumes control of the Islands for Britain. Charles Darwin visits the Islands in the Beagle.

1833

First British Lieutenant Governor, Richard Moody, appointed: he lands at Port Louis in January 1842.

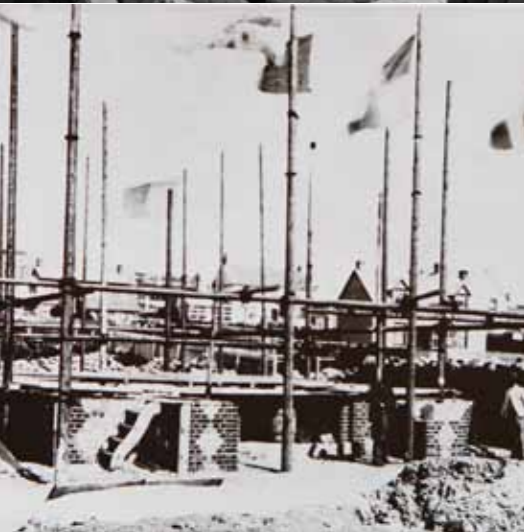
1841

Civil administration established by Act of Parliament. Moody promoted to full governor.

1843

Seat of government moved from Port Louis to Stanley. Executive and Legislative Councils set up.

1845



ADMINISTRATION &
GOVERNMENT



The crew of HMS Good Hope returning after a run ashore in Stanley in October 1914. On 1 November the warship was sunk in the Battle of Coronel. There were no survivors.

WHEN LIEUTENANT MOODY landed at Port Louis in January 1842 several British settlers were already there as well as the survivors of Vernet's colony and a shifting population of whalers and sealers. Moody established a rudimentary administration and recommended that the Islands should be settled. He asked for a doctor and a chaplain and these were provided, along with a magistrate. This was the party which relocated to Stanley in 1845 when Moody moved the seat of government.

The records of Moody's government are still held in the Jane Cameron National Archives in Stanley in large bound volumes. His conscientious administration is impressive. Laws were enacted, duties and taxes collected and law and order enforced. A census was taken at regular intervals; the visits of shipping

were listed; and births, deaths and marriages were recorded.

Moody was instructed by London to set up an executive council and a legislative council and this he did in 1845. The first councillors were Moody and his senior officials; later the occasional landowner or merchant was added to the councils. This was representative government but it was not democratic government. The first elected councillors only took their seats in 1949.

Defence and the World Wars

The defence of the Islands was a continuous preoccupation for successive governors. While they could call on the Royal Navy, they rarely had ships dedicated to the Falklands and felt vulnerable to upheavals on the mainland of



South America. In 1845 hostilities on the River Plate between British and French fleets and the Argentine Government of General Rosas induced Governor Moody to send for artillery and raise a militia, using his own military engineers – less than a dozen of them – as trainers and non-commissioned officers. The artillery finally arrived from England. The threat receded and the militia dissolved. It was not resurrected until 1891 when Governor Goldsworthy was alarmed by the unexpected arrival in Falklands



RICHARD CLEMENT MOODY *first governor*

Richard Moody was born in Barbados in 1813, the son of a Royal Engineer who had entered colonial administration. Moody followed his father into military engineering, which included surveying. In 1841, only a lieutenant aged 28, he was selected to go to the Falklands as lieutenant-governor to determine what the British government should do with the Islands. Moody prepared a comprehensive 'General Report' on the Islands recommending that the government encourage settlers and proposing large scale sheep farming. He also

waters of Chilean ships holding a large number of revolutionaries. The militia was named the Falklands Islands Volunteer Force and is still in existence today as the Falkland Islands Defence Force. It was mobilised during both World Wars

recommended Stanley over Port Louis as the seat of government, planned the new town and supervised the move in 1845.

The British Government were unwilling to subsidise emigration, but a few settlers came on their own initiative. The Anglo/Uruguayan Lafone brothers invested in large areas of land, becoming the precursors of the Falkland Islands Company. Moody established a regular administration and in 1845 appointed the members of a legislative and an executive council; a court of law was set up; a church and a gaol built; a militia raised.

As governor, Moody's chief failing was his inability to get on with his subordinates (not least his unbalanced brother James who was colonial chaplain) and with visiting naval officers. But he established the framework on which his successors built. He left the Islands in 1848 and returned to service in Britain. He married in 1852 and in 1858 was promoted colonel and appointed lieutenant-governor of British Columbia, where he served until 1863. He retired in 1866 and died in 1887 in Bournemouth.

Moody Brook west of Stanley is named after him but his true legacies are 180 years of British administration and the town of Stanley.

and during the Argentine invasion of 1982.

Remote though they are, the Islands were touched by both World Wars. In 1914 the Battle of the Falkland Islands took place when the German cruiser squadron of Admiral von



The sign from the Uruguayan consulate in Stanley

CONSULS IN STANLEY

William H. Smyley was the first foreign representative in the Falkland Islands when he was appointed as commercial agent for the United States in 1851 and called on the governor wearing his new consular uniform. He was followed by a succession of American professional (career) consuls, until 1914 when the last one left. Other nations appointed prominent residents of Stanley as honorary consuls in the 19th century and in 1936 Chile, France, Italy, Norway and Uruguay were all represented.

Spee, flushed with victory after the Battle of Coronel when they had destroyed a British fleet, confronted British battle cruisers under the command of Admiral Sturdee within sight of Stanley. Von Spee's fleet was destroyed and the

British Government sign agreement to sell large tracts of East Falkland to the Lafone Brothers of Montevideo and London. Lafone's men arrive in May 1847.

The British Government and the Republic of Argentina ratify the Convention of Settlement, settling existing differences and the establishment of 'perfect friendship'. Argentine protests over the Falklands cease for the next ninety years (with one exception in 1888).

The Falkland Islands Company (FIC) founded in London: it buys out the Lafone interests, becoming the largest land-owner in the Islands.

A Spanish fleet led by Admiral Pinzon y Alvarez visits Stanley, salutes the British flag and pays the normal courtesies to the Governor.

Entire land area of West Falkland opened up for farming: all land leased by 1869.

'THE MOST BEAUTIFUL STAMP IN THE WORLD'

The first Falkland Islands stamps were issued on 19 June 1878, and with new values, watermarked paper and further printings, the set grew to eight values plus high values of 2/6d and 5/- . In fact the Queen Victoria half-crown (2/6d) value won a contemporary international competition as the most beautiful stamp in the world. These were all replaced in 1904 after King Edward VII ascended the throne.

In 1933, came the iconic, pictorial Centenary issue, an outstanding commemorative set celebrating one hundred years of British administration.

Argentina strongly disapproved, and since then their postal authorities have randomly delayed, taxed and interrupted Falklands' mail which entered their country.

More new issues, definitive, commemorative or postage due, air letters and postal



stationery have joined these early issues to the delight of collectors locally and internationally. Each design is carefully checked and beautifully printed.

Particularly appealing are the 1891 'bisects', stamps which had been cut in half to take the place of newly ordered designs which were lost in a shipwreck at sea.

Philately has played a significant part in the Falklands economy and the Islands' stamps continue to enjoy pre-eminent status and popularity across the globe amongst collectors, some of whose Falkland Islands' collections have achieved gold medals in international competitions.

Falklands stamps have been handsome ambassadors for their country for more than 130 years. Today the latest issues can be obtained from the Philatelic Bureau in Stanley.



The search for diversity

Another unchanging concern of government was the Falklands economy. The success of the wool industry in the nineteenth century effectively produced a monoculture economy. In the early twentieth century whaling appeared to offer an alternate source of employment, but the whaling station established on New Island did not last long and the industry concentrated on the island of South Georgia. In the 1950s the British government invested heavily in the meat processing plant at Ajax Bay, but this proved to be an expensive failure, only redeemed by the shelter which the derelict sheds gave to a military hospital – the 'Red and Green Life Machine' – during the conflict of 1982.

Real diversification only arrived in the late 1980s and 1990s with fishing, a new abattoir and oil prospection, (see Winning the Peace).

WILLIAM ALLARDYCE governor & conservationist

Allardyce was born in India in 1861 and joined the colonial service at age 18. For 25 years he served in Fiji becoming an expert on Fijian culture and giving his two daughters Fijian names. He became governor of the Falkland Islands in 1904 and his eleven year term coincided with the advent of the southern whaling industry, the establishment of the Falkland Islands Dependencies and the outbreak of World War I. In 1904 the Norwegians established whaling stations on South Georgia and Allardyce introduced legislation to licence whaling vessels and to establish a conservation regime. South Georgia and British territories in the Antarctic were designated the Falkland Islands Dependencies and a basic



administration was introduced. Allardyce was equally concerned about over-exploitation of the seal rookeries around the Falklands. Above all he wished to ensure that income from the new industries should be invested to protect the Islands against a possible collapse of the whaling industry. Unfortunately the regulations he introduced were suspended in 1914 with the outbreak of World War I and the pressing

demand for whale oil for explosives.

The War soon affected the Falklands directly. After a British fleet had been destroyed off Chile, the victorious German fleet of Graf von Spee headed for the Falklands. Allardyce and the Islands were rescued by the last minute arrival of a British fleet with heavy battle-cruisers which destroyed the Germans in a day long battle off Stanley. The wireless station which Allardyce had opened in 1912 played a crucial part in saving the Falklands.

Allardyce was probably the most impressive governor in the Islands history. During his time the King Edward VII Memorial Hospital was opened, so was the town hall, which included a library and museum and the senior school. He was transferred in 1915: his later postings included the Bahamas, Tasmania and Newfoundland. Allardyce died in England in 1930.



Darwin 1902

victory became a public holiday in the Islands: Battle Day is still celebrated on 8 December every year at the memorial on the Stanley sea front.

During World War II, the Islands witnessed the aftermath of the battle of the River Plate, when the victorious but battered British ships sailed to Stanley to make repairs. Later, when

Japan entered the war, the garrison was reinforced by a British battalion which provided security for the Islands until the war ended. Fundraising was carried out in the Islands during the World Wars and resulted in the donation of one Pusher aircraft and two Bristol fighters to the Royal Flying Corps in 1914-18 and ten Spitfires to the Royal Air Force in World War II.

Visit by HRH Prince Alfred, Duke of Edinburgh, second son of Queen Victoria.

1871

Correspondence between the British and Argentine governments over a proposed Argentine map which would include the Falklands concludes with a formal protest by the British Embassy in Buenos Aires.

1884
- 1885

Argentine Governor of Santa Cruz province, Carlos Moyano, visits Falklands to recruit settlers. He finds himself a bride.

1885

Stanley Cathedral consecrated by Bishop Stirling.

1892

Wireless station opened.

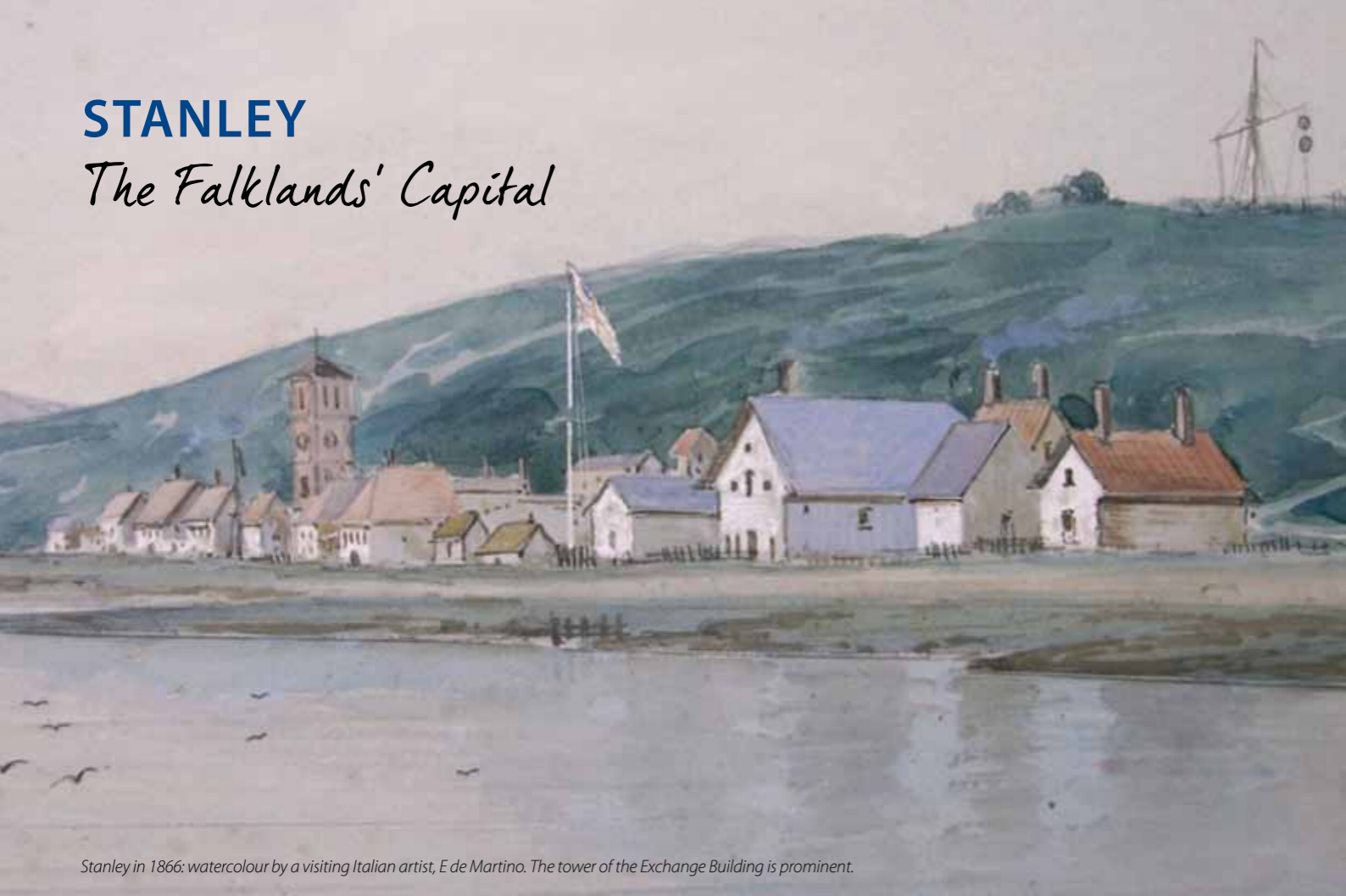
1912

In the Battle of the Falkland Islands the Royal Navy destroys the German fleet of Admiral Graf von Spee and retains control of the South Atlantic.

1914

STANLEY

The Falklands' Capital



Stanley in 1866: watercolour by a visiting Italian artist, E de Martino. The tower of the Exchange Building is prominent.



Ellaline Terriss, star of the West End stage, was born in Stanley in 1871.

AS A MILITARY ENGINEER, GOVERNOR

Moody was well fitted to survey and lay out the new capital of Stanley and he was helped by his small escort of military sappers, all of them skilled tradesmen who undertook much of the building work.

The town was laid out in a grid pattern along the sea shore because all goods would be imported by ship and could be unloaded close to where they were needed. It faced north to the midday sun and sloped gently up the hill running back from the sea to peat banks along the crest of the hill; in a hard winter children can still sledge down the cross streets to Ross Road which runs along the shore.

Stanley developed quickly, relying for its living on the administration and the port. Not only were there cargoes to be unloaded for

the town and for settlements in Camp (the countryside), but there was a sizeable ship repair trade. Stanley received a significant increase in population in 1849 when a group of former soldiers – the so-called 'military pensioners' – arrived in the Islands to settle and to provide a garrison. With the pensioners, who were largely Irish, came their families and a suite of prefabricated wooden cottages. Many of the pensioners left the Islands when their terms of engagement expired but those who remained played leading roles in Stanley life. Their cottages still stand on Pioneer Row: one has been converted into a museum to give an impression of life in Victorian Stanley.

As the century progressed the buildings required of a miniature capital city were erected in Stanley. Government House, designed by

Governor Moody, was not completed until the late 1850s. The second governor, George Rennie, was a sculptor and industrial designer and planned the Exchange Building with an Italianate tower in the 1850s. The Exchange had space for public gatherings and for worship. A barrack block for the sappers was built in the 1840s; a police station and gaol went up in 1873. In 1878 the Falkland Islands Company constructed a grand brick villa for their manager – Stanley House – which is now a hostel for children from Camp attending school in Stanley.

Finally, in the last years of the nineteenth century three religious buildings were completed. The Anglican cathedral, a solid red brick Gothic church was consecrated in 1892; the Roman Catholic church was a wooden

ORISSA DEAN *benefactor*

Born in Orissa, India, in 1840, Orissa Watton married George Markham Dean in 1862 and came to the Islands with him the following year. They bought Stanley Cottage, supposedly the first house in Stanley, a charming villa on the sea front.

George and his brother Charles ran the very successful trading business founded by their father JM Dean in the 1840s. In addition, George had consular responsibilities for Denmark and the United States. When West Falkland was opened for settlement in 1866 the Deans leased two farms from government, adding a third in 1874. To celebrate Queen Victoria's golden jubilee in 1887, the Deans built Jubilee Villas, the terrace of brick built houses close to the jetty in Stanley. In 1888

George Dean died and the family company, less the farms, was sold to the Falkland Islands Company.

Orissa Dean had no children of her own, but she took the family of William Luxton, a marine, under her wing when he died. She arranged training for his children and a marriage for his daughter. The next generation were equally close to Orissa and when she died she left the farm at Chartres to the younger William Luxton whose descendants still live there. She had played the harmonium in the church in the Exchange building until it was destroyed by the peat slip of 1886. Thereafter she was a major benefactor of the new Cathedral, paying for the west window, the turret clock and five of the bells.



Orissa's kindness to all was marked by the presentation of a set of silver gilt tableware to her by the colonists, which is in the Museum in Stanley today. She died in 1920 and is buried in Stanley cemetery. For several generations, Orissa was a favourite name among Falklands girls.





PEAT AND THE PEAT SLIPS

A fuel formed by undecomposed and compressed vegetable matter, peat is very common on the Islands and provided warmth for almost every household for the first hundred or so years of British rule. Although effectively free, cutting peat was a laborious task and once it was dried it was not a particularly efficient fuel. In Stanley a public holiday was designated for the work. Since the 1982 Conflict peat has largely been replaced by fuel oil.

A large peat bog stood on the hill above Stanley, convenient for the town but not properly drained. Twice in the 19th century sodden peat slipped down the hill into the harbour. On the first occasion, in 1878, no-one was hurt and only a few houses damaged, but the second slip in 1886 was more destructive. Two people were killed and several houses destroyed and the Exchange Building with its fine tower was so weakened that it had to be demolished. Thereafter an effective system of drainage was introduced and the danger of further slips was ended.



Christ Church Cathedral pre-1902



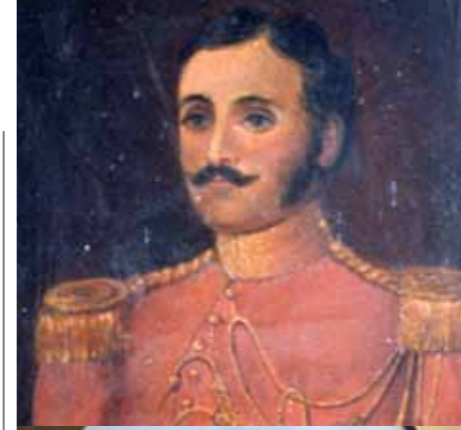
Jubilee Villas, built 1887

structure which was opened in 1873, and moved to a larger building, the present church, in 1899; the non-conformist community purchased a prefabricated chapel, the Tabernacle, from England and assembled it in 1891.

Domestic housing was usually built of wood, though some of the earlier dwellings were made of stone (and it was these which were designated as shelters for civilians during the 1982 Conflict). The commercial scene was dominated by two firms, the Falkland Islands Company and the rival body JM Dean's company with its West Store. In 1888 the FIC acquired Dean's business with the store, two taverns, a hotel, a club, housing for employees, a fleet of ships, a ship repair business and banking services for most of the farmers. The FIC dominated commercial life in Stanley for the next century and it was difficult for any aspiring businessman to challenge them.

Ship repair was a flourishing trade and the few craftsmen in Stanley could ask for high wages. Ships' captains were shocked at Stanley prices and governors assured London that the colonists were far from hard up.

Amusements in Stanley were similar to those in Victorian England: gardening, football, the pub, darts, full-bore target shooting (Island teams regularly competed with distinction at the annual gatherings in Bisley in England). The first cinema was opened by the Roman Catholic priest in 1913. There was a tradition of amateur entertainment with theatrical and operatic



HENRY FELTON

pensioner pioneer patriarch

Henry Felton was born in London in 1798 and enlisted in the Life Guards in 1820. He retired from the army in 1844, with discharge papers stating that he was excellent, honest, sober and kept his troop in excellent condition. He had married Martha Ann Staples in 1838 and by 1849 they had seven children.

In the early years of settlement, the governor of the Falklands was looking for men of good character and with military training: the solution was to find former soldiers – military pensioners – and Henry Felton was an ideal candidate. He became sergeant major, responsible under a captain for the thirty other pensioners, and arrived at Stanley in October 1849. It was his responsibility to supervise the erection of the pre-fabricated cottages sent out for the pensioners (which still stand in Stanley) and he duly moved into one of these with his family.

Martha produced seven more children in Stanley and as their cottage became too small, Felton became landlord of the Queen's Arms pub. He succeeded to the command of the pensioners and later of the militia and served as a justice of the peace (JP) and as a member of the executive council.

He died in Stanley in 1876, followed by his wife in 1880. His children prospered: two were very successful farmers, one became a member of executive council and another of the legislative council. A stamp issued in 1994 to celebrate the 150th anniversary of Stanley features a portrait of Henry Felton and there are Feltons flourishing in Stanley today.



performances. Broadcasting was introduced in 1929 by Governor Hodson (who was also a keen producer of amateur theatricals). Programmes were transmitted by telephone line to Stanley and nearby areas of Camp.

The introduction of radio-telephone communication with Camp in 1950 was a welcome step in reducing the isolation of

Following the battle of the River Plate, the victorious British squadron puts in to Port Stanley for repairs.

1939

Members elected by universal adult suffrage are introduced to the Legislative Council.

1949

Visit by the Duke of Edinburgh as part of a Commonwealth tour in the royal yacht Britannia.

1957

First incursion by Argentine light aircraft.

1964





Stanley Cottage



Dancing in Stanley town hall in the 1950s.

families in the countryside. The operators in Stanley were key figures in Falklands society, dispensing news, advice and comfort to everyone who called in.

The great sporting occasion of the year was the Stanley Sports on the day after Christmas which attracted horses and riders from East and West and the entire town turned out. Fishing was also popular, for the local 'mullet' or the sea trout which were successfully introduced into Falklands rivers in the 1950s.

Social services were modest. The first doctor came to the Islands in 1843 but the hospital - the King Edward VII Memorial Hospital - was only opened in 1914. A primary school was established in the 1840s and provided a basic education while the Roman Catholic church also offered a school where the teaching was done by nuns. But the school leaving age was only 12 until 1910. The better off sent their children to Britain or Uruguay for secondary or university education, but there were few opportunities back on the Islands and the top posts in government were reserved for colonial service officers from the UK.

But after nearly 140 years of relative prosperity, Stanley before the Argentine invasion was a town in decline. Access to the Falklands was effectively controlled by LADE, the commercial arm of the Argentine air force, which provided the only regular link to the outside world. The Argentine state oil company, YPF, provided all the Islands' fuel. It seemed that the Falklands were sliding into



the arms of Argentina. Emigration, to the UK or New Zealand, increased and the birth rate fell. The population of the Islands declined to 1,800.

It took the events of 1982 to reverse the trend.

THE STANLEY SPORTS

Although the early settlers first competed for the Governor's Cup in the late 1840s, it was not until 1907, some 63 years after the founding of the town, that a committee was formed to organise a one-day competitive sports meeting in the capital. The Stanley Sports Association was officially formed in 1908.

Boxing Day, 26 December, was considered to be most the suitable date for the meeting, but its popularity soon led to a second day of events and now a third has been added.

Horse racing always featured prominently but foot and gymkhana events have their supporters too. The Governor's Cup is the most prestigious race on the programme. Three horses have each won this race on five occasions, most recently Dashing Dancer, owned by Maurice Davis, which won in 2006, 2007, 2009, 2010 and 2011. Bets can be placed with the tote, run under the auspices of the Stanley Sports Association.

Stanley racecourse is a straight gallop of 900 yards, with two small grandstands either side of the course at the finishing line. During his visit in 1957, the Duke of Edinburgh, Prince Philip attended a special sports meeting; he took part in the Sailors Race - and won it on Itata.

The course survived the landing (and take-off) of a hijacked Argentine DC4 aircraft in 1966. During the Argentine invasion of 1982 the ground was used as an ammunition dump and helicopter depot and a massive clean-up operation was required to prepare the course for the traditional December meeting.

The Christmas Sports are also a social event which traditionally brings Islanders together. Not as many horses and jockeys participate these days, compared to the numbers of 30, 40 or 50 years ago, but the event still has a charm and excitement which attracts young and old alike.

Hijacking of Aerolineas Argentinas DC4 to Stanley racecourse by extremist group.

1966

Visit by junior minister Lord Chalfont met with demonstrations. Third aerial incursion.

1968

Temporary airstrip constructed by Argentine workforce at Stanley for use of Argentine civil aircraft.

1972





CAMP
The Falklands countryside



FOR FALKLAND ISLANDERS, 'Camp' is the countryside - everywhere except Stanley. They have adopted the Spanish word campo, meaning field or countryside. The Islands have a temperate climate with moderate rainfall (around 25 inches (635mm) a year in Stanley), well suited for pasture. But the strong winds make it difficult to grow trees unless they are carefully sheltered.

The first agriculturists in the Islands were the sailors - whalers or sealers - who dropped cows and pigs ashore, confident that they would multiply and provide fresh meat for visits in future summers - as indeed they did. In addition horses abandoned by French and

Spanish garrisons formed several herds of wild horses on East Falkland. The stocks of cattle, which the first British Governor, Richard Moody estimated at 40,000 head in 1842, were the great attraction for early settlers. Louis Vernet planned to slaughter large numbers for hides and beef - so did the Lafone brothers who signed a lease for enormous acreage with the British government in 1846. Wild cattle could only be herded and exploited using South American gauchos and the Lafone brothers brought considerable numbers of gauchos from Uruguay when they set up their cattle stations in East Falkland in the 1850s. But this style of farming was not sustainable: in effect by

slaughtering without breeding fresh stock, the gauchos were depleting a finite resource.

Traditional Camp: sheep and wool

Governor Moody recommended sheep farming as the best option for the Islands, using quality stock from Britain, crossed with local breeds from the mainland. This proved a successful formula and future settlers adopted it. At first the take up of land was slow, but by the 1860s all of East Falkland had been allocated and between 1866 and 1869 the mainland of West Falkland was offered to pioneers and quickly settled.

The sheep 'stations' were extensive tracts of poor land, where one sheep required on average five acres of grass. They were established along the shore, usually beside natural harbours as freight could only be imported and wool exported by ship. Each settlement had a substantial wool-shed for shearing sheep and packing the fleeces, a big house for the owner and his family, housing for families and a bunkhouse for the single men. The Camp year revolved around the sheep culminating in January with the gruelling work of shearing and the packing of the wool. After the ship had taken away the bales of wool, there was time for sports and parties. And all year round there was peat to cut and stack, fences to mend and infrastructure to maintain.

The larger companies tried to set up schools for the children, often employing their accountant as a part time teacher. In the largest settlement, Goose Green, the Falkland Islands



ELIZA JANE MCASKILL *Mrs Mac*

Mrs Mac was born at Leicester Creek on West Falkland in 1899. Her (Scots) father George McKay was an 'outside shepherd', living and working at a distance from the main settlement. She married Jack McAskill in 1911 and they made their home at Goring House near Chartres. She was known as a small, energetic and hospitable woman, who was an excellent housekeeper and butter maker. But she came into her own when the radio station was installed at Fox Bay in 1918 and the other settlements linked themselves by telephone to the centre. All four lines passed through Goring House and a switchboard was installed which Mrs Mac took over. She became

unofficial telephone operator helping people all hours of the day and the night as well if a medical emergency arose.

Goring House lay on the main north/south track of West Falkland and everyone who passed by dropped in for 'smoko' (tea and cakes), whether they were travelling by horse in the old days or by Land Rover or motor bike in later years. Her service to the community was recognised by an award in 1961, presented by the Governor who travelled to her house, as Mrs Mac did not consider it necessary to go to Stanley.

None the less after her husband died in 1968 she retired to Stanley in 1973, taking with

her two favourite cows and her old dog. She died in 1979.



One of the two original Austers

FIGAS

The Falkland Islands Government Air Service was founded in 1948 when Governor Clifford bought two ex-military Auster spotter planes for £700 (\$2,800) each and shipped them to Stanley. A few days after the first flight, on Christmas Eve 1948, one of the aircraft flew to North Arm to bring a girl

with appendicitis back to Stanley. It was a striking demonstration of the aircraft's value.

After several years, one of the Austers was adapted to become a seaplane, as all the settlements were close to the coast. When in the 1950s Canadian Beaver aircraft were bought to replace the Austers they too were adapted

to seaplane form. The Beaver seaplanes provided a good service for over twenty years but they were expensive to operate and open to corrosion from the sea water. When Stanley airport was completed FIGAS decided that it was time to reintroduce a land based aircraft and purchased a Britten Norman Islander with nine passenger seats which was delivered in 1979.

Since then the Islander fleet has provided an efficient service to almost every settlement on the Falklands. During the 1982 Conflict one Islander was destroyed when Stanley airport was bombed, but it was replaced and there are currently three passenger Islanders, plus one which is equipped for fishery patrol work. With the construction of roads in Camp and the introduction of a regular ferry service, the demands on FIGAS have diminished. But its pilots continue to provide an unparalleled service to tourists and locals on grass airstrips in all sorts of wind and weather.



A sovereignty umbrella is established to allow commercial transactions to be carried out between the Falkland Islands and Argentina. Agreement signed for supply of fuel by Argentine state oil company, YPF.

Lord Shackleton's mission visits the Islands. Reporting, he concludes that the Islands could be made economically viable.

Permanent airport built in Stanley funded by the British Overseas Development Administration

1974

1976

1977



HOWARD WICKHAM (Wick) CLEMENT

farmer

Wick Clement was born in England in 1903, but baptised in the Cathedral in Stanley. He was brought up at Roy Cove on West Falkland, enjoying the freedom of all Camp children, riding, shooting and sailing small boats. After school in England he returned to Roy Cove to help his father who was managing the farm. He became government stock inspector in 1933, riding long distances to supervise quarantine for imported sheep and programmes of dipping.

In 1934 he became manager for Packer Brothers, based at Fox Bay East, and responsible for three farms which were separated by miles of camp. The early years were difficult as there was no money for investment and the sheep were producing coarse wool. Eventually they imported New Zealand Hill Merino sheep which formed the foundation of the excellent sheep bred on the station. In 1960 Clement said wistfully: 'if only I could start all over again with the sheep I have today.'

He was appointed to Executive Council in 1950 for four years and after he had retired to Stanley he was nominated to Legislative Council in 1968. He married Viola (Babs) Luxton and they had two daughters who live in Stanley today. He died in 1979.

Company provided a clergyman for their Scots shepherds.

There were about 35 substantial land-owners and the largest by far was the Falkland Islands Company which had taken over the holdings of the Lafone brothers in 1851 and added to them over the years. At its peak in 1964 the FIC owned almost half of the Islands' farm land.

Wool production flourished and the Falklands flourished too. The Islands became financially self-supporting around 1885 and the number of sheep peaked at 807,000 in 1898, against about 2,000 human inhabitants. But there were problems: the more enlightened governors were concerned that the economy was effectively a monoculture and that the quality of stock was declining as numbers grew. In addition the settlement of West Falkland meant that no further land was available and many ambitious Islanders who wished to better themselves were obliged to emigrate to Patagonia, as a number did in the late nineteenth century using stock and capital from the Islands.

Numerous experts came to study agriculture in the Falklands during the twentieth century, but their recommendations found little favour with the conservative landowners, while a government experimental farm founded by Governor Middleton in 1925 was closed down by his successor. No progress was made in subdividing the large estates until Lord Shackleton's mission to the Islands in 1976 firmly recommended that they be broken up.

Visit by junior minister Nicholas Ridley ends without Islanders' agreement to negotiation with Argentina.

1980

The process had just begun when the Argentine invasion happened in 1982.

Modernisation had effects on the structure of sheep farming and on the shape of the settlements. The first hydraulic wool-press arrived in 1872 and mechanical shearing equipment was introduced in the 1920s. When electric shears arrived in the early 1960s it was possible to reduce the number of people employed on the farms as travelling gangs of shearers took over the work.

Profits from the wool trade were largely dependent on the world price of wool, which in turn depended on demand. Prices were high when demand for uniforms was strong, although wool prices were controlled until 1953 by the Ministry of Supply in London. Much of the investment in Camp stations was put in during the two World Wars and the Korean War. Both government and the Falkland Islands Company made attempts to diversify away from exclusively wool farming: during World War I the FIC produced tins of tallow (animal fats) and meat in Goose Green, but had to cease once conditions returned to normal. In the early 1950s the British government invested heavily in a meat processing plant at Ajax Bay, near San Carlos, but this failed after two years.

Life in Camp

Life on the Camp stations was hard, physically tough and isolated, with a culture of hard work and hard riding. Medical care was primitive: there was a doctor in Fox Bay who rode out to see patients, but even to summon help could

On 2 April Argentine armed forces invade the Islands and illegally occupy them for 74 days. A British task force lands on 21 May and achieves an Argentine surrender on 14 June.

1982

mean a ride of many hours. The introduction of a radio network for Camp in 1950 reduced isolation and consultations were given on the radio. Once FIGAS, the government air service, was established in 1948 medical evacuation became possible and indeed the first flight was to evacuate a young girl with appendicitis from North Arm to Stanley.

For most stations and isolated houses, travelling teachers were supplied by government. Each teacher had three or four families to care for. They rode from farm to farm staying with the family tutoring the children and leaving homework behind them for the parents to supervise. After the Camp radio network was established in 1950 a radio teaching service was introduced.

Even the dentist travelled from station to station by horse, bringing his treadle operated drill with him. The advent of the Land Rover in the late 1950s made life much easier for both the doctor and the dentist.

Camp life bred a spirit of can-do practicality, comradeship and hospitality. In Camp to move house one lifted the house on sledges and towed it across country with a brace of tractors. Nothing was ever thrown away – everything could be re-used by someone, sometime, somewhere. Camp sports - horse-racing, foot events, dog trials and shearing competitions – were the occasion for epic parties – in which one settlement would invite all the others over and the whole community took part. Many Islanders look back to the traditional days of Camp with nostalgia. For them Camp was the heart of the Islands, the source of wealth and of Islanders' traditions and distinct identity.

Camp sports shearing competition



SYDNEY MILLER

manager councillor writer

Syd Miller was born at Hill Cove on West Falkland in 1905. After education in England he returned to Hill Cove and then in 1925 went to the San Julian estancia in Patagonia which was owned by the Blake family who had developed Hill Cove. Returning from Patagonia, he briefly managed Hill Cove but then moved to Roy Cove where he became well known for introducing new stock and for recognising the importance of grassland in improving production.

Miller was elected to Legislative Council (Legco) for West Falkland from 1956-1960 and again from 1964 – 1971. He was on Executive Council in 1968 when with three other council members he broke his oath of secrecy to make a direct appeal to the House of Commons in London over the British government's secret talks with Argentina which had concluded with a memorandum of understanding (which was never signed). He followed this with a visit to London where he lobbied members of parliament making the case for self-determination.

Miller retired in 1970 and represented Stanley in Legco from 1971-1976. From 1975-1990 he edited the *Falkland Islands Journal*, an academic publication of Falklands studies and in 1990 he published *A Life of Our Choice*, looking back across his lifetime's experience. He died in Stanley in 1992, leaving his wife Betty who died in 2004. Their four sons have all been active in Falklands life.



THE ARGENTINE CLAIM



Lord Chalfont's visit, 1968

ARGENTINA'S CLAIM TO THE ISLANDS was pursued in diplomatic channels during the seventeen years following 1833, but it was dropped completely following the signature in May 1850 of a 'Convention of Settlement', a comprehensive peace treaty which settled all differences and established 'perfect friendship' between Great Britain and Argentina.

Thereafter in 1865 President Mitre told the Argentine Congress that there was 'nothing to prevent the consolidation of friendly relations between this country and those (the British and French) governments'. The following year vice president Marcos Paz told Congress that only one question between Britain and Argentina had not yet been settled, and that was claims for damages suffered by British subjects in 1845. It is clear that the Falklands were no longer considered an issue between the two governments.

Just before these statements, in February 1863, two Spanish frigates on an official scientific expedition had called at Stanley where they

spent six weeks, exchanging courtesies with Governor Mackenzie and recognising British authority in the Falklands. Clearly Spanish pretensions to exercise sovereignty in the Islands had evaporated since their garrison left in 1811 and the Spanish admiral was prepared to acknowledge British government.

In the 1880s two Argentine maps revealed conflicting views on Falkland sovereignty. The Latzina map (below) produced in 1882 by the Argentine National Statistical Office whose director was Francisco Latzina, depicts the Falklands and Chile in a different shade from Argentina itself. However in 1884 the Argentine Government commissioned a second map which did include the Falklands and informed the British representative in Buenos Aires that they intended to revive their claim. In December 1884 the British Government made a formal

protest only to receive the reply that Argentina disclaimed all responsibility for this map, which had not yet been published.

The claim revived

The dispute slumbered, with only occasional stirrings, until World War II and the arrival of General Peron as President of Argentina. Peron's politics were nationalist and anti-British and the Falklands claim became a subject of domestic propaganda and an increasing preoccupation in Argentine foreign policy. Argentina resolved to exploit the growth of anti-colonial sentiment at the United Nations by stressing the colonial status of the Falklands, while ignoring the basic principle of anti-colonialism – the right of peoples to determine their own future. The Argentine speech to the UN's Decolonisation Committee of 24 in 1964 set out a number of



The DC4 hijack 1966



The Latzina Map, 1882

Prime Minister Margaret Thatcher visits the Islands and receives the Freedom of the Falkland Islands.

1983

New constitution inaugurated. Mount Pleasant airport opened.

1985

Interim Fishery Conservation Zone established.

1986

The sovereignty umbrella is re-established to facilitate the resumption of diplomatic relations between the United Kingdom and Argentina.

1989

AG (Barty) BARTON

manager and councillor

AG Barton was born in England in 1901. He was recruited to work as a cadet at Chartres on West Falkland in 1921 and went on to work for the FIC in Lafonia in 1923 as assistant manager. For seventeen years he managed the Dean family's island properties off West Falkland (Pebble, Keppel and the Jason Islands) and then moved to Teal Inlet on East Falkland. In 1950 he became Colonial Manager for the FIC, with responsibility for the widespread company estates and also farm supply, shipping and general trading.

From 1947 to 1974 Barton was a member of Legislative and Executive Councils and played a leading role in Stanley society, being chairman of the Stanley Sports Association, chairman of the Sheep Owners Association

and of the Horticultural Association. During the crisis caused by the hijack of the Argentine DC4 aircraft, the acting governor consulted Barton, who gave a series of five broadcasts keeping the public informed. He provided a final commentary for radio as the DC4 just succeeded in taking off from the racecourse on 4 October 1966.

In February 1968 Barton led the other three councillors in making a direct appeal to British members of Parliament against the Memorandum of Understanding reached between British and Argentine officials. This represented a breaking of his oath of secrecy but he considered the need overwhelming. This was followed by some hard lobbying of



Parliament and the press in London, but finally the government accepted that the wishes of Islanders would be paramount.

Barton retired from Exco in 1974 and died later that year. The current Director of Natural Resources, John Barton is his grandson.

themes which were repeated over the years: that Britain had expelled the Argentine population in 1833; that the Falkland Islanders could be ignored because they were a 'temporary' population and so on.

In 1965 the UN General Assembly invited Britain and Argentina to negotiate to resolve the dispute and negotiations continued until Argentine forces invaded the Islands in April 1982. It proved impossible to reach a solution which was acceptable to Islanders – and successive British Governments had insisted that the wishes of Islanders must be respected. Agreement was reached for LADE, the commercial arm of the Argentine airforce, to open a service to Stanley and for this a metal airstrip was built. In 1974 a 'sovereignty umbrella'

was introduced to cover all possible commercial transactions and it was under this that the supply of fuel to the Islands was given as a monopoly to the Argentine state oil company YPF. Both these developments offered practical benefits to Islanders, but they were insufficient to counter the fear that the British Government was prepared to give up their sovereignty over the Islands. British ministers who came south to sell particular solutions to Islanders received a hostile reception. At the same time, friends of the Falklands in Britain ensured that the UK Parliament was alert to Islanders' concerns and extracted a promise from government that Islanders' wishes would be paramount.

Alongside official pressure from Argentina were a series of free-lance intrusions by aircraft

which caused alarm and induced the British Government to provide a minimal garrison of Royal Marines (a platoon of 37 men).

In 1964 an Argentine private pilot, Miguel Fitzgerald, landed on Stanley racecourse, hoisted an Argentine flag and flew off again. A potentially more dangerous episode occurred in 1966 when members of an armed extremist group hijacked a civil airliner and crash-landed it – again on the racecourse. Hostages were taken and it needed several days of negotiation before the hijackers could be sent back to Argentina and the airliner make a delicate take off to return to the mainland. Finally in 1968 during the visit of a Foreign Office Minister, Lord Chalfont, another aircraft crash-landed near Stanley. The last two of these incidents were

inspired by an Argentine newspaper editor, Hector Garcia, who was prepared to create the news, rather than simply report it. These adventures were unsettling for Islanders and the activities of nationalist self-publicists continued to bedevil relations with Argentina even after the 1982 conflict.

These were years of deepening depression for Islanders. The British Government, which should have protected them, seemed to see them simply as a problem to be solved, while not being prepared to invest serious money in making them more self-sufficient. For the Islands' elected councillors personal pressures became acute. They were expected to represent their constituents on the one hand but to go along with British official policy on the other. In 1968 they were informed by the Governor that a Memorandum of Understanding had been reached between Britain and Argentina about their future. The four elected Councillors broke their oath of secrecy and wrote directly to every British Member of Parliament telling them what was happening. The resulting Parliamentary outcry ensured that successive British Governments had to take full account of Islanders' wishes. The Memorandum was never signed.

As the tortuous negotiations between the two governments dragged on, Islanders' suspicion of Argentina only deepened. The military government which took power in 1976 had pursued a ruthless policy of internal suppression – the 'dirty war' – which did not make the prospect of an Argentine takeover



REX MASTERMAN HUNT

governor

Rex Hunt was born in Yorkshire in 1926 and entered the Royal Air Force directly from school. He flew fighters in India and Germany until 1948. After university he joined the colonial service and spent twelve years in Uganda. In 1951 he married Mavis Buckland, who accompanied him to all his posts; they had two children. He entered the Commonwealth Office – later the Foreign and Commonwealth Office – and had a variety of postings. Early in 1980 he was posted to Stanley as Governor and High Commissioner for the British Antarctic Territories.

On arrival Hunt found himself in a difficult position. The British Government expected him to promote their policy with Islanders, but he was all too aware that Islanders distrusted the Government in London and loathed the prospect of an Argentine takeover. Despite poor relations with Argentina, the invasion of 1982 came as a shock. With a tiny garrison of marines, Hunt defended Government House until the arrival of armoured vehicles forced

him to give up. Returning to England he found himself a public personality widely admired for his courage and stout defence of the Falklands.

After liberation, Hunt was knighted and returned to the Islands. He supervised the recovery of Islands society, helped by generous assistance from the British Government and managed relations with the large garrison and the construction of the new base and airfield at Mount Pleasant. He retired at the end of 1985 – the fishery zone, which he had persistently advocated, was introduced the following year.

Hunt returned to the Islands on several occasions and was delighted by the new atmosphere of confidence which he found there. His memoirs *My Falkland Days* provide an excellent account of his time in the Islands and of his tireless energy and his sympathy for the Islands and their people. When invasion struck, he was the right man, in the right place, at the right time. He died on Remembrance Sunday, 11 November 2012.

Falklands Outer Conservation Zone established. Bilateral South Atlantic Fisheries Commission established inaugurating cooperation on fisheries between Argentina and the UK with Falklands involvement.

Air link with Chile opened.

1990

Designation of oil prospectation areas.

1991

Seismic surveys begin.

1993



any more appealing and Islanders were very conscious that access to the Islands and their fuel supply were in the hands of Buenos Aires. The Islands seemed to be sliding inevitably towards Argentina.

Invasion 1982

Nonetheless the invasion, when it came in April 1982, was a surprise. The Argentine junta had been planning for an attack later that year but their unpopularity at home led them to hasten their preparations which were greeted with enthusiasm by the crowds in Buenos Aires.

British resistance was swiftly overcome on 2 April, and the Islanders were subjected to a traumatic 74 days of foreign occupation. Stanley was occupied by Argentine troops and in several Camp settlements, notably Goose Green, Islanders were imprisoned for weeks on end and only liberated by the arrival of British troops.

While the Argentine army's conduct was generally correct, it did nothing to endear Argentina to Islanders who were dismayed by the harsh treatment of conscripted soldiers by their own officers and by the looting and devastation left by the defeated army.

In the last stages of the land campaign several farmers helped the British army by moving supplies up to the front with tractors and trailers and there were many acts of small-scale resistance. Life in Stanley was difficult and frightening as heavy naval gunfire targeted Argentine troop positions in the outskirts of the town and although the capital was spared fighting, three Islanders were killed by shelling



An iconic photograph from the 1982 Conflict: the Royal Marines approaching Stanley.

in the last days of the war.

When Argentine forces surrendered on 14 June – Liberation Day as it was to become – there was joy, relief and profound gratitude to the British armed forces, 255 of whom had died in the fighting, but there was also deep

concern at the size of the task of reconstruction confronting the Islands.

As it turned out, recovery was swifter and more successful than even the optimists could have forecast in 1982.

WINNING THE PEACE

1982 to the present



British and Argentine governments sign Joint Declaration on exploration for and exploitation of hydrocarbons in the South West Atlantic

First exploratory oil drilling rig starts work.

Chilean air link suspended, but resumed after British/Argentine agreement of 14 July.

Last full meeting of the South Atlantic Fisheries Commission.

1995

1998

1999

2005



LIBERATION ON 14 JUNE 1982 found the Islands with a host of problems. War damage in Stanley and to a lesser extent in Camp; a large garrison mainly billeted in private homes or on ships in the harbour; no obvious prospect of an adequate income; the continuing need for expensive defence; and a population relieved to be free once more, but shaken by invasion and occupation.

Before the Conflict ended, the Prime Minister Margaret Thatcher had commissioned Lord Shackleton, who had presented his economic report on the Islands in 1976, to produce a further study in the light of the new situation. Shackleton presented in effect a blue-print for the economic future of the Islands and most of his recommendations were implemented in the succeeding years.

Defending our Islands

The first requirement was to design a structure for the defence of the Islands which was reasonably economical yet offered a deterrent to possible attack. The solution chosen was a strategic airport built at Mount Pleasant about 35 miles from Stanley where a garrison could be stationed. The first runway was opened in May 1985 and a regular air service, operated by the RAF, became feasible, open to military and a few civilian passengers. This made it possible to minimise the number of troops in the Islands and rely on rapid re-inforcement of the garrison in times of tension. The cost of constructing the Mount Pleasant base had been put at around £400 million, but once it was complete the costs of maintaining the garrison were reduced and

it was possible to slim the numbers of troops and the quantity of equipment as the years passed without incident. Twice a year exercises were held to test anti-aircraft defences, involving the firing of short range Rapier missiles. These exercises became routine and warnings were always publicised. In 2010 the Argentine President Cristina Fernandez de Kirchner suddenly announced that these missiles (range four miles) were a threat to Argentina and her neighbours. Argentine claims that the South Atlantic is being militarised ignore the progressive reduction in British forces on the Islands since 1982.

Relations with Argentina were slow to improve after the Conflict, as Buenos Aires maintained its claim to the Islands and insisted that Britain should negotiate on their future. But when President Menem came to power in 1989 it was possible to discuss resuming diplomatic relations (finally achieved in 1990) and open technical talks on such matters as fishing and oil prospectation.

The Constitution

A new Constitution was introduced in 1985. It guaranteed the Islanders' right to self-determination, restored the post of governor (who had briefly been replaced by a 'civil commissioner' – supposedly a less 'colonial' title), and provided for eight elected councillors who would in turn elect three of their number to form an executive council – effectively a cabinet. There have been further changes to the Constitution, all passing more responsibility to councillors. In 2002 the governor relinquished the role of



FALKLAND ISLANDS MUSEUM AND NATIONAL TRUST

Although museums existed in various forms since the early 1900s, it was only in 1991 that the Falkland Islands Museum & National Trust was created to serve as keeper of much of the Islands' cultural heritage. It is now a locally registered charity, supported by the Falkland Islands Government.

The overarching aim of the Trust is to promote awareness and appreciation of the heritage of the Falklands and wherever possible to preserve this for future generations.

The museum has a diverse collection of more than 4,000 items, held and exhibited for the purposes of education, study and enjoyment. Other roles and responsibilities are varied but include work with wrecks and hulks, historic sites and projects such as archaeological surveys and oral history.

chairman of the legislative council and the new chairman was elected by vote of councillors.

With the new Constitution of 2009, councillors are designated 'Members of the Legislative Assembly' (MLA). They are expected to decide local issues and matters of

Falklands-wide significance. But they can also speak for the Islands at the United Nations in New York, or represent them at the main party political conferences in England and at the various meetings of the Commonwealth Parliamentary Association.

Agriculture: land for the people

Lord Shackleton's first report recommended that the larger estates, particularly those of the Falkland Islands Company, should be sub-divided and sold or leased to owner proprietors. This process had just begun before the Conflict and after Liberation it was resumed.

Before the 1982 Conflict, almost 90% of the land was owned by people who did not live on the Islands: by 2003, 95% of the land was owned and farmed by those who live and work on the Islands. The Falkland Islands Government made strenuous efforts to improve the quality of Falklands wool by importing stock from Tasmania and founding the National Stud Flock. As throughout Falklands history, farmers were exposed to the fluctuations of the wool price, which in turn was set by global conditions. However an alternative source of income was established in the late 1990s when a new abattoir was built to the highest European standard. This enabled farmers to breed dual-purpose sheep and produce high quality meat for export.

The Falklands fishery

Shackleton had recommended the establishment of a fishery, but the British Government moved cautiously after the Conflict, reluctant to provoke Argentina and concerned that the cost of policing a fishery zone would exceed the income from catches. However attempts to engage Argentina in fishery cooperation failed and Britain decided to declare a unilateral fishery zone

around the Islands. On 29 October 1986 the Falklands Interim Conservation Zone (FICZ) was introduced at a radius of 150 miles from the Islands, save on the south west side where account was taken of the Argentine mainland.

Despite widespread misgivings and outright opposition from Argentina and others, the Zone proved to be a great success. Demand for licences for squid fishing outstripped the supply and income was abundant. The Falkland Islands Government's total income rose from £6 million in 1985-6 to £35 million in 1988-9. A rigorous and science-based administration ensured that licences were issued for a limited number of days and the government did not hesitate to close the fishery if stocks were in danger of over-fishing.

More than any other event, the introduction of the FICZ transformed the Islands, but it would not have been possible to introduce it without the military security guaranteed by the British garrison. The British aid programme was wound up and Islanders enjoyed the confidence which comes from a healthy bank balance. Individual Islanders entered the industry, at first as agents for foreign companies, then in partnership with them and finally as the owners of fishing boats in their own right.

For a while Argentina and the Falkland Islands Fisheries Department co-operated in a programme of joint research cruises and exchanging information on catches. This was obviously advantageous to both sides as the principal squid stock floated from the high seas into Argentine and Falklands waters and overfishing in one area would affect both sides. Unfortunately in 2005 the government of President Nestor Kirchner broke off this co-operation in protest at a new legal framework for fishery companies introduced by the Islands government.

Finance and the economy

In the years after Liberation, development funds were largely provided by British official aid and partly administered by the Falkland Islands Development Corporation, which had been established on Shackleton's recommendation. But the situation was transformed by the income from the fishery and a programme of capital investment was set in motion. The new Community School was built to provide education up to 16 year old level. A satellite telecommunications station was established by Cable and Wireless. The Islands government

THE JANE CAMERON NATIONAL ARCHIVES

The Falkland Islands Government Archives building was purpose-built to meet the minimum requirements of the National Archives Standard for Record Repositories and was opened in late 1998 to house government records. The Government Archivist, Jane Cameron, was passionate about the history of the Islands and worked to collect a wide variety of non-governmental records; after her tragic death in 2009 the archives became the national archives and re-named The Jane Cameron National Archives in her memory.

Since then the National Archivist, Tansy Bishop, has continued to expand the collections and to ensure the preservation and accessibility of records held in order that maximum use can be made of them. The archives attract researchers globally and deal with a wide variety of research requests each year along with providing a reading room for those that choose to visit in person.

2007
Argentina repudiates 1995 oil co-operation agreement.

2009
New Falkland Islands Constitution adopted.

2010
Second exploratory round of drilling for oil

2012
Argentine pressure increases with thirtieth anniversary of the Conflict, Prince William's tour of duty at Mount Pleasant and visit of modern frigate, HMS Dauntless.

Rockhopper Exploration announces commercial find and join with Premier Oil to exploit it. Oil is forecast to come on stream in 2017.



JOHN CHEEK

councillor and business man

John Cheek was a fourth generation Falkland Islander, born in 1940 at Hill Cove. He spent four formative years working in the Antarctic initially as a met observer/radio operator and then driving dog sleds for the Falkland Islands Dependencies Survey. He used the money saved to gain some formal qualifications and eventually returned to the Islands in 1966. When he was elected to the Legislative Council in 1981 he was working for Cable and Wireless as senior engineer.

He had just completed a management course in the UK when the Islands were invaded by Argentina. Cheek became the recognised spokesman for the Islands and was active at the Falkland Islands Association office with media work, lobbying and providing information and contacts to the Ministry of Defence as well as sharing what little information was coming out of the Islands. He did a lobbying trip to New

York where the British representative at the UN called a press conference and handed it over to him to demonstrate to the US that the war involved people, not just territory. Cheek's open and honest answers were well received everywhere, for he combined intelligence with diplomatic and political wisdom. This helped when he represented the Islands at the UN fourth committee and the Committee of 24 on a dozen occasions.

After 1982, Cheek was an active and farsighted councillor. He fought to have British aid invested in education. The new Community School was built and funding for overseas study extended to all who could qualify. Many of those '80s and '90s students now play important roles in Islands life.

When the fishing zone was created in 1986 Cheek and a friend, Stuart Wallace, saw the danger that most of the income, except government licence fees, would go overseas. They gave up safe jobs and travelled the world, learning the industry and creating

funded health care and paid for further education in the UK. A programme of road building in Camp drastically reduced journey times between settlements. Wages approached UK levels.

The Falkland Islands Government now has a significant sum invested in a diverse global portfolio; in June 2011 the total value of that portfolio was £183 million. The prospect of oil exploitation raises the possibility of income on a scale far beyond previous expectations because the revenue from Falklands oilfields does not go to London, but remains the property of the Falkland Islands Government. Islanders are determined to use this income prudently and have offered to contribute further to their own defence.

Oil and minerals

The prospect of oil in Falklands waters was mistakenly believed by many people to be the hidden reason for the Conflict in 1982. Although some off-shore prospecting had taken place before 1982 this was without result. But the security provided by the garrison and the success of the fishery zone (the FICZ) encouraged the Falkland Islands Government to press on with oil exploration. Using the British Geological Survey as consultants, work was started on a taxation regime, conditions for exploration and extraction, and environmental protection. In the spirit of co-operation which the Falkland Islands government strove for with all its neighbours, following negotiations an exchange of letters was signed in 1995 between



joint ventures. Their company Fortuna was the pioneer, followed by many. The resulting increase in tax take has funded much of the subsequent development in the Islands.

Diagnosed with cancer in 1990, his remaining years were dedicated to firmly establishing the fishing industry and working to diversify the Islands economy and set the path for oil exploration licensing. He died in 1996.

Cheek married Jan Biggs in 1968; for many years she has served as a Member of the Legislative Assembly; they have two daughters who both live in Stanley.

the British and Argentine governments providing for a shared zone of exploration in the area south west of the Islands where the Argentine and Falklands coasts came closest to each other (a Special Co-operation Area). In a separate Falklands oil round, unconnected with the agreement with Argentina, the first oil exploration rig, undertook a season of drilling north of the Islands in 1998. While commercial oil was not discovered, traces of hydrocarbons were present and on balance the results were encouraging. A second rig came south in 2010, but by then the international scene had darkened. In 2007 Argentina reneged on her undertakings in the exchange of letters of 1995 and introduced a series of measures intended to disrupt Falklands exploration and intimidate

companies which might be interested in participating in oil prospecting.

In the event, exploration went ahead and in 2012 a company working in the northern prospect, Rockhopper Exploration Plc, announced that they had found oil in commercial quantities. Equally important, they went into partnership with a significant UK company, Premier Oil, which was prepared to contribute £600 million to promote commercial exploitation. At present it is envisaged that the oil which is extracted offshore will be stored in a large tanker which will act as a floating storage tank from which smaller tankers will take cargoes off to the world market. 'First oil' is expected in 2017.

Meanwhile on the deeper southern fields the exploring company, Falklands Oil and Gas, had reached a farm-out agreement with Noble Energy Inc to fund a promising programme of drilling and seismic exploration.

Communications and tourism

The Islands' links with the outside world were transformed by the Conflict. The opening of Mount Pleasant airport in 1985 meant that wide-bodied jets had access to the Islands and while the first flights were in RAF Tristars with limited capacity for civilians, in recent years civil jets on charter have taken over the task. In addition an air link with southern Chile has been in existence for more than twenty years, currently operated weekly by the Chilean national airline, LAN.

After their experience in the 1970s when all air transport was in Argentine hands and Islanders were not allowed to travel on their British passports, there is understandable reluctance to ever again have to rely on Argentina for air links to the outside world. In 2003 Argentina forbade charter aircraft

heading for the Islands to overfly its territory, which made it almost impossible for cruise line companies to exchange passengers at Stanley. Every now and then Argentina makes threatening noises about the flights through Chile, and in 1999, following General Pinochet's arrest in London the previous year, the service was briefly suspended. However the service was fully restored as the crisis eased and following an Anglo-Argentine agreement on air access which was signed in July 1999 and provided a once a month call in at the southern Argentine town of Rio Gallegos.

Tourism is still a new industry in the Islands.

The number of tourists who stay overnight in the Falklands is still relatively small – around 1,500 per year. Accommodation is limited and farmers in Camp are at their busiest during the summer months. But for these 'land-based' tourists the Falklands are a memorable experience. Their natural beauty, with wide expanses of sky, water and grassland is enhanced by a clarity of light and purity of colour which comes from an unpolluted atmosphere. The wildlife is remarkable, the fishing excellent and the friendliness of Islanders warm and genuine.

The great majority of tourists arrive on cruise ships – in a good year as many as 50,000

HAROLD ROWLANDS

financial secretary

Harold Rowlands was born in Stanley in 1931 and lived all his life in a house on the waterfront built for his grandfather, a Swedish sailor who was shipwrecked on the Falklands in 1860. He joined the government-run Treasury and Savings bank in 1948 and by hard work and an aptitude for accountancy reached the top of his profession as financial secretary and commissioner for taxation in 1972. From 1974 all banknotes carried his signature and the story goes that once, arrested without a passport in Argentina during the rule of the junta, he managed to convince the police of his identity by autographing a £5 note.

During the Argentine invasion of 1982 Rowlands was the most senior civil servant left after British-based staff had been expelled. He guided Islanders through the dangers of occupation and resisted attempts to encroach on the treasury or the savings bank. He obstructed the introduction of the inflated Peso currency (at 20,000 to the pound), telling the



Argentines that he was 'too old to start thinking about so many noughts'.

After the conflict he was chosen to bestow the Freedom of the Falkland Islands on the Prime Minister Margaret Thatcher when she visited in 1983. The Falklands budget, which had been just over half a million pounds when he took up his post, had increased to more than £30 million when he retired in 1989. He was then elected to legislative council and served for four years. Widely respected as a humorous, hardworking and kind-hearted man of absolute integrity, he was appointed Commander of the British Empire (CBE) in 1988. He died in Stanley in 2004.



THE SQUID FISHERY

Before 1982 the extent of squid resources in the South Atlantic and their value was largely unknown. Since the Falklands Interim Conservation Zone opened in 1987, two very different species of squid have been fished in Falklands waters.

Illex squid migrates southward through Argentine waters and the high seas. It reaches feeding grounds in Falklands waters in March - May prior to spawning in deep water. It is caught by 'jigging' where un-baited lures (jigs) are pulled up towards the bright lights of the fishing boats. Once caught the squid is frozen and sold in the Far East and Europe. About half the fish caught around the Falklands are *Illex*, but the stock is unstable and the profits from catch vary.

Loligo (now *Doryteuthis gahi*) spawn around the Islands and catches are about half those of *Illex*. They are caught by



trawl and shipped largely to Spain where they are packaged as 'calamari' and sold throughout Europe. Falkland companies, often in partnership with Spanish firms, are active in this fishery.

A variety of finfish are also caught in the conservation zone - rock cod, hake and the valuable toothfish.

Squid fisheries are volatile, so the stock is carefully monitored by the scientists of

the Fisheries Department and fishing effort is closely controlled by on-board observers, patrol aircraft and ships. If necessary the fishery may be closed early. The success of the squid fishery has transformed the Falkland Islands and fishery access fees directly provide about 44% of the government revenue.

may land at Stanley. Besides the attractions of the town - the cathedral, the museum, the pubs - many tourists take Land Rover tours to nearby penguin beaches or to see farming displays - sheep-dogs in action, sheep shearing, riding. The impression most tourists take away from Stanley is of a very British town, clean, tidy, tranquil and a complete contrast to the larger and busier cities of the mainland.

The years since Liberation have also seen a complete modernisation of telecommunications on the islands. Cable and Wireless Ltd operate communications under an agreement with government. A satellite dish was opened in 1983 and Islanders enjoy excellent links with the rest of the world, although internet connections

are still relatively slow. Mobile phones were introduced in 2005. Most settlements in Camp have embraced wind power and six turbines near Stanley now provide more than a third of the capital's energy supply.

Television also arrived after Liberation. At first Islanders relied on the British Forces Broadcasting Service which provided television for the garrison, but an enterprising engineer, Mario Zuvic has provided a satellite service for Stanley. Falkland Islands Television started broadcasting in 2011.

The radio service, which dated back to the 1930s, continues after an epic performance in 1982 when Patrick Watts, the director of the station, conducted a phone-in on the night

of the invasion, receiving reports from all over Stanley. Alas the service has changed its name from the Falkland Islands Broadcasting Service - FIBS for short - to the Falkland Islands Radio Service, so no ironic acronym.

The Islands' one newspaper is *Penguin News*, founded in 1980 as a duplicated newsletter by Graham Bound. Its future was assured a decade later when it was taken over by the Media Trust, a voluntary body, funded by government. *Penguin News* now produces a printed newspaper of 24 pages with lively writers and is reckoned to be the authentic voice of the Islands, frequently quoted by other news media. It has its own website: www.penguin-news.com.

CONCLUSION

Over the past 180 years and through nine generations of Falkland Islanders, the Falkland Islands have changed dramatically. Today, we are no longer a colony of the United Kingdom; we are a British Overseas Territory - a status we hold by choice.

Ours is a modern relationship, based on shared values, and built on the most fundamental of rights - the right of a people to determine their own future. We are self-governing, except for defence and foreign affairs. The electorate democratically elect our Legislative Assembly Members; we are chosen by the people of the Falkland Islands to represent them, and to determine and administer our own policies and legislation.

We are economically self-sufficient, except for the cost of defence. Through our own efforts, our economy allows us to enjoy excellent health services and education provision, with Falkland Islanders studying for their school leaving exams (A-Levels) and university degrees overseas, paid for by the Falkland Islands Government. It is testament to the strong bond our young people have with their home that nearly all return on completion of their studies, bringing skills, experiences and a new dynamism that will help secure this country's future for generations to come.

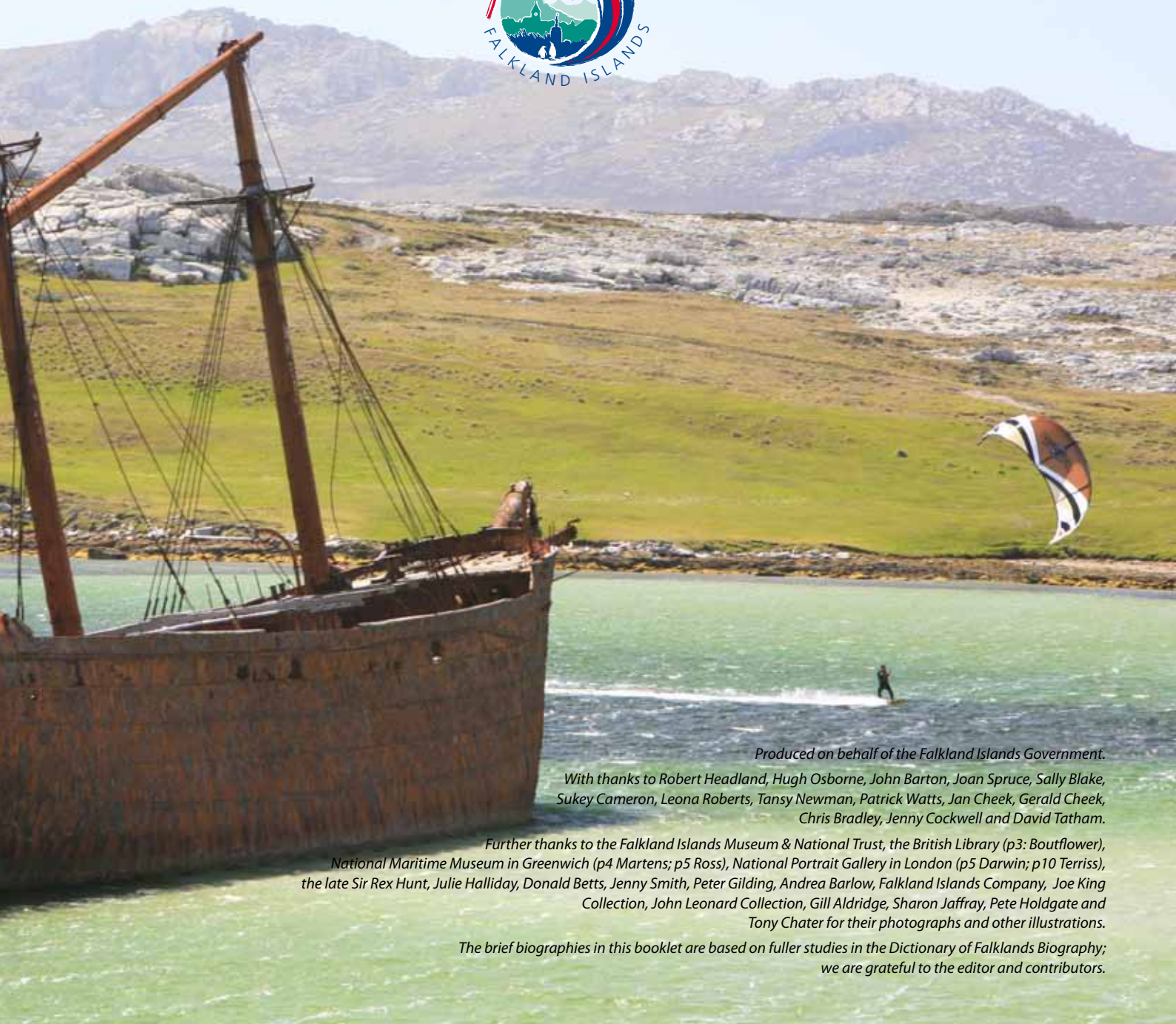
Our environment is both our home and our livelihood and as such we cherish and protect it through sustainable and responsible management of our own resources. Our farming practices are largely organic, our ecotourism industry is famous across the world, our fisheries are internationally acclaimed for their responsible management and sustainability, and our developing oil industry is managed by our own Government and regulated to the highest environmental standards.

We are proud, resourceful and hard working people. We have much to offer as a people and a country, and with all our neighbours, we want nothing more than to have a relationship of co-operation for mutual benefit. We hope that in a modern and forward looking world, we will be allowed to live peacefully and shape our own future in a way of our own choosing.

Through self-government, self-sufficiency, responsible management of our resources and with a thriving, proud and forward looking community we have a bright future ahead.

The Legislative Assembly of the Falkland Islands





Produced on behalf of the Falkland Islands Government.

With thanks to Robert Headland, Hugh Osborne, John Barton, Joan Spruce, Sally Blake, Sukey Cameron, Leona Roberts, Tansy Newman, Patrick Watts, Jan Cheek, Gerald Cheek, Chris Bradley, Jenny Cockwell and David Tatham.

Further thanks to the Falkland Islands Museum & National Trust, the British Library (p3: Boutflower), National Maritime Museum in Greenwich (p4 Martens; p5 Ross), National Portrait Gallery in London (p5 Darwin; p10 Terriss), the late Sir Rex Hunt, Julie Halliday, Donald Betts, Jenny Smith, Peter Gilding, Andrea Barlow, Falkland Islands Company, Joe King Collection, John Leonard Collection, Gill Aldridge, Sharon Jaffray, Pete Holdgate and Tony Chater for their photographs and other illustrations.

The brief biographies in this booklet are based on fuller studies in the Dictionary of Falklands Biography; we are grateful to the editor and contributors.