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 when the Spanish and Portuguese colonial empires settled the southern Americas, the Falkland Islands 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
Commodore Byron takes possession of the Islands in the name of the British Crown.

Captain John Strong makes first recorded landing on the uninhabited 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 isles 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 published mention of a sighting of the Falkland Islands followed the voyage of the English explorer John Davis who in August 1592 was blown by a storm into certaine Isles never before discovered. Davis’s 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).

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 Commodore 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
Foreign colony in what it considered its sphere. But in 1767 Bougainville was obliged to distance between Port Louis and Saunders relations were polite, helped no doubt by the became aware of each other's activities. paid a visit to the Islands in 1989. specimen remains in a Brussels museum and last one probably died in the 1870s. A stuffed hunting dogs in the canoes of Patagonian dought on the suggestion that they were flock down) seal, sea lion, whale and penguin carcasses for oil. In 1830 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 did not establish a settlement and did not reveal that he had claimed the Islands; it was not until November 1821 that Buenos Aires heard of it from foreign newspaper reports.

In the mid-1820s Lewis Vernet, 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 commander 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. 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 believe 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. 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 building 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 descendants have welcomed British protection, but London still does not reveal that he had claimed the Islands; it was not until November 1821 that Buenos Aires heard of it from foreign newspaper reports. 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) 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 believe 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. 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 building 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. Vernet's settlement was established with colonists from Argentina, Britain and North America. 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.

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had protested at Vernet's appointment 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 Osnow of HMS Clio was instructed to reassess 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, Osnow instructed the Argentinian 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...
ANTONIO RIVERO, gauchito 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 discontented 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, Matthew 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 the islander offshore and six months elapsed before a party of British marines and loyal gauchos tracked down Rivero and his followers. In March the islander offshore and six months elapsed before a party of British marines and loyal gauchos tracked down Rivero and his followers. In March the islander offshore and six months elapsed before a party of British marines and loyal gauchos tracked down Rivero and his followers. In March the islander offshore and six months elapsed before a party of British marines and loyal gauchos tracked down Rivero and his followers. In March the islander offshore and six months elapsed before a party of British marines and loyal gauchos tracked down Rivero and his followers. In March the islander offshore and six months elapsed before a party of British marines and loyal gauchos tracked down Rivero and his followers. In March the islander offshore and six months elapsed before a party of British marines and loyal gauchos tracked down Rivero and his followers. In March the islander offshore and six months elapsed before a party of British marines and loyal gauchos tracked down Rivero and his followers. In March the islander offshore and six months elapsed before a party of British marines and loyal gauchos tracked down Rivero and his followers. In March the islander offshore and six months elapsed before a party of British marines and loyal gauchos tracked down Rivero and his followers. In March the islander offshore and six months elapsed before a party of British marines and loyal gauchos tracked down Rivero and his followers. In March the islander offshore and six months elapsed before a party of British marines and loyal gauchos tracked down Rivero and his followers. In March the islander offshore and six months elapsed before a party of British marines and loyal gauchos tracked down Rivero and his followers. In March the islander offshore and six months elapsed before a party of British marines and loyal gauchos tracked down Rivero and his followers. In March the islander offshore and six months elapsed before a party of British marines and loyal gauchos tracked down Rivero and his followers. In March the islander offshore and six months elapsed before a party of British marines and loyal gauchos tracked down Rivero and his followers. In March.

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 expedition advised Moody that he should move his tin capital south to a harbour more accessible to sailing ships, and this Moody duly, 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 pastures 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 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 keep 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 dispachet a young engineer officer Richard Moody to the Islands as lieutenant-governor (see Administration and Government).

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

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

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

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 the government encourage settlers and the town of Stanley. Moody was instructed by London to set up rudimentary administration and recommended Stanley over Port Louis as the seat of government, planned the new town and supervised the move in 1845.

Moody was appointed as the first governor of Vernet’s colony and a shifting population had ships dedicated to the Falklands and felt they could call on the Royal Navy, they rarely preoccupation for successive governors. While Moody administered, the areas of land, becoming the precursors of the Falkland Islands Company. Moody established a church and a gaol built; a militia raised. The Falkland Islands Company (FIC) was founded in London: it buys out the Uruguayan Lafone brothers invested in large areas of land, becoming the precursors of the Falkland Islands Company.

The Falkland Islands Company (FIC) was founded in London: it buys out the Lafone interests, becoming the largest 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 Goldworthy was alarmed by the unexpected arrival in Falklands 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 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 Spee, flushed with victory after the Battle of Coronel when they had destroyed a British squadron, confronted British battle cruisers under the command of Admiral Sirius. The British Government were unwilling to subsidise emigration, but a few settlers 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 council. This was a representative government but it was not democratic government. The first elected councillors only took their seats in 1949.

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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 British Columbia, where he served until 1908 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 Germany were all represented.
The first Falkland Islands stamps were issued on 19 June 1871, and with new values, watermarked paper and further privy, the set grew to eight values plus high value of 2/-6d in 1873. In fact the Queen Victoria half-crown (5/-6d) value won a contemporary international competition as the most beautiful stamp in the world. These were all replaced in 1884 with a contemporary international competition as the most beautiful stamp in the world. The first Falkland Islands stamps were ‘the most beautiful stamp in the World’.

During World War II, the Islands witnessed a military hospital – the ‘Red and Green Life Machine’ – during the conflict of 1982. This proved to be an expensive failure, only ended by the shelter which the disused sheds gave to a military hospital – the ‘Red and Green Life Machine’ – during the conflict of 1982. Other 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 in the early 1930s on the whaling station established on New Island. 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 ended by the shelter which the disused sheds gave to a military hospital – the ‘Red and Green Life Machine’ – during the conflict of 1982.

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The Falklands' Capital

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.

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.

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. Inland, facing north to the midday sun and sloped gently up the hill running back from the sea to pot 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 barracks 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.

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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.

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

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

First incursion by Argentine light aircraft.

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

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 1959 was a welcome step in reducing the isolation of 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. Ship captains were shocked at Stanley prices and governors assured London that the colourists 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 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.

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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 prefabricated 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.

HENRY FELTON
pensioner pioneer patriarch

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

First incursion by Argentine light aircraft.

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

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 1959 was a welcome step in reducing the isolation of 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.

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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, 25 December, was considered to be the most 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.

The course survived the landing (and take-off) of a hijacked Argentine DC-4 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.

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

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

The Stanley Sports Association 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.

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The Falklands countryside
FOR FALKLAND ISLANDS, '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 (650mm) a year in Stanley), well suited for pasture. But the strong winds make it difficult to grow trees unless they are well suited for pasture. But the strong winds 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 1867 the herd 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 woolshed 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 pear to cut and stack, fences to mend and infrastructure to maintain.

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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 1931, riding long distances to supervise quarantine for imported sheep and programmes of dipping. In 1934 he became manager for Packe 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 were producing coarse wool. Eventually they managed Hill Cove but then moved to Roy Cove. Returning from Patagonia, he briefly worked at 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 (3,000 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 Journals, an academic publication of Falklands studies and in 1990 he published A Life of Our Own, 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.

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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 was installed in 1872 and mechanical shearing equipment was introduced in the 1930s. 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 shearsers 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 1939 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 Company made attempts, diversely away from exclusively wool farming. During World War I the FIC produced tins of tallow (animal fat) 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 Ajay 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 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 FGAS, 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 organised. 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 houses one lifted the house on sledge and towed it across country with a brace of tractors. Nothing was ever thrown away – everything could be re-used by someone, somewhere. Camp sports – horse racing, foot events, dog trials and shearing competitions – were the occasion for epic parties – in which one settlement would invite another 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.

Sydney Miller

Manager, council writer

Sydney 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.

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

On 2 April, Argentina 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.
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 in 1964 made a number of
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 Colonial Manager, Mr Keppel, and then moved island properties off West Falkland (Pebble, Keppel and the Jason Islands) and then moved to Teal Inlet on East Falkland. In 1930 he became Colonial Manager for the FIC, with responsibility for the widespread company estates and also farm supplies, 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 DCA 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 DCA 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.

Hector Garcia, who was prepared to create a potentially more dangerous episode occurred in 1985 when an Argentine private pilot, Miguel Chalfont, another aircraft crash-landed near Stanley, during the visit of a Foreign Office Minister, Lord Fitzgerald, landed on Stanley racecourse, hosted 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 airmen 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, historically incorrect assertions which have been 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.

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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 shocked at the harsh way the Argentine officers treated conscripts 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 by Islanders. 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 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.

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**WINNING THE PEACE
1982 to the present**

![An iconic photograph from the 1982 Conflict: the Royal Marines approaching Stanley.](image)

- 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.
- British and Argentine governments sign Joint Declaration on exploration for and exploitation of hydrocarbons in the South West Atlantic.
The Islanders, save on the south west side where 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 antiaircraft defences, involving the firing of short range Rapier missiles. These exercises became routine and were no longer always publicised. In 2010 the Argentine President Cristina Fernandez de Kirchner suddenly announced that these missiles, estimated at 800 miles per hour, were a threat to Argentina and her neighbours. Argentina claims that the South Atlantic is being militarised ignore the possibility of 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. When President Menem came to power in 1989 it was possible to discuss resuming diplomatic relations (finally achieved in 1990) and open the way to produce a further study in the light of the new situation. Shackleton presented in effect a blueprint for liberation on 14 June 1982

In 2000 the Falkland Islands Museum & National Trust was created to serve as keeper of much of the Islands’ cultural heritage. It now owns a locally registered charity, supported by the Falkland Islands Government.

The museum has a diverse collection of more than 4,000 items, held and exhibited for the purposes of education, study and enjoyment.

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of maintaining the garrison were reduced and £400 million, but once it was complete the costs of constructing the Mount Pleasant base had been put at around an executive council – effectively a cabinet. There were seven members of the council: the Chief Secretary, three Ministers, the Speaker of the Legislative Assembly (MLA) and the chairman of the council. They were assisted by secretaries and a secretariat.

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 temporary measure) and provided for elected councillors who would in turn elect three of their number to form an executive council – effectively a cabinet. There were seven members of the council: the Chief Secretary, three Ministers, the Speaker of the Legislative Assembly (MLA). They are expected to decide local issues and matters of government.

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JOHN CHEEK
councillor and businessman

John Cheek was a fourth generation Falkland Islander, born in 1939 at Hill Cove. He spent four formative years working in the Arctic initially as a met observer/radio operator and then driving dog sleds for the Falkland Islands Dependencies Survey. He used the money he earned 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 a 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 occasion.

After 1982, Cheek was an active and controversial 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 10s and 20s 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 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 1993, 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 both of whom live in Stanley.

Oil and minerals

The prospect of oil in Falkland waters was mistakenly believed by many people to be the hidden reason for the Conflict in 1982. Although some off-shore prospectors 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 carried out 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 the British and Argentine governments: providing for a shared zone of exploration in the area south west of the Islands where the Argentine and Falkland 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, Rockhopper, 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. In 2004 the first oil exploration rig, north of the Islands in 1998. While commercial oil was not discovered, traces of hydrocarbons were present and on balance the results were encouraging. In 2004 the first oil exploration rig, Rockhopper Exploration, was briefly suspended. However the service was fully restored as the crisis eased and following an Argentina agreement on air access which was signed in July 1999 and provided a one month call in at the southern Argentine town of Rio Gallegos.

Tourism is still a new industry in the Islands.

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 have served as a second rig came south. 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 experiences in the 1970s when all air transport was in Argentine hands Islanders were not allowed to travel on their British passport to Argentina. Cheek who was shipwrecked on the Falklands in 1970, which made it almost impossible for cruise ships – in a good year as many as 50,000 passengers. ‘First oil’ is due to each other (a Special Co-operation Area). In Argentina the results were encouraging. In 2004 the first oil exploration rig, Rockhopper Exploration, was briefly suspended. However the service was fully restored as the crisis eased and following an Argentina agreement on air access which was signed in July 1999 and provided a one month call in at the southern Argentine town of Rio Gallegos.

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The Squid Fishery

Before 1982 the extent of squid resources in the South Atlantic and their value was largely unknown. Since the Falklands' Exclusive Conservation Zone opened in 1982, two very different species of squid have been fished in Falklands waters: Illex squid migrates southward through Argentine waters and the high seas. Illex reaches feeding grounds in Falklands waters in March – May prior to spawning in deep water. Illex is caught by trawling where un-bottomed 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 this 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.

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A variety of fishstick 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.

The Islands’ one newspaper is Penguin News, founded in 1979 as a duplicated newsletter by Mario Zuzic, a voluntary body, funded by government. It has its own choosing.

The Legislative Assembly of the Falkland Islands

We are proud, resourceful and hard working people. We have much to offer 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.
Produced on behalf of the Falkland Islands Government.

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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.