A HISTORY OF DISPUTED SOVEREIG
FALKLAND ISLANDS DEPENDE

THESIS FOR THE DEGREE OF

MICHIGAN STATE UNIVERS

ABSTRACT

A HISTORY OF DISPUTED SOVEREIGNTY IN THE FALKLAND ISLANDS DEPENDENCIES

by Harlan W. Wellnitz

The Antarctic has long been the scene of conflict between Argentina, Great Britain and Chile over the sovereignty of areas within the boundaries of the Falkland Islands Dependencies. The Argentines contest the British occupation of the Falkland Islands and other portions of the Falkland Islands Dependencies. Chile also claims territory which lies within the limits of the Dependencies. The Argentines and Chileans base their claims on discovery, and the inheritance of territory from Spanish colonial holdings in the South Atlantic. The British maintain that discovery and constant occupation give them the right of sovereignty over the area comprising the Falkland Islands Dependencies.

The various claims of Argentina, Chile and Great Britain are examined and reviewed in this paper. Primary sources pertaining to voyages and discoveries in the Antarctic are examined with respect to the claims situation. The assertion of continuous occupation on the part of the British is also investigated via primary and secondary source material.

The dispute is traced from the original conflict between England and Spain, to the present day situation in the Antarctic. Geographic and political description is included to supply general information and background material necessary to the understanding of conditions in the Falkland Islands Dependencies. The application of international law, plus the influence of treaties and conventions is included to provide legal reference for possible solutions to the claims dispute.

The history of disputed sovereignty in the Falkland Islands Dependencies has served to emphasize the need for international cooperation to settle claims disputes. Until the advent of The Twelve Nation Treaty, the Falkland Islands Dependencies had been the scene of hostile actions on the part of Argentina, Chile, and Great Britain. Without the cooperation evidenced by The Twelve Nation Treaty, this hostility could have grown into a full scale international conflict.

This study of disputed claims in the Falkland Islands Dependencies has served to point out that Chile and Argentina have the basis for a legitimate claim to portions of the Falkland Islands Dependencies. The British occupy the Dependencies and have exercised control over the area for a considerable period of time, resulting in international recognition of their sovereignty over the Falkland Islands. Occupation has become the key to recognition in the eyes of international law. For this reason Argentina and Chile

The dispute is based from the political conflict between England and Spain, to the sovereignty dispute in the Antarctic. Across the and political disagreement is limited to supply personnel information and land provide material necessary to the maintenance of operations in the Falkland Islands Dependencies. The application of international law, plus the influence of treaties and conventions is limited to provide legal protection for possible solutions to the Islands dispute.

The history of disputed sovereignty in the Falkland Islands Dependencies has served to delay the need for international cooperation to settle claims dispute. Until the advent of the Antarctic Treaty, the Falkland Islands Dependencies has been the cause of hostile actions on the part of Argentina, Chile, and Great Britain. Without the cooperation established by the Antarctic Treaty, this hostility could have grown into a full scale international conflict.

This study of disputed claims in the Falkland Islands Dependencies has served to point out that Chile and Argentina have the basis for a legitimate claim to portions of the Falkland Islands Dependencies. The British occupy the Dependencies and have an prior control over the area for a considerable period of time, resulting in an overall recognition of British sovereignty over the Falkland Islands. Cooperation has been the key to preservation of the peace of international law. Now this means Argentina and Chile

have attempted to establish bases in the portions of the Falkland Islands Dependencies not continually occupied by the British. These attempts by Argentina and Chile to establish sovereignty over portions of the Dependencies point to the possible plan on the part of Argentina and Chile to press their claims until a favorable situation arises in which they could extract territorial concessions from the British.

The Twelve Nation Treaty has, for the moment, established a program for cooperation in the Antarctic. The treaty has maintained the status quo in the Antarctic and may serve to preserve the peace in the Falkland Islands Dependencies.

A HISTORY OF DISPUTED SOVEREIGNTY IN THE FALKLAND ISLANDS DEPENDENCIES

by

Harlan W. Wellnitz

A THESIS

Submitted to the College of Science and Arts
Michigan State University of Agriculture and
Applied Science in partial fulfillment of the
requirements for the defree of

Master of Arts

Department of History

1961

Acknowledgement

I would like to express my gratitude to Professor Harold B. Fields for his patience, help, and guidance during the preparation of this thesis.

Table of Contents

Introduction 1

Geographic Description 8

Discovery and Exploration 25

The Argentine-British Controversy 46

Chilean Claims 75

Conclusion 78

Annotated Bibliography 83

Table of Contents

Introduction 1

Cure His Disease 5

Discovery and Treatment 13

The Arnault-Tribiles Controversy 16

Children Cholera 24

Conclusion 31

Associated Illness by 34

List of Figures

The Falkland Islands Dependencies 91

The Falkland Islands Archipelago 92

Argentine and Chilean Bases in the Antarctic 93

List of Tables

[illegible] ..... [illegible]

[illegible] ..... [illegible]

[illegible] ..... [illegible]

Introduction

The question of sovereignty in the Antarctic has long posed a problem to the governments of Argentina, Great Britain, and Chile. Basic to this question of sovereignty in the Antarctic is the dispute over the possession of the Falkland Islands. The disputed claims to the Falkland Islands antedate the more recent problems of Antarctic sovereignty by more than one hundred years. Thus a dispute, which originally included only a small and obscure island group, has been expanded to included a host of islands and an entire continent. Both Great Britain and Argentina claim the Falkland Islands, both these governments and Chile also claim various islands and portions of the Antarctic Continent. The British Government officially included the Falkland Islands, the South Shetland Islands, South Georgia Island, and the Graham Land Peninsula in an administrative organization termed the Falkland Islands Dependencies.[1]

British policy has been to hold the Falkland Islands Dependencies intact despite Argentine and Chilean efforts to establish bases within the limits of British territorial claims. Argentine and Chilean policy has been directed

---

[1]C. E. Carrington, "The Falkland Islands and the Antarctic", The British Overseas, (Cambridge, 1950), pp. 290-291.

toward forcing the British to a compromise through the constant pressure of counter claims.[1] Hence, there has been an increasing tendancy in recent years, for the Chilean and Argentine Governments to protest the British occupation of the Falklands, and to attempt to establish permanent bases somewhere within the Falkland Islands Dependencies to help substantiate their own territorial claims. The British have countered these moves by the forceful removal of one Argentine base, and by protesting the existence of others.[2] Since the British do not continuously occupy the entire extent of the Falkland Islands Dependencies, Argentina and Chile continue to establish bases, and press their claims. The British Government has given little recognition, outside of occasional protests, to these rival claims and has, with one exception, refrained from using force to halt Chilean and Argentine policy in the Dependencies.[3]

To date, neither Great Britain, Chile, nor Argentina can agree on a positive solution to the problem of sovereignty in the Antarctic. The British propose settlement through the International Court at the Hague, while Chile and Argentina choose to solve the situation via an

---

[1]E. W. Hunter Christie, The Antarctic Problem, (London, 1951), p. 290.

[2]New York Times, February 20, 1953, p. 6.

[3]New York Times, February 21, 1953, p. 4.

[illegible]

appeal to the Security Council of the United Nations.[1] Thus the conflict has remained an obstacle to the peaceful relations of the governments involved.

My purpose in writing this account is to examine the various aspects of the Argentine, Chilean, and British claims to the Falkland Islands Dependencies and the Antarctic. Through geographic and historical description I will attempt to picture the national interests of the disputing nations in this region and outline their reasons for claiming these Antarctic areas. Some consideration will also be given regarding the various possible solutions which may, in time, serve to provide an answer to the question of national rights in the Antarctic.

An important aspect to consider, before examining the claims situation, is an evaluation of the Antarctic in terms of natural resources, meteorological influences and strategic importance.

The Antarctic possesses no great wealth of natural resources. Trees do not exist on any of the Antarctic islands, nor on the Antarctic Continent. A variety of hardy grass which grows on the Falkland Islands is valuable to the support of an extensive sheep and cattle raising industry.

Whaling is also carried on to a limited extent in

---

[1] New York Times, February 22, 1953, p. 18.

agreed to the Treaty Council of the Yukon Indians.[1] Thus the conflict has resulted in clarity in the constitutional relations of the northern territories.

My purpose in writing this essay is to examine the various aspects of the Inuvialuit, Dene, and Métis claims to the Mackenzie Valley and the Canadian Arctic. Through proper file and historical interpretation I will attempt to clarify the nature of ownership of the distribution rights in this region and outline what procedures for claiming these Arctic areas. This constitutional action will also be taken regarding the various possible solutions which may, in time, serve to provide an overall to the operation of traditional rights in the North.

In an effort to set to consider, before concluding this article also this, in an analysis of the Arctic in terms of natural resources, metropolitanized influences and aboriginal culture.

The Arctic possesses no great wealth of natural resources. These do not exist on any of the northern islands, nor on the Arctic mainland. A majority of large areas which grows on the Mackenzie Delta is valuable in the support of an extensive sheep and cattle raising industry. Mining is also carried on to a limited extent in

---

[1] [illegible], The Globe and Mail, [illegible], p. [illegible].

the Antarctic Ocean, but is not an important source of revenue to Argentina, Great Britain, or Chile.[1]

At the present time, there are no known mineral deposits in the Antarctic which would justify commercial exploitation. Apart from the possibility that coal exists on Alexander I Island, only copper has been found in quantity. Traces of low-grade silver and gold bearing ores, manganese, and molybdenite have been discovered on the Graham Land Peninsula. No uranium or any other radio-active mineral has as yet been found in the Antarctic.[2]

Due to the vast extent of the Antarctic Continent, there is a possibility that important minerals may exist in commercial quantities, if a means could be discovered to penetrate the extensive Antarctic ice-cap to permit prospecting.[3]

Strategically, both Argentina and Chile have an interest in insuring free access to the Drake Strait at the southern tip of South America. The closing of this passage by some unfriendly power situated in the Antarctic, would cut off Chile's path to the Atlantic Ocean and Argentina's route to the Pacific. This could result in a blow to the economies

---

[1]Russel Owen, "What is it Worth", The Antarctic Ocean, (London, 1951), p. 242.

[2]"Falkland Islands Dependencies Survey", Science Monthly, July, 1954, pp. 52-54.

[3]Russel Owen, "What is it Worth", The Antarctic Ocean, (London, 1951), p. 243.

of both these nations, isolated in the extreme south, and cut off from each other by the Andes Mountains.

The possibility exists that the Antarctic may develop into an airlines route connecting Latin America, Australia, New Zealand and Southeast Asia. The tremendous population growth in Southeast Asia, and the rising birth rate in Latin America lend credence to this possibility. Both New Zealand and Australia have the potential for supporting larger populations and expanded economies, which could contribute to a larger volume of transportation and trade.[1]

The strategic value of the Falkland Islands Dependencies has been impressed on the British people and government in two world wars. Less than four months after the outbreak of World War I, British control of the Drake Passage and the South Atlantic was threatened by a German squadron operating off the south Chilean coast. The commander of the German squadron, Admiral Von Spee, destroyed a British fleet under Admiral Craddock at the Battle of Coronel. Craddock's defeat enabled Von Spee to begin preparations for a build-up of German naval strength in the South Atlantic. Von Spee's first move was to recruit a shiplead of young Germans living in southern Chile, and then to load a vessel with digging tools and cement for the construction of defensive positions in

---

[1]"Falkland Islands Dependencies Survey", Science Monthly, July, 1954, pp. 52-53.

[illegible] of both these nations, [illegible] in the [illegible] world, and out of fear [illegible] by the [illegible].

The geopolitical [illegible] [illegible] into an alliance to [illegible] [illegible], however, [illegible] New Leader of Liberated Africa. [illegible] growth in Southeast Asia, [illegible] Latin American [illegible] to the possibility. [illegible] New Leader and Australia have the potential for [illegible] larger population and [illegible] economy, which would contribute to a larger volume of trade [illegible].[1]

The strategic value of the Liberated Indonesian [illegible] has been increased by the Indian Ocean [illegible] two world wars. During these [illegible] after the outbreak of World War I, British control of the Lombok Passage and the South Atlantic was threatened by a [illegible] operating off the south African coast. The occupation of the German [illegible], Admiral Von Spee, [illegible] Admiral Sir Doveton Sturdee at the Battle of Coronel. Sturdee's defeat enabled Von Spee to begin preparations for a [illegible] of German naval strength in the South Atlantic. Von Spee's first move was to recruit a shipload of young Germans living in southern Chile, and then to load a [illegible] and supply for the construction of defensive positions in

---

[1] [illegible] "[illegible]", [illegible], [illegible], 1969, p. [illegible].

the Falkland Islands. By this means Von Spee hoped to block the Drake Passage, and British access to the Pacific by that route. Unfortunately for Von Spee, two British battle cruisers, the Inflexible and the Invincible had recently arrived in the Falklands to take on coal. The ensuing battle was one-sided. Von Spee, outmatched in speed and armament, was defeated.[1]

The British position in the South Atlantic was threatened once more, during the Second World War. In 1939, a naval action was fought off the mouth of the Rio de la Plata, between the British cruisers Exeter, Ajax, and Achilles, and the German surface raider Graf Spee.[2] The battle resulted in the destruction of the Graf Spee, by scuttling, in the Plate Estuary. Although other German raiders were active in the South Atlantic, they were hindered in their operations by a British squadron based at Port Stanley in the Falkland Islands. These happenings during two world wars have illustrated the strategic value of the Falkland Islands to the British Government, and represents a portion of the British desire for the retention of the islands.

Another example of the strategic importance of the Antarctic area is its geographical position in respect to

---

[1] New York Times, February 20, 1948, p. 43.

[2] E. W. Hunter Christie, The Antarctic Problem, (London, 1951), p. 246.

the Falkland Islands. By this means Von Spee hoped to block the Drake Passage, and British access to the Pacific by that route. Unfortunately for Von Spee, the British battle cruisers, the *Inflexible* and the *Invincible* had recently arrived in the Falklands to take on coal. The naval battle was one-sided. Von Spee, outmatched in speed and armament, was defeated.[1]

The British position in the South Atlantic was threatened once more, during the Second World War. In 1939, a naval action was fought off the mouth of the Rio de la Plata, between the British cruisers *Exeter*, *Ajax*, and *Achilles*, and the German surface raider *Graf Spee*.[2] The battle resulted in the destruction of the *Graf Spee*, by scuttling, in the Plate Estuary. Although other German raiders were active in the South Atlantic, they were hindered in their operations by a British squadron based at Fort Stanley in the Falkland Islands. These hostilities during two world wars have illustrated the strategic value of the Falkland Islands to the British Government, and represents a portion of the British desire for the retention of the islands.

Another example of the strategic importance of the Antarctic area is its geographical position in regard to

---

[1] *New York Times*, V : May 20, 1915, p. 42.

[2] W. Hunter Christie, *The Antarctic Problem*, (London, 1951), p. 246.

the oceans that link Australia, New Zealand, South America and Africa. Also of general interest is the fact that various types of modern warships are too large to permit their passage through the Panama Canal, and hence must sail south of Cape Horn through the Drake Passage to have access to both the Atlantic and Pacific Oceans.[1]

Since many of the violent storms that lash the coasts of Argentina and Chile originate in the Antarctic, these countries are extremely interested in maintaining Antarctic bases for meteorological research.[2] Argentina places a great deal of emphasis on meteorological investigation, and has maintained a base for weather observation on Laurie Island in the South Orkneys since 1904. The meteorological observations made at Laurie Island are of considerable importance in providing weather forecasts for Argentina. It has been found that there is a definite relationship between climatic conditions in the Antarctic in any one year, and conditions in South America during the succeeding seasons.[3]

In summing up the interests of Great Britain, Argentina, and Chile, one must not forget the feelings of national pride, which sometimes manifests itself in the desire of nations to

---

[1]New York Times, December 11, 1955, Section IV, p. 7.

[2]Russel Owen, "What is it Worth", The Antarctic Ocean, (London, 1951), p. 240.

[3]New York Times, December 21, 1947, p. 34.

this season that [illegible] [illegible], [illegible] and Africa. Also of general interest is [illegible] various types of [illegible] [illegible] that passage through the [illegible], [illegible] south of [illegible] [illegible] to both the Atlantic and Pacific Oceans.[1]

Since many of the violent storms that [illegible] the coasts of Argentina and Chile originate in the Atlantic Ocean, these countries are extremely interested in [illegible] basis for national [illegible].[2] [illegible] great deal of evidence on meteorological [illegible], and has [illegible] a [illegible] for [illegible] in the South Atlantic [illegible]. The [illegible] observations made at [illegible] [illegible] of [illegible] in predicting weather [illegible] for [illegible]. It has been found that there is a definite relationship [illegible] conditions in the [illegible] and [illegible] in South America during the succeeding [illegible].[3]

In [illegible] up the interests of [illegible], [illegible], and Chile, one must not forget the [illegible] of national pride, which sometimes manifests itself in the [illegible] to

---

[1] New York Times, Section II, 1952, Section IV, p. 7.

[2] [illegible] (ed.), "What is it Worth?", [illegible] (London, 1[illegible]), p. [illegible].

[3] [illegible], [illegible], [illegible], 1[illegible], p. [illegible].

redress old wrongs. This feeling of pride has become intense in Argentina, and Chile, and to a large extent hinders the possibilities of compromise on problems in the Antarctic.

Section I

Geographic Description

The area to be covered in this section is the Falkland Islands Dependencies, which includes that part of the Antarctic Continent lying directly to the south of South America, between the meridians of longitude twenty degrees and eighty degrees west of Greenwich, and the Falkland Islands Archipelago. The portion of the Antarctic Continent most important to Argentina, Chile, and Great Britain is the Graham Land Peninsula, which projects some eight hundred miles north into the Antarctic Ocean.[1]

The Falkland Islands are situated in the South Atlantic Ocean between fifty-one and fifty-three degrees south and fifty-seven and sixty-two degrees west. In other words, they may be said to lie about 250 miles to the east and somewhat to the north of Cape Horn.[2] The Falkland Islands

---

[1] Geographical Journal, Vol. CXXI, Part 4, (December, 1955), p. 405.

[2] British Islands in the Southern Hemisphere 1945-1951, Colonial Office, His Majesty's Stationary Office, (London, 1951), pp. 79-80.

redress old wrongs. This is [illegible]
in Argentina, and Chile, and to a lesser [illegible]
possibilities of [illegible] in the [illegible].

Section I

[illegible] Description

The area to be covered in this section is the Falkland Islands Dependencies, which includes that part of the Antarctic Continent lying directly to the south of South America, between the meridians of longitude twenty degrees and eighty degrees west of Greenwich, and the Falkland Islands archipelago. The portion of the Antarctic Continent most important to Argentina, Chile, and Great Britain is the Graham Land Peninsula, which projects some eight hundred miles north into the Antarctic Ocean.[1]

The Falkland Islands are situated in the South Atlantic Ocean between fifty-one and fifty-three degrees south and fifty-seven and sixty-two degrees west. In other words, they may be said to lie about 300 miles to the east and somewhat to the north of Cape Horn.[2] The Falkland Islands

---

[1] *Geographical Journal*, Vol. CXXI, Part 4, (December, 1955), p. [illegible].

[2] [illegible] (Colonial [illegible], 1951), pp. 7 - 8.

Archipelago comprises two large islands and about 200 smaller islands, ranging in size from a few acres to 82 square miles.

The Falkland Islands form a land surface of 4,618 square miles. East Falkland with its adjacent islands forms 2,580 square miles of this total, while West Falkland contributes the balance of 2,038 square miles. Mount Adam, the highest point on West Falkland is 2,315 feet in elevation. Mount Usborne, the tallest peak on East Falkland, reaches a height of 2,245 feet.[1]

The terrain of the main islands is hilly, consisting of swamp land with frequent rocky outcrops. Frequent rain and snow have reduced the soil, chiefly peat, to a water-logged state, making travel difficult in the winter season.[2] There are no trees, except where they have been cultivated by man. The climate of the Falkland Islands is cool, the mean annual temperature being 43 degrees Fahrenheit. Rain is frequent, and the islands are usually enclosed in fog. Cold spells occur throughout the year and these, coupled with winds which reach gale force one day out of every five, make for uncomfortable living conditions.[3]

---

[1]Juan G. Beltran, El Zarpazo Ingles a Las Islas Malvinas, (Buenos Aires, 1934), p. 11.

[2]British Islands in the Southern Hemisphere 1945-1951, Colonial Office, His Majesty's Stationary Office, (London, 1951), p. 79.

[3]Geographical Review, Vol. XIV, No. 3, (July, 1924), pp. 395-396.

Archipelago comprises two large islands and about 200 smaller islands, ranging in size from a few acres to 81 square miles.

The Falkland Isle de from a land surface of 4,[illegible] square miles. East Falkland with its adjacent islands has 3,[illegible] square miles of this total, while West Falkland contributes the balance of 2,[illegible] square miles. Mount Usborne, the highest point on West Falkland is 2,[illegible] feet in elevation. Mount Adams, the highest peak on East Falkland, reaches a height of 2,[illegible] feet.[1]

The topsoil of the main islands is hilly, consisting of swamp land with frequent rocky outcrops. Frequent rain and snow have reduced the soil, chiefly peat, to a saturated state, making travel difficult in the winter months.[2] There are no trees, except where they have been introduced by man. The climate of the Falkland Islands is cool, the mean annual temperature being 43 degrees Fahrenheit. Fog is frequent, and the islands are usually enclosed in fog. Cold spells occur throughout the year and there, coupled with winds which reach gale force one day out of every five, make for uncomfortable living conditions.[3]

---

[1] Irene D. Pattee, [illegible] (Irene [illegible], 1[illegible]), p. 11.

[2] [illegible] to the Southern [illegible] (1[illegible]), p. [illegible].

[3] [illegible], Vol. XIV, No. 3, ([illegible], [illegible]), pp. 2[illegible].

The city of Port Stanley, situated on East Falkland, has a population of 1,320, constituting more than half the total population of the entire archipelago which contains 2,268 persons. The people of the Falkland Islands are generally of Scotch-Irish descent, although the population does contain some Scandinavians, Germans, and Latin Americans.[1]

Port Stanley is the seat of the Governor or the Falkland Islands Dependencies, who administers the Colony for the Crown. The Constitution, established in 1945 to conform with the Royal Instructions of the 28th of February, 1920, provided for the formation of an Executive Council. The Council was composed of three ex-officio members, the Colonial Secretary, the Financial Secretary, the Senior Medical Officer, and "such other persons as might from time to time be appointed".[2] The three ex-officio members were increased in 1946 with the appointment of an Executive Engineer, an Agricultural Officer, and a Collector of Customs. The Constitution also provided for an appointed Legislative Council composed of three members, who were to be residents of the Falkland Islands. Objections were raised as to the size of the Legislative Council, resulting in the appointment of two additional members in 1947. The

---

[1] The South American Handbook, Trade and Travel Publications, (London, 1955), p. 565.

[2] British Islands in the Southern Hemisphere 1945-1951, Colonial Office, His Majesty's Stationary Office, (London, 1951), p. 82.

The city of Port Stanley, situated on East Falkland, has a population of 1,916, constituting more than half the total population of the entire archipelago which counts 2,000 persons. The people of the Falkland Islands are mainly of Scotch-Irish descent, although there are also a few Chinese, some Scandinavians, Germans, and Irish Americans.[1]

Port Stanley is the seat of the Governor of the Falkland Islands Dependencies, who administers the Islands for the Crown. The Constitution, established in 1949 to conform with the Royal Instructions of the Colony of Kenya, 1948, provided for the formation of an Executive Council. The Council was composed of three ex-officio members, the Colonial Secretary, the Attorney General, the Senior Medical Officer, and "such other persons as might from time to time be appointed".[2] The three ex-officio members were increased in 1951 with the appointment of an Executive Engineer, an Agricultural Officer, and a Collector of Customs. The Constitution also provided for an appointed Legislative Council composed of three members, who were to be residents of the Falkland Islands. Objections were raised as to the size of the Legislative Council, particularly in the appointment of two additional members in 1957. The

---

[1] The Statesman's Yearbook, 1960, Times and Tweed, Publications, (London, 1960), p. 5.

[2] Constitution Ordinance to the Governor in Council, Falkland Islands, Colonial Ordinance, Laws, Regulations, Orders, Rules, (London, 1949), p. 50.

Constitution of 1945 received criticism on the grounds that it lacked the elements of popular representation.

In 1948, proposals were submitted for a revision of the 1945 Constitution, and a new Legislative Council. The new Legislative Council came into being on March 4, 1949. It was composed of the Governor, acting as the President of the Council; and three appointed members, the Colonial Secretary, the Senior Medical Officer, and the Agricultural Officer. Popular representation was provided by four elected members, one each from East and West Falkland, and two from the town of Port Stanley.[1]

The Falkland Islands are one of the most isolated areas in the world, although this situation is beginning to change with the advent of modern transportation. At present, the Fitzroy, a vessel of 850 tons gross displacement owned by the Falkland Islands Company, provides contact with the outside world. This ship makes the voyage from Port Stanley to Montevideo, Uruguay, on an average of once every five weeks. The Fitzroy is equipped to carry 27 passengers on coastwise journeys, but frequently is forced to transport additional passengers due to the long interval between voyages. A larger ship, the Lafonia, of 2,259 tons

---

[1]The South American Handbook, Trade and Travel Publications, (London, 1955), p. 567.

Constitution of 1948 required additional [illegible] that it leader the [illegible] nation parliamentarian.

In 1949, procedure were established for a [illegible] of the 1948 Constitution, and a new legislature was [illegible]. The new legislature immediately [illegible] 1949. It was [illegible] that the Government, headed [illegible] President of the Council, and there [illegible], the Colonial Secretary, the [illegible] Financial Officer, and the Attorney-General Officer. The [illegible] was [illegible] by four elected members, one each from East and West Falkland, and two from the town of Port Stanley.[1]

The Falkland Islands are one of the most isolated areas in the world, although this situation is [illegible] to change with the advent of modern transportation. At present, the Eltanin, a vessel of 3,000 tons displacement owned by the Falkland Islands Company, provides contact with the outside world. This ship makes the voyage from Port Stanley to Montevideo, Uruguay, on an average of once every five weeks. The Eltanin is equipped to carry 12 passengers on overnight journeys, but it is doubtful is funds to transport additional passengers due to the long interval between voyages. A larger ship, the Lafonia, of 2,[illegible] tons

---

[1] John Smith, [illegible] (London, [illegible]), p. [illegible].

displacement had assisted the Fitzroy, but was disposed of in 1948 for economic reasons.[1]

Internal communications, according to reports, are little better than external communications. The Fitzroy carries out inter-island voyages when not making trips to Montevideo. At one time there were three small ships plying between the islands. Since then all three ships have been wrecked, and as a result inter-island transportation has suffered. Inland transportation is poor. The terrain is rugged and offers considerable problems for road building, making the cost of highway construction and maintenance prohibitive. Also there is not a sufficiently large volume of traffic to warrant a large expenditure for road building. The most practical solution would seem to be the clearing of tracks between the sheep farming settlements, for the use of jeep-type vehicles. Never-the-less, the horse is still one of the principal means of inland transportation.

The overall transportation picture was changed in 1947 with the purchase of a motor fishing vessel, the Philomel, which provides ambulance accommodations for inter-island, and mainland emergency trips. A step towards better communications was initiated in 1948 with the establishment

---

[1] British Islands in the Southern Hemisphere 1945-1951, Colonial Office, His Majesty's Stationary Office, (London, 1951), p. 82.

of an experimental inter-island air service. The flights were begun with two Auster aircraft, one an ambulance model, purchased form Royal Air Force World War II disposals. The air service has recently added two float planes, a Norseman aircraft which will seat eight passengers, and an Auster aircraft for medical and postal use.[1]

The air service has been supplemented by radio telephones to alleviate isolation and to assist in providing medical care.[2] The radio telephones have been installed at every sheep station on the main island as well as on the smaller more isolated islands. The radio telephones operate on two frequencies, one for communication between the settlements, and the other for direct contact with Port Stanley.

The Colony maintains its own wireless telegraph communication with London, Bergen, Montevideo, and Buenos Aires. The present telegraph station was completed in 1948, and is staffed by six local operators. There is also a substation at Fox Bay which serves the needs of West Falkland.[3] The Post Office Department and Telegraph Service has been merged into one department. Incoming and outgoing telegraphic

---

[1] British Islands in the Southern Hemisphere 1945-1951, Colonial Office, His Majesty's Stationary Office, (London, 1951), p. 83.

[2] Ibid, p. 85.

[3] Ibid, p. 84.

[illegible] of an experimental international air service. [illegible] the were borne with the first [illegible] passengers, one [illegible] [illegible], [illegible] [illegible] used from Royal Air Force units for II [illegible]. The air service has recently [illegible] the first [illegible], [illegible] aircraft which will [illegible] [illegible], and [illegible] aircraft for regular and [illegible] use.[1]

The air service has been [illegible] by radio telephone to alleviate isolation and to contact [illegible] [illegible] cars.[2] The radio telephone [illegible] from Inverness at [illegible] shop station on the [illegible] as well as on the airfield more isolated islands. The radio telephone operates on two frequencies, one for communication between the settlements, and the other for direct contact with [illegible].

The Orkney radio has been [illegible] telegraph communication with London, [illegible], Inverness, and Thurso [illegible]. The present telephone [illegible] was opened [illegible], and is staffed by six local [illegible]. There is also a radio station at Nax Fry which [illegible] [illegible] of [illegible].[3] The Post Office [illegible] [illegible] [illegible] [illegible] [illegible] [illegible].

---

[1] [illegible] (London, [illegible]), p. 52.

[2] [illegible], p. 67.

[3] [illegible], p. [illegible].

messages have increased from an average of 240 telegrams per month in 1939, to 960 telegrams per month in 1949. There has also been a corresponding increase in postal traffic, resulting in the construction of a new up-to-date post office.

Health conditions in the Falkland Islands are below standard. The incidence of tuberculosis is high, as is the death rate from appendicitis. The common cold circulates generally, as well as a local form of gastro-enteritis. The isolation of the Falkland Islands contributes to the effect of such epidemic diseases as mumps, measles, and rubella, introduced from the mainland. The inhabitants of the Falklands have poor teeth and are plagued with rheumatic afflictions. There are no insect pests, except the bluebottle fly, introduced in the 19th century by a refrigerator ship which visited the islands to collect mutton.[1]

A Falkland Islands development program has outlined a system for the installation of water-borne sanitation throughout Port Stanley. The local government also admits the need for a better water supply.

The Falklands also suffer from a lack of certain types of food stuffs. Green vegetables are not widely grown,

---

[1] British Islands in the Southern Hemisphere 1945-1951, Colonial Office, His Majesty's Stationary Office, (London, 1951), p. 85.

[illegible]

[illegible] have [illegible]

[illegible] in [illegible]. [illegible]

There has also been [illegible]

[illegible], resulting in the [illegible]

[illegible] post office.

[illegible] [illegible]

[illegible]. The [illegible]

the [illegible] rate from [illegible] cents.

[illegible] [illegible], as [illegible]

[illegible]. The [illegible] of [illegible]

to the effect of [illegible]

a model, [illegible] from [illegible]. [illegible]

of the Philippine [illegible]

[illegible] officials. [illegible]

the Lunebotte [illegible], [illegible]

[illegible] city which [illegible] the [illegible] to [illegible]

[illegible].[1]

A Publicity Bureau [illegible]

a system for the installation of [illegible]

[illegible] Post Office. [illegible]

the need for a better water supply.

The Philippines also suffer from a lack of [illegible]

of [illegible].

---

[1] [illegible]

[illegible], p. [illegible].

and though fish is available in abundance there is no regular supply. Mutton is the only meat consumed, and is eaten three times a day by a large portion of the population. Other staples are potatoes, cake and tea. Milk and butter are plentiful although not widely consumed.[1]

The medical services provided by the Colony are based at King Edward VII Memorial Hospital, which was completed in 1915. It consists of a wooden building containing seventeen beds, with accomodations so limited that it is not always possible to segregate tuberculous cases. A new hospital wing is in the process of construction, with modern medical, surgical, and maternity wards. When the new addition is completed, the old hospital is to be adapted for bed-ridden incurables, and for tuberculosis patients. Unusual cases requiring special treatment are sent to the British Hospital in Montevideo, Uruguay.[2]

Port Stanley is the educational center of the Falklands, with compulsory education for those form the ages of five to fourteen. In areas outside of Port Stanley, children five years of age living within one mile of a school are required to attend, as well as those seven years of age living within two miles of a school. Facilities for a complete

---

[1] British Islands in the Southern Hemisphere 1945-1951, Colonial Office, His Majesty's Stationary Office, (London, 1951), p. 85.

[2] Ibid, p. 87.

---

high school education are available at the British School in Montevideo, Uruguay.[1]

Employment opportunities in the Falkland Islands are limited. The major employers in Port Stanley are the Government and the Falkland Islands Company. Outside of Port Stanley there is employment on the many sheep stations that are located throughout the islands. Special wages are paid as piece rates during the shearing season. These are set at an annual meeting of the Labor Federation and the local branch of the Sheep Owners Association. Extra money can be earned by peat-cutting in the summer and by fence building, and other contract work during the winter season. The hard life on the islands sheep farms has drawn many of the laborers to New Zealand and Australia, where sheep farming conditions are not quite as rigorous. The Government has set up a scheme designed to check emigration, by giving the worker a share in the profit of the sheep station.[2]

The economy of the Falkland Islands is based principally on sheep farming. The total number of sheep in the islands during 1950 was 611,000 for an average of one sheep to every four acres. In 1957, 4,575,156 pounds of

---

[1] Geographical Journal, Vol. CXXI, Part 4, (December, 1955), p. 408.

[2] British Islands in the Southern Hemisphere 1945-1951, Colonial Office, His Majesty's Stationary Office, (London, 1951), p. 91.

[illegible]

[illegible]

---

[1] [illegible], p. [illegible].

[2] [illegible], p. [illegible].

wool were exported, at a value of 1,230,132 pounds sterling.[1] A certain number of sheep skins are also exported with a sale price of 19,000 pounds sterling.

The Falkland Islands are divided into 24 sheep farms,[2] varying from a small island such as West Point, with 3,400 acres of land and 2,500 sheep, to the Falkland Islands Company's vast holding on East Falkland, with a million acres and 215,000 sheep. The larger farms are owned by corporations, and are farmed for the most part, by resident managers. Constant efforts are being made to improve the existing breeds of sheep, to enable the herds to produce finer wool and larger amounts of mutton. Romney and Corriedale rams from New Zealand and Patagonia have been used to improve the sheep herds in the past, and greater improvements are promised.[3]

The sheep raising industry has been faced with a labor shortage, due to the trend of the native population to drift away from the Falklands to the wider economic horizons of Australia and New Zealand.

---

[1] The South American Handbook, Trade and Travel Publications, (London, 1960), p. 497.

[2] The South American Handbook, Trade and Travel Publications, (London, 1955), p. 567.

[3] British Islands in the Southern Hemisphere 1945-1951, Colonial Office, His Majesty's Stationary Office, (London, 1951), p. 91.

[illegible] wood were exported, at a value of 1,[illegible] million.[1] A notable feature of [illegible] was the flow of [illegible] with a trade value of [illegible] million dollars.

The Pulitzer Idea is a [illegible] [illegible],[2] working from a small island such as [illegible], which [illegible] 2,500 acres of land and [illegible] acres, [illegible] [illegible] Dunbyle was [illegible] on that [illegible], [illegible] and [illegible] acres. The larger [illegible] [illegible], and are [illegible] for the most part, by [illegible]. Constant efforts are being made to [illegible] [illegible] of [illegible], to enable the [illegible] to produce [illegible] larger amounts of [illegible]. Energy and [illegible] [illegible] The Federal and [illegible] have [illegible] [illegible] above [illegible] in this [illegible], and [illegible] [illegible] [illegible] problem.[3]

The also [illegible] [illegible] [illegible] [illegible] [illegible], due to the [illegible] of the [illegible] [illegible] [illegible] away from the [illegible] to the [illegible] [illegible] [illegible] [illegible] [illegible] and [illegible].

---

[1] [illegible] (London, [illegible]), p. [illegible].

[2] [illegible] (London, [illegible]), [illegible] p. [illegible].

[3] [illegible] (London, [illegible]), p. [illegible].

The Falkland Islands Company has tried to help solve this problem by the importation of selected labor, and the expansion of the home economy. The Colonial Development Corporation has begun the construction of a freezing plant at Ajax Bay on East Falkland, designed to process up to 50,000 mutton and 1,500 beef carcases for the British market.[1] A small scale sealing industry has been started, with both the sea-lion and elephant seal being hunted and processed. The results of this drive towards a more diversified economy have been encouraging. In 1946 the Colony had a budget deficit of 24,000 pounds sterling, which was reduced to 14,000 pounds sterling in 1948. Further improvements in the economy were evidenced in 1949 by a budget surplus of 6,000 pounds sterling.[2]

The ordinary revenue of the Colony has evidenced a gain from 111,000 pounds sterling in 1945, to 161,000 pounds sterling in 1950. The principal sources of revenue were; the income-tax which contributed 51,000 pounds sterling, the export duty which contributed 39,000 pounds sterling, and the import duty which added 17,000 pounds sterling to the total.[3]

---

[1] British Islands in the Southern Hemisphere 1945-1951, Colonial Office, His Majesty's Stationary Office, (London, 1951), p. 92.

[2] The South American Handbook, Trade and Travel Publications, (London, 1951), p. 568.

[3] British Islands in the Southern Hemisphere 1945-1951, Colonial Office, His Majesty's Stationary Office, (London, 1951), p. 95.

[illegible]

[illegible]

South Georgia Island at latitude 54 and one half degrees south, and longitude 36 degrees to 38 degrees west, has an area of approximately 1,000 square miles, and a population of 1,500 persons. Outside of the Falkland Islands, it is the only constantly inhabited non-military and non-scientific settlement in the Falkland Islands Dependencies. The major portion of the population consists of laborers who are engaged in whaling. The population declines in winter when the work is limited to repairing whaling equipment and the maintenance of ships. The climate of South Georgia is slightly more rigorous than that of the Falkland Islands. Consequently the mountains are snow-capped the year around, with numerous glaciers reaching down the valleys to the sea.[1]

The Resident Magistrate, Police, Customs Officials, telegraphic personnel, and other administrative officers are stationed at King Edward's Point, Grytviken Harbour. There is also a radio station at King Edward's Point which is in regular communication with Port Stanley in the Falkland Islands.[2]

There are three land-based whaling factories on South Georgia Island, whose Norwegian and Swedish employees compose a part of the island's population. The economy of

---

[1] Geographical Journal, Vol. CXXI, Part 4, (December, 1955), p. 408.

[2] The South American Handbook, Trade and Travel Publications, (London, 1955), p. 568.

South Georgia Island at latitude [illegible] and one-half degrees south, and longitude [illegible] degrees to [illegible] degrees west, has an area of approximately [illegible] square miles, and a population of 1,[illegible] persons. In spite of its small population, it is the only constantly inhabited area - [illegible] non-scientific [illegible] in the Falkland Islands Dependencies. The major portion of the population consists of persons who are engaged in whaling. The population declines in winter when the work is limited to repairing whaling equipment and the maintenance of ships. The climate of South Georgia is slightly more rigorous than that of the Falkland Islands. Consequently the mountains are snow-capped the year around, with numerous glaciers reaching down the valleys to the sea.[1]

The Resident Magistrate, Police, Customs Officials, telegraphic personnel, and other administrative officers are stationed at King Edward's Point, Grytviken Harbour. There is also a radio station on King Edward's Point which is in regular communication with Port Stanley in the Falkland Islands.[2]

There are three land-based whaling factories on South Georgia Island, whose personnel are of British and Norwegian [illegible] comprise a part of the island's population. The economy of

---

[1] [illegible], Vol. [illegible], [illegible] ([illegible] 19[illegible]), p. 14.

[2] [illegible] ([illegible], 19[illegible]), [illegible] Publications.

South Georgia and the rest of the Falkland Islands Dependencies, with the exception of the Falkland Islands, depends on the numbers of whales and seals which inhabit the area. Weather conditions are important to the whaling industry, and for this reason the whaling concerns are taxed to support a meteorology and hydrography survey conducted in the Antarctic. The survey draws its scientific staff from the British Air Ministry by courtesy of the Meteorological Office, and its daily messages are received over a wide area of the Antarctic.[1] Before the establishment of this weather forecasting service, the whaling fleets had to depend on the Union of South Africa for weather information. The whaling fleets have only recently returned to a solvent financial status. Two companies were forced to suspend operations with the decline of whale oil prices in 1931, and only one was left in production at the out-break of World War II. With the end of the war, and the world wide shortage of fats, whaling again came into a profitable period, and by 1946-1947 production was on the increase.[2]

Meat meal and fertilizer are some of the by-products of the industry. A problem has been created in that the whales are tending to feed further and further away from South Georgia.

---

[1] British Islands in the Southern Hemisphere 1945-1951, Colonial Office, His Majesty's Stationary Office, (London, 1951), p. 96.

[2] Ibid, p. 97.

South Georgia and the rest of the [illegible] islands, with the exception of the [illegible] Islands, [illegible] number of whales and seals which [illegible].

Weather conditions are [illegible] to the whaling industry, and for this reason the whaling companies are [illegible] to support a meteorology and hydrography survey [illegible] in the Antarctic. The survey fears the [illegible] that the British Air Ministry by courtesy of the [illegible] and its daily messages are received over a wide area of the Antarctic.[1] Before the establishment of this weather forecasting service, the whaling fleets had to depend on the Union of South Africa for weather information. The whaling fleets have only recently [illegible] to a [illegible] status. Two companies were forced to [illegible] the decline of whale oil with a [illegible], and only one was left in production at the [illegible]. With the end of the war, and the world [illegible], whaling again came to a profitable market, and by [illegible] production was on the increase.[2]

Fuel and fertilizer are some of the [illegible] of the industry. A problem has been [illegible] are trying to find further [illegible].

---

[1] [illegible] (London: [illegible], 1947), p. [illegible].

[2] Ibid., p. [illegible].

The quality of production has been effected because, with the older, slower types of catcher-boat used, decomposition sets in before the whale can be brought to the flensing plant. Elephant seal are also taken on the beaches near Grytviken. The average catch for the past four years has been about 5,500 seals with a production of 11,000 barrels of oil.

South Georgia's principal means of communication with the outside world is the meteorological survey ship, John Biscoe, which makes at least two visits to the island each year. The only other means of communication is by special charter of the Falkland Islands Company's ship Fitzroy, or by occasional whaling craft from Montevideo, Uruguay.[1] A supplementary form of communication is the Government wireless station at Grytviken Harbour. The station accepts messages to and from Bergen, Buenos Aires, Montevideo, and London via Port Stanley.[2]

Recent developments on South Georgia Island include the construction, in 1949, of new quarters for the Government officials at Grytviken. A new power house was built in 1948, and a new meteorological station completed in 1949. Two automatic navigational lights have been installed on

---

[1] British Islands in the Southern Hemisphere 1945-1951, Colonial Office, His Majesty's Stationary Office, (London, 1951), p. 96.

[2] Ibid, p. 97.

[illegible]

[illegible]

[illegible], p. 72.

the east coast of South Georgia as a service to the whaling fleets who make the island their home base. One of the whaling concern has installed a process for the production of cattle food from a whaling by-product known as, "gluewater". Another company has experimented with the manufacture of whale meat extract; the results were encouraging, but markets for the product were few and the project was abandoned.[1]

The finances of the Falkland Islands Dependencies, are separate from those of the Falkland Islands. Revenue for the Dependencies has been increased by a sliding-scale export duty on whale oil, which replaces the former flat rate of 1s. 6d. per barrel. Thus the total ordinary revenue was raised from 13,000 pounds sterling in 1945, to 114,000 pounds sterling in 1949. The increase in revenue has put the Dependencies on a sound financial basis, with a reserve of 100,000 pounds sterling, and a valuable asset in the geographical survey ship John Biscoe.[2]

The Falkland Islands Dependencies also includes the Graham Land Peninsula. Graham Land lies with its northern tip on the 63rd degree of south latitude, and is the only part of the

---

[1] British Islands in the Southern Hemisphere 1945-1951, Colonial Office, His Majesty's Stationary Office, (London, 1951), p. 98.

[2] Forrest Mc Whan, The Falkland Islands To-day, (Stirling, Scotland, 1952), p. 24.

[illegible]

Antarctic Continent not entirely included within the Antarctic Circle.[1]

The whole length of the Graham Land Peninsula is composed of a high ice-covered plateau between six and eight thousand feet in elevation, becoming lower at the northern end, where the land is cut by several deep valleys. On the eastern shore of Graham Land, south of the Antarctic Circle, lies the permanently frozen portion of the Weddell Sea. The part of the Weddell Sea outside of the Antarctic Circle is usually navigable in the summer, and provides the main route of approach to the Antarctic Continent.[2] The pack ice of the Bellinghausen Sea breaks up in the warmer months an allows ships to travel as far as Alexander I Land. During the warm months of the Antarctic summer, the islands off the coast of Graham Land swarm with numerous forms of animal and marine life.[3]

Three groups of small islands and reefs lie off the west coast of the Graham Land Peninsula. Adelaide Island, is located the farthest to the south, near the Biscoe Islands, and can be reached by sea only when the pack ice breaks up

---

[1]Otto Nordenskjold, The Geography of the Polar Regions, American Geographical Society, (New York, 1928), p. 282.

[2]Geographical Review, Vol. XIV, No. 3, (July, 1924), p. 398.

[3]Russel Owen, "Wilkes Finds a Continent", The Antarctic Ocean, (London, 1951), p. 94.

[illegible] the [illegible]
Antarctic circle.[1]

The [illegible] is
composed of a [illegible]
eight [illegible]
[illegible]
on the eastern shore of [illegible] circle.
circle, like the [illegible]
The part of the [illegible]
is usually reached in the [illegible]
of approach to the Antarctic continent.[2] [illegible]
Trillingham [illegible] in [illegible]
ships to travel as far as [illegible]
[illegible] of the Antarctic winter, the [illegible]
[illegible] with [illegible]
[illegible].[3]

There remains of [illegible] the
west coast of the [illegible] continent. [illegible],
to [illegible] the [illegible] to [illegible] with, [illegible] the [illegible],
and can be reached by [illegible] [illegible]

---

[1] [illegible]

[2] [illegible], [illegible], [illegible], [illegible], [illegible]

[3] [illegible] (ed.), "[illegible]," [illegible]
[illegible] (London, [illegible]), [illegible].

during the summer months. Two of the larger islands of the Palmer Archipelago, are Brabant Island, and Anvers Island. The South Shetland Islands, farthest to the north, are rugged in appearance and have a climate slightly less rigorous than that of the Palmer Archipelago.[1]

The South Orkney Islands, to the northeast of the Graham Land Peninsula, are rugged in regard to landscape and are similar to the South Shetlands in appearance. The climate of the South Orkneys is somewhat more extreme than that of the South Shetlands. The South Orkneys as well as the South Shetlands are uninhabited, and are frequented only by whalers and meteorological expeditions.[2]

The South Sandwich Islands, on the eastern boundary of the Falkland Islands Dependencies, are volcanic in origin and desolate in appearance. They are uninhabited except for varieties of marine life, which are plentiful on the islands during the brief period of warmer weather during the Antarctic summer months.[3]

This concludes the section on the geographic description

---

[1]William Barclay, The Land of Magellan, (London, 1926), p. 4.

[2]Great Britain, Foreign Office, Peace Handbooks, The Falkland Islands and Kergulenen Island, No. 138, (London, 1920), p. 2.

[3]Forrest Mc Whan, The Falkland Islands To-day, (Stirling, Scotland, 1952), p. 1, p. 87.

[illegible]

of the Antarctic. Additional information on the areas covered in this section, will be found in the following discussion on the discovery and exploration of the Antarctic and the Falkland Islands Dependencies.

Section II

Discovery and Exploration

The first hint of penetration to the southern ocean is mentioned in Polynesian mythology. About 650 A. D., Hui-te-rangiora sailed south in quest of New Zealand, strayed further south and may have been one of the first human beings to see the icebergs of the southern sea.[1]

The next mention of the Antarctic, the Falkland Islands and South Georgia, possibly, is in a letter from Amerigo Vespucci to Piero Soderini, dated September 1504. The letter concerns an expedition which sailed from Lisbon, Portugal, in May of 1501, to the southern seas with Vespucci as cosmographer. The fleet of three ships was blown south by storms, when, as Vespucci records in his letter to Soderini, "the southern pole stood quite 52 degrees above our horizon", they sighted an unknown land and ran along it for twenty leagues.[2]

---

[1] Russel Owen, "The Ocean of Myth", The Antarctic Ocean, (London, 1951), p. 6.

[2] V. F. Boyson, The Falkland Islands, (Oxford, 1924), p. 15.

of the Antarctic. [illegible]
[illegible] in this [illegible]
discussion on the discovery and exploration of the Antarctic
and the Spitzbergen Archipelago [illegible].

Section II

Discovery and Exploration

The first hint of speculation to the existence of an
Antarctic continent is mentioned in Polynesian mythology. [illegible] A. D.,
Dut-te-rangiora sailed south in quest of Tuna [illegible],
stopped further south and may have been one of the first
human beings to see the icy [illegible] of the [illegible].[1]

The next mention of the Antarctic, the legendary land
and South Georgia, usually, is to a letter from Amerigo
Vespucci to Piero Soderini, dated [illegible] 1505. [illegible]
concerns an expedition which sailed from Lisbon, [illegible],
in May of 1503, to the southern seas with Vespucci as navi-
gator. The fleet of three ships was lost in south [illegible],
when, as Vespucci records in his letter to Soderini, "the
southern pole stood quite [illegible] close on the horizon",
they sighted an unknown land and sailed along it for [illegible].[2]

---

[1] Samuel Cook, "The Coasts of [illegible]", [illegible]
(London, 1903), p. 6.

[2] W. F. Debenham, [illegible] (London, [illegible]),
p. 12.

This was probably the first recorded glimpse of the islands now known as the Falkland Islands, although various sources propound other theories as to what lands were sighted. Vernhagen states that it was South Georgia, while Humboldt and Groussac believe that it was the coast of Patagonia.[1] Another explanation which takes into account an additional letter of Vespucci's, concerning the expedition in 1501, makes no mention of a new land in the South Atlantic. Instead, it relates an account of the discovery of Southern Patagonia.[2] Some authorities believe this letter to be a forgery. Other sources hold that its major details are in agreement with the previous letter which describes the discovery of Patagonia, but that Vespussi left out the details of the discovery of land in the South Atlantic from the second letter. This is said to have been done to protect Portuguese discoveries from the Treaty of Tordesillas, signed in 1494, which would regard any Portuguese discovery that far south as trespassing on the preordained property of Spain.[3] At any rate, the discovery of the Falkland Islands or South Georgia by the Portuguese in 1501 is without positive proof, but it cannot be discounted as a possibility. Indeed, the majority of sources agree

---

[1]E. W. Hunter Christie, The Antarctic Problem, (London, 1951), pp. 30-31.

[2]Jose Acre, The Malvinas (Our Snatched Little Isles), (Madrid, 1951), p. 12.

[3]V. F. Boyson, The Falkland Islands, (Oxford, 1924), p. 15.

[illegible]

---

[1] F. W. Fowler [illegible], [illegible] (London, 1908), pp. 394-[illegible].

[2] [illegible], [illegible] (London, 1911), p. [illegible].

[3] F. R. Larson, [illegible] (London, [illegible]), p. [illegible].

that the Falkland Islands or South Georgia have the best possibility of being the lands described by Vespucci.

The next recorded voyage to the Antarctic was by the Espoir, commanded by Binot Paulmier de Gonneville. The ship sailed from Honfleur, France, in June, 1503. Off the coast of Brazil the Espoir was driven from its course by a storm, and eventually landed on the Brazilian coast.[1] The account of the voyage created interest on the part of European powers, in the discovery of lands in the southern seas. Soon after, many expeditions were set sail from the ports of London, Plymouth, Honfleur, Rousen, and St. Malo to seek new lands to the south. These voyages brought back the news of the discovery of a group of islands to the east of Patagonia.

Either Vespucci's account, or the later voyages particularly those from St. Malo, served to call the cartographers' attention to the existance of a group of islands off the Patagonian coast. They appear on Waldseemuller's great map of 1507 as Insule 7 Delle Pulzelle, and again on the manuscript map of Glareanus, published in 1510.[2] Ptolomaeus places them on his map edited in 1513, and Schoner's Globe of 1520 shows a group of five islands in mid-ocean off the

---

[1] F. F. Boyson, The Falkland Islands, (Oxford, 1924), p. 16.

[2] Jose Acre, The Malvinas (Our Snatched Little Isles), (Madrid, 1951), p. 14.

coast of Brazil. These maps do not offer complete proof of the location of the Falklands, because in almost every case, the islands are placed higher than their actual latitude. This has caused a good deal of dispute as to their identification, however, the majority of authorities agree that they could very possibly be the Falklands.[1]

Some proof of this possibility may be seen in the charts drawn for Magellan's expedition by Diego Ribero. These charts show a well defined group of islands off the coast of Patagonia at latitude 49 degrees south.[2]

Other sources hold the belief that the Falkland Islands were discovered by Magellan. This school of thought is based on Alonso de Santa Cruz's work, El Islario General de Todas las Islas del Mundo, published in 1908 by a Professor Wieser, who found the manuscript in the Imperial Library at Vienna.[3] One of the chapters of the, "Islario", deals with the lands or islands to the south of the Strait of Megellan. The volume goes on to state that the information it contains is derived from reports given by four expeditions that navigated the Strait.

---

[1]Julius Goebel Jr., The Struggle for the Falkland Islands, A Study in Legal and Diplomatic History, (New Haven, 1927), p. 9-10.

[2]V. F. Boyson, The Falkland Islands, (Oxford, 1924), p. 17.

[3]Jose Acre, The Malvinas (Our Snatched Little Isles), (Madrid, 1951), p. 15.

[illegible]

[illegible]

[illegible]

[illegible]

The first of these expeditions, under the command of Ferdinand Magellan, set out in search of the Molucca, or spice islands. Magellan left Spain in September of 1519, and sailed south along the coast of Brazil and Patagonia toward Cape Horn where the continent ended in a maze of islands. Magellan looked for a pass through the islands, but the intense cold of the approaching winter persuaded him to spend the rest of the season in a port which he names St. Julian. There he remained from April until September, when the weather improved and he was able to continue his journey.[1]

The manuscript continues as follows; "the explorers approached and discovered several islands which lie eighteen leagues to the east of San Julian and which they called Islas de Sanson y de Patos." The report of the expedition, according to the manuscript, indicates that the Islas de Sanson y de Patos, or Sanson and Ducks Islands were situated at 51 degrees latitude south. The latter were so named by the expedition because of the many birds of this type that they found on the islands.[2]

The so called Wolfenbüttel map drawn between the years 1527 and 1530, and unsigned, places seven islands off the

---

[1]E. W. Hunter Cristie, The Antarctic Problem, (London, 1951), p. 34.

[2]Jose Acre, The Malvinas (Our Snatched Little Isles), (Madrid, 1951), p. 16.

coast of Patagonia, and names them Y de Sanson. In the year 1535, Simon de Alcazaba's expedition discovered several islands in mid-ocean to the south of the 45 parallel, but did not attempt to make an exact geographic location of them.[1]

Another expedition which ventured into the southern ocean was that of Alonso de Camargo, in the year 1540. Overtaken by a storm that sank the vessel on which he sailed, Camargo was forced to transfer to another ship, and take that damaged vessel to a port in Peru for repairs. One of the expedition's remaining ships, whose name is unknown, traced its course as far as the Strait of Magellan. While in the vicinity of the Strait, the ship lost its anchor and was forced to put out to sea in an easterly direction on January 31, 1541. On February 4, eight or nine islands were sighted, in accordance with islands noted on their nautical chart. Goebel, and many other authors have called this unknown ship the Incognita. Goebel maintains, on the basis of the intensity of the winds, and the direction of the currents, that the islands visited by the Incognita were the Falkland Islands, and not Tierra del Fuego, as is claimed by other sources.[2]

---

[1] V. F. Boyson, The Falkland Islands, (Oxford, 1924), p. 17.

[2] Julius Goebel Jr., The Struggle for the Falkland Islands, A Study in Legal and Diplomatic History, (New Haven, 1927), pp. 20-23.

Sebastian Cabot's Mapa Mundi shows seven islands off the coast of Patagonia just north of Baya de San Julian, named Y de Sansone, which may have been the Falklands. This chart was not published until 1544, although a Spanish State Paper of 1498 contains a reference to it. It seems evident that by 1550 this group of islands off the Patagonian coast was known to Spanish, Portuguese, and English navigators. Diego Guiterez's map of America, edited in 1562, identifies the islands as the Insules de Sanson. Mercator, in his Mappemonde of 1569 places a group of islands at 49 degrees south latitude off the coast of Patagonia, but fails to name the archipelago.

Pedro Sarmiento de Gamboa, led an expedition from Lima, Peru, which in 1579 reached the Strait of Magellan. On February 12, 1580 Gamboa took possession, "of the entire Strait and the archipelagos in both the South and the North Seas", in the name of Philip II of Spain.[2] In 1584 Gamboa returned to found the settlement of Nombre de Jesus on the Patagonian coast, and to take up the duties of Governor and Captain General. At this time he again took possession, "actually and effectively of all the mainlands and the islands

---

[1]V. F. Boyson, The Falkland Islands, (Oxford, 1924), p. 23.

[2]Jose Acre, The Malvinas (Our Snatched Little Isles), (Madrid, 1951), p. 32.

[illegible]

the coast of Patagonia [illegible]

[illegible] Y de Gerenor which [illegible]

This chart was not published [illegible] 1878. [illegible]

State Maps of 1892 contains [illegible]

evident that by 1892 this group of [illegible]

coast was known to a [illegible]

Pedro Muñoz's map of [illegible] 1892, [illegible]

the islands as the Islas de Gerenor. Therefore, [illegible]

<u>Mercurio</u> of 1892 shows a group of [illegible]

south latitude off the coast of [illegible]

[illegible] the archipelago.

Pedro Sarmiento de Gamboa, [illegible]

Isla, Zizu, which in 1580 [illegible] the [illegible]

on February 12, 1580 [illegible] "[illegible]

Strait and the archipelago [illegible]

Grace", in the year of Julio 11 of [illegible]

returned to find the settlement of [illegible]

Patagonian coast, and to take up [illegible]

and Pedro Sarmiento. At this time [illegible]

"[illegible]ly and effectively of all the [illegible] and the islands

---

[illegible] E. Lopez, [illegible] (Cuenca, [illegible]), p. [illegible].

Pedro Muñoz, [illegible] (Madrid, 1892), p. [illegible].

adjacent thereto, of the waters of the Strait of the Mother of God, before known as the Strait of Magellan, of the kingdons, mountains, valleys, plains, etc., in the name of his Catholic Majesty, King Philip II."[1]

Plancius, the Dutch cosmographer, in his Orbis Terrarum of 1592, and on his chart of 1594 calls the Falklands, the I. de Acenca.[2]

One of the first British navigators to venture into the Antarctic Ocean was Sir Francis Drake in the year 1578. Drake sailed from Plymouth, England on November 15, 1577, and after some attacks on Spanish shipping, reached the South American coast and entered the Straits of Magellan on August 17, 1578. Drake's major contribution to the realm of Antarctic exploration was that he discovered the existence of the Drake Passage, giving the cartographers a new concept of the extent of the fabled Antarctic Continent.[3]

Another British expedition under the command of Thomas Cavendish visited the south seas in 1591. John Davis, one of Cavendish's captains, was separated from the main fleet during a storm off the coast of Patagonia, and sighted unknown islands at about 50 leagues to the northeast of the Strait of Magellan, on the 14th of August, 1592. Davis did

---

[1]Jose Acre, The Malvinas (Our Snatched Little Isles), (Madrid, 1951), p. 34.

[2]V. F. Boyson, The Falkland Islands, (Oxford,1924), p. 19.

[3]E. W. Hunter Christie, The Antarctic Problem, (London, 1951), p. 37.

not attempt to make any exact geographic location of the islands he sighted except to note their distance from the Patagonian coast.[1] After sailing past the islands, he returned to course, and on August 19, 1592 entered the Strait of Magellan, reaching Cape Froward two days later. This feat has caused some authorities to doubt that the islands sighted by Davis, were the Falklands. Acre points out that it would have taken Davis a much longer period of time to sail from the Falkland Islands through the Strait to Cape Froward, than is indicated, if the islands sighted by him were the Falklands. Acre maintains that Davis may have invented the discovery to help atone for the fact that he did not rejoin the expedition after the storm that drove him to the islands, but rather returned home to England.[2] In contrast, British sources hold that Davis, was the first to discover the Falkland Islands.

A few years later, in 1593, Richard Hawkins led a British expedition to the southern ocean. According to Hawkins, his expedition was off the coast of Patagonia when it was driven by westerly winds towards a land which was unknown to him. He named this uncharted land

---

[1]A. H. Markham, The Voyages and Works of John Davis, (London, 1880), 107-108.

[2]Jose Acre, The Malvinas (Our Snatched Little Isles), (Madrid, 1951), p. 41.

[illegible]

[illegible]

Hawkins' Maiden-Land, making notes on various landforms particular to that newly discovered territory.[1] Some authors have declared that the physical description is similar to the geographic features of the Falkland Islands. Hawkins' description is as follows: "The wind continued favorable up to a latitude of 49 degrees 30 minutes, when it changed into a westerly wind. We were then according to our computations, about 50 leagues from the shore. On February 2, around two o'clock in the morning we saw towards the southwest a land which we had not expected to find so soon. We approached it, unable to conjecture as to what land it could possibly be, since we were at approximately 48 degrees and no nautical chart indicates land at that latitude...We sailed I believe, about 60 leagues along the coast...The land is flat and has a fine appearance: it is inhabited; we saw many bonfires, but were unable to speat to the inhabitants...; it has large fresh water rivers; because of its appearance and its temperate climate it reminds one of England...The western tip of the land, the first part sighted by us, lay towards the west...A flat island, about two leagues in length, is to be found about twelve to fourteen leagues to the east of this spot...; three to four leagues further on, always in an easterly

---

[1] V. F. Boyson, The Falkland Islands, (Oxford, 1924), p. 22.

direction, is to be found an opening similar to that of a broad river, or an arm of the sea...and about eight to ten leagues from this bay, about three leagues from the shore rises a huge rock which we at first took to be a fully decked ship."[1]

A great deal of ink has been spilled by various authors who have tried to prove or dis-prove the similarities between Hawkins' Maiden-Land and the Falkland Islands. Hunter Christie and others agree that Hawkins was at the right latitude, and that the large ship-like rock identifies with a noted landmark of the Falklands called the Eddystone Rock.[2] Other geographic similarities such as the broad river which may have been Falkland Sound, and the fact that Hawkins was sailing in the right direction from the South American coast to sight the Falkland Islands, prompts some writers to credit Hawkins with their discovery. However, there are those who dispute the connection of Hawkins narrative with the discovery of the Falkland Islands. Among these are Goebel, Boyson, Acre, and Chambers.

Chambers is of the opinion that Hawkins' discovery more clearly identifies with Cape Tres Puntas, on the

---

[1]Julius Goebel Jr., The Struggle for the Falkland Islands, A Study in Legal and Diplomatic History, (New Haven, 1927), p. 39.

[2]V. F. Boyson, The Falkland Islands, (Oxford, 1924), p. 24.

Patagonian coast.[1] He points out that Hawkins could not have seen any fires on the islands, because they were uninhabited at that time. Neither could Hawkins have correctly called the Falkland Islands a flat temperate land, or sailed along 60 leagues of coast without circling the archipelago. Chambers goes on to say that the broad river or arm of the sea, was the Desire River at 47 degrees 5 minutes south latitude, on the Patagonian coast. As to the large ship-like rock which in description resembles the Eddystone Rock of the Falklands, its location contradicts the direction from which Hawkins states he sailed. The rock itself has changed through the eroding action of wind and wave, until, at the present time it is much smaller than it was once said to be. For this reason it is difficult to assess its appearance as Hawkins would have seen it, and his reaction to its size.[2]

On the 21st of January, 1600, Sebald de Weert sailed northwards up the Patagonian coast. He had, with his ship the Geleof, formed a part of a Dutch expedition in search of new trade routes to the Pacific Ocean, and due to the poor condition of his ship had decided to part with the

---

[1]Jose Acre, The Malvinas (Our Snatched Little Isles), (Madrid, 1951), p. 43.

[2]B. M. Chambers, "Can Hawkin's Maiden Land be Identified as the Falkland Islands", The Geographical Journal, (April, 1901), p. 23.

expedition, and sail back to the Netherlands. On the 24th of January, three days after having left the Straits of Magellan, he found himself to the windward of three small islands, not yet marked on the Dutch charts. The islands lay at 60 leagues from the mainland, at 50 degrees 40 minutes south latitude.[1]

The newly discovered land consisted of three islands that stretched from the northeast to the southeast. The land was named the Islands of Sebald de Weert, which are now known as the Jason Islands, part of the Falkland Islands Dependencies. The three islands of the Jason group sighted by de Weert were probably Steeple Jason, Flat Jason, and Great Jason Island. Levinus Hulsius in the second volume of his Shiffarten of 1599, shows a map of South America reaching to 60 degrees south latitude. At 51 degrees south latitude he places five islands which he calls I. de Accencain, which leads some experts to identify the Islands of Sebald de Weert with Hawkins' Maiden-Land.[2]

On January 18, 1616 two Dutch captains, William Cornelison Schouten of the Unity and Jacques le Marie of the Horn, sighted and confirmed the existence of the Islands of Sebald de Weert

---

[1]Gil Octavio Munilla, Malvinas El Conflicto Angle-Espanol de 1770, (Sevilla, 1948), p. 6.

[2]V. F. Boyson, The Falkland Islands, (Oxford, 1924), p. 26.

---

at 50 degrees south latitude.[1] The islands were also sighted by William Dampier of the Batchelor's Delight who writes as follows: "January 28th, (1684), we made the Isles of Sebald de Weert in 51 degrees 25 minutes South Latitude, and 57 degrees 28 minutes longitude, West from the Lizard of England the variation 33 degrees 10 minutes. I persuaded Captain Cooke to anchor nere those islands, being sensible of Danger in our Passage thro' the Streights of Magellan, considering, especially, that men aboard the privateers are not so strictly at command as in other vessels. We came to an Anchor within two Cables' Length of the shore of the furthermost of those three islands, where we found foul rocky Ground, and the Islands barren, and destitute of trees, but some Dildo-bushes growing near the sea-side...As we found neither safe anchoring, nor fresh water at those Isles, we made the best of our way towards the Streights of Magellan."[2] Thus is recorded one of the first land falls near the Falkland Islands.

Another visit by an English ship was made in 1690 by Captain Strong of the Welfare, who named the islands Falklands' Maiden Land.[3] This name was later shortened

---

[1]Jose Acre, The Malvinas (Our Snatched Little Isles), (Madrid, 1951), p. 45.

[2]V. F. Boyson, The Falkland Islands, (Oxford, 1924), p. 27.

[3]E. W. Hunter Christie, The Antarctic Problem, (London, 1951), p. 60.

---

to the Falkland Islands, which has remained the English name for the archipelago to this day.

During the War of the Spanish Succession, (1701-1714), French vessels made numerous voyages to the south seas. Dahlgreen, the Director of the Royal Library of Stockholm, began in 1909 the publication of a work on these voyages. He asserts that from 1695 to 1749, the people of Saint-Malo made 175 voyages along the Pacific coast of South America, and to the islands of the Antarctic.[1]

One of the first of these French voyagers was Beauchesne, who in 1698 crossed the Strait of Magellan and sailed along the Pacific coast of South America as far as Guayaquil. On his return trip, Beauchesne rounded Cape Horn and on January 20, 1701 dropped anchor off the shores of East Falkland. Another Frenchman, Poiree, sailed south from Saint-Malo on February 13, 1708, and reached the Falklands on July 16th of that year.[2] Numerous other French ships, on voyages of commerce and exploration, visited the Falkland

---

[1]Jose Acre, The Malvinas (Our Snatched Little Isles), (Madrid, 1951), p. 47.

[2]Dom. Pernety, The History of a Voyage to the Malouine (or Falkland) Islands, Made in 1763 and 1764, Under the Command of M. de Bougainville, in Order to Form a Settlement There; and of Two Voyages to the Streights of Magellan, With an Account of the Patagonians: Translated from Dom. Pernety's Historical Journal Written in French, (London, 1771), p. 11.

to the Falkland Islands, which has retained the English name for the archipelago to this day.

During the War of the Spanish Succession, (1702-1714), French vessels made numerous voyages to the South Seas. Dallgren, the Director of the Royal Library of Stockholm, began in 1909 the publication of a work on these voyages. He asserts that from 1697 to 1748, the French made 215 (?) in all 177 voyages along the Pacific coast of South America, and to the islands of the Antarctic.[1]

One of the first of these French voyages was [illegible], who in 1698 crossed the Strait of Magellan and sailed along the Pacific coast of South America as far as Arequipa. On his return trip, [illegible] rounded Cape Horn and on January 20, 1701 dropped anchor off the shores of East Falkland. Another French[illegible], Pelaro, sailed south from Saint-Malo on February 13, 1701, and reached the Malouines on July 16th of that year.[2] Numerous other French ships, on voyages of commerce and exploration, visited the Falkland

---

[1] Jose Arce, The Malvinas (Las Islas Malvinas), (Madrid, 1951), p. 47.

[2] Dom. Pernety, The History of a Voyage to the Malouine (or Falkland) Islands, Made in 1763 and 1764, Under the Command of M. de Bougainville, in Order to Form a Settlement There; and of Two Voyages to the Streights of Magellan, With an Account of the Patagonians: Translated from Dom. Pernety's Historical Journal Written in French, (London, 1771), p. 11.

Islands until the Spanish occupation in 1767.

Lord Anson, in the report of his voyage around the world in 1740, called the British Admiralty's attention to the strategic value of the Falkland Islands.[1] Bougainville's establishment of a Colony at French Bay in East Falkland, on January 31, 1764, served to intensify British interest. This resulted in the dispatching of a British expedition under Commander Byron, who took possession of the Falklands, in the name of His Majesty George III, on January 23, 1765. The British later established a permanent Colony at Port Egmont on West Falkland, in 1766.[2] These attempts at colonization set the stage for a later conflict over the possession of the islands. A more complete consideration of these various incidents will be covered in the section on settlement and claims.

The Island of South Georgia was first landed upon by Anthony de la Roche, an English merchant, in 1675. South Georgia was not visited again until 1756, when the Spanish Merchantman Leon, sighted the island. South Georgia Island was later landed on and claimed for the British Crown by Captain James Cook, in 1775. The South Sandwich Islands were also discovered and named by Cook in 1775.[3]

---

[1]E. W. Hunter Christie, The Antarctic Problem, (London, 1951), p. 61.

[2]Camilo Barcia Trelles, El Problema de las Islas Malvinas, (Madrid, 1943), p. 38.

[3]William Barclay, The Land of Magellan, (London, 1926), p. 173.

Falkland until the French [illegible] in 1771.

Lord Anson, in the course of his [illegible] world in 1741, called the British Admiralty's [illegible] to the strategic value of the Falkland Islands. [illegible] Bougainville's establishment of a [illegible] East Falkland, on June 5, 1764, [illegible] British interest. This resulted in the [illegible] British expedition under Commodore Byron, who [illegible] of the Falklands, in the name of the Battery [illegible] on January 23, 1765. The British [illegible] permanent colony at Port Egmont on West Falkland, in [illegible]. There after, it is at odds with the [illegible] conflict over the possession of the Islands. [illegible] complete evaluation of these various treaties [illegible] covered in the section on Antarctica at end of [illegible].

The Island of South Georgia was first [illegible] by Anthony de la Roché, an English merchant, in 1675. [illegible] Georgia was not visited again until 1775, when the [illegible] Hermbanian Lyon, sighted the island. South Georgia [illegible] was later landed on and claimed for the British [illegible] Captain James Cook, in 1775. The South Sandwich Islands were also discovered and named by Cook in 1775.[1]

---

[1] W. Peter Grotewohl, [illegible], (Chicago, 1972), p. [illegible].

[2] Camilo Parola Trelles, [illegible], (Madrid, 1942), p. 30.

[3] William Dorsey, [illegible], (New York, [illegible]),

In 1750, a Chinese merchant succeeded in removing the coarse outer hairs from the skin of the fur seal, leaving only the beautiful under-fur. This opened up the commercial market and resulted in the beginning of an enormous demand for seal skins.[1] Consequently the fur seal was hunted to extinction in the Falkland Islands and South Georgia. The elimination of the fur seal from the islands of the north, turned the attention of the sealers toward new sealing grounds to the south. In 1819, while searching for new hunting grounds, Captain Smith of the Brig Williams, discovered the South Shetland Islands and claimed them for Great Britain.[2] During the sealing season of 1821, Smith also discovered Deception Island off the coast of the Graham Land Peninsula and thus formed the basis of a later British claim. On December 7, 1822, Captain George Powell of the sealer Dove, sighted the South Orkney Islands and took possession of them for Great Britain.[3] An example of the intensity of sealing operations may be seen via the number of seal skins taken during the season of 1801 when 122,000 skins were secured

---

[1]Russell Owen, "Who Discovered Antarctica?", The Antarctic Ocean, (London, 1951), p. 44.

[2]Admiral Lord Mountevans, The Antarctic Challenged, (New York, 1956), p. 15.

[3]Great Britain, Foreign Office, Peace Handbooks, The Falkland Islands and Kergulenen Island, No. 138, (London, 1920), p. 1.

[illegible]

[illegible]

from the beaches of South Georgia. It is estimated that during the first 25 years of the 19th century, 1,200,000 seal skins were taken.[1]

The Graham Land Peninsula is said to have been discovered by Edward Bransfield, an English naval officer, on January 30, 1820. American authorities contest Bransfield's discovery,[2] and maintain that Bransfield used altered charts to substantiate his claim. The United States insists that Graham Land was discovered by Nathaniel Palmer on November 17, 1820, and that British map makers subsequently suppressed Palmer's discovery.[3] The dispute has caused a good deal of confusion by listing the peninsula as Graham Land on British Admiralty charts, and as Palmer Land on charts produced by the American Hydrographic Office.[4]

Other important contributions to Antarctic exploration were made by Thaddeus Von Bellingshausen, a Russian naval officer, who surveyed South Georgia, the South Sandwich Islands, and various other islands off the Antarctic coast. One of his major contributions was the discovery of the

---

[1] E. W. Hunter Christie, The Antarctic Problem, (London, 1951), p. 65.

[2] Walter Sullivan, Quest for a Continent, (New York & London, 1957), p. 25-26.

[3] New York Times, February 2, 1938, p. 21.

[4] Russell Owen, "Who Discovered Antarctica", The Antarctic Ocean, (London, 1951), p. 42.

[illegible]

---

[1] W. Dexter Gardiner, [illegible] (Cambridge, 1927), p. 67.

[2] Walter Mathews, [illegible] (London, 1927), p. 27-28.

[3] [illegible], [illegible], p. [illegible].

[4] Donald Cox, "The [illegible]", [illegible] (London, 1927), p. [illegible].

islands off the coast of the Graham Land Peninsula, the largest of which he named Alexander I Land. Bellingshausen's voyages were made during the years 1819, 1820, and 1821 as part of a Russian Antarctic expedition.[1]

Numerous Antarctic explorers, such as James Weddell, and John Biscoe charted and explored the Antarctic regions during the 1830's. From 1837 to 1843, three scientific expeditions were fitted out for research in the Antarctic. France, the United States, and Great Britain sponsored these expeditions which attempted to penetrate the pack ice and sail as close to the South Pole as possible.[2]

The first interest in whaling, in Antarctic waters, came as the result of the extermination of whales in northern waters. The whales of the Arctic Ocean had been hunted commercially since the Middle Ages.[3] In later years, as whales were taken in larger numbers to provide oil, and whalebone for womens fashions, they became increasingly scarce in the North Atlantic.

The scarcity of whales in the northern waters caused interest to be taken in the possibilities of whaling in

---

[1]E. W. Hunter Christie, The Antarctic Problem, (London, 1951), p. 106.

[2]Walter Sullivan, Quest for a Continent, (New York & London, 1957), p. 27.

[3]E. W. Hunter Christie, The Antarctic Problem, (London, 1951), p. 147.

the Antarctic.[1] The whaling industry, in danger of passing out of existence through the extermination of the easily captured northern whale, dispatched expeditions to investigate the opportunities for whaling in the Antarctic. One of these expeditions under the command of Captain Edward Dallmann, set out in July of 1873 in the steam whaler Gronland. Thus the Gronland became the first propeller driven vessel to cross the Antarctic Ocean.[2]

These investigations served to prove one point, that the southern species of whale could not be caught by the methods then in use. Sail powered vessels, small boats, and hand harpoons could not cope with the wary, fast swimming whales of the southern seas. When steam powered ships were used to hunt whales in the Antarctic, it was found that though the ships were fast enough to pursue the fin-back or southern whale, they were not able, even with the use of small boats, to approach near enough to permit the use of the hand propelled harpoon.[3]

The problem of whaling in the Antarctic was solved in 1892, when a fleet of four steam driven ships, equipped with harpoons fired from deck guns, began whaling operations in

---

[1]Admiral Lord Mountevans, The Antarctic Challenged, (New York, 1955), p. 5.

[2]Walter Sullivan, Quest for a Continent, (New York & London, 1957), p. 7.

[3]Admiral Lord Mountevans, The Antarctic Challenged, (New York, 1956), p. 5.

[illegible] Lord Lorentzen, [illegible] (New York, 1[illegible]), p. 7.

[illegible] Gilliam, [illegible] (New York, 1[illegible]), p. 7.

[illegible] Lord Lorentzen, [illegible] (New York, 1[illegible]), p. 7.

the southern seas. This method allowed the whaler to approach its prey, and fire a harpoon from a distance, thus opening the era of whaling in the Antarctic. Since 1892, whaling has become the major economic enterprise of the Antarctic, south of the Falkland Islands. The future of the whaling industry is not bright due to the decreasing number of whales in the Antarctic. In an effort to conserve the species, the hunting of whales has been limited by international agreement.[1]

After 1900, interest in the Antarctic increased to such a point that expeditions frequently crossed each others' path. Such was the case with the expedition led by Scott and the group headed by Amundsen. Both these expeditions had landed in the Antarctic to make an attempt at reaching the South Pole. Amundsen was the first to reach this goal, doing so on December 14, 1912.[2] Rather than cover the other numerous expeditions to the Antarctic, which indeed would take many volumes in itself, I will close the section at this point. I shall return to the more recent expeditions only when they apply to the claims situation, as covered in the next section.

---

[1]E. W. Hunter Christie, The Antarctic Problem, (London, 1951), p. 211.

[2]Walter Sullivan, Quest for a Continent, (New York & London, 1957), p. 59.

[illegible]

---

[1] [illegible] Walter Christie, [illegible] (1963), p. [illegible].

[2] [illegible] Quillen, [illegible] (1963), p. [illegible].

Section III

A History of Claims in the Falkland Islands Dependencies

Part 1

The Argentine-British Controversy

The basis of the Argentine claim in the Antarctic assumes Argentine sovereignty over the area lying between 25 degrees and 74 degrees west longitude, and extending from the South Pole to 60 degrees south latitude.[1] This sector includes the Graham Land Peninsula and various islands lying off its shore, the South Shetland Islands, South Georgia Island, the South Orkney Islands, the South Sandwich Islands, and the Falkland Islands.[2]

Argentine claims to sovereignty in the South Atlantic stem from the early Spanish explorers, who were among the first to establish definite rights to territory in the Western Hemisphere. The Argentine Government contends that any prior claim by Spain to territory within the area of the Viceroyalty of La Plata was passed on to Argentina with its' independence in 1816.[3]

---

[1] Leopoldo Ramos Gimenez, Las Islas Malvinas y la Antartida Argentina, Atlas Documental, (Buenos Aires, 1948), p. 7.

[2] Camilo Barcia Trelles, El Problema de las Islas Malvinas, (Madrid, 1943), p. 18.

[3] Juan G. Beltran, El Zarpazo Ingles a Las Islas Malvinas, (Buenos Aires, 1934), p. 43.

Chapter III

A History of Claims to Sovereignty in Antarctica

Part I

The Argentine-British Controversy

The basis of the Argentine claim in the Antarctic answers Argentine sovereignty over the area lying between 25° 6 degrees and 74 degrees west longitude, and extending from the South Pole to 60 degrees south latitude.[1] This sector includes the Graham Land Peninsula and various islands lying off its shore, the South Orkney Islands, South Georgia Island, the South Sandwich Islands, and the Falkland Islands.[2]

Argentina claims to sovereignty in the South Atlantic ever from the early Spanish or Jesuits, who were among the first to establish definite rights to territory in the Western Hemisphere. The Argentine Government contends that any prior claim by Great to territory within the area of the Viceroyalty of La Plata was passed on to Argentina with its independence in 1816.[3]

---

[1] Leopoldo Torres Giraldez, [illegible] (Buenos Aires, 1947), p. [illegible].

[2] Pedro Torres Tedesco, [illegible] (Madrid, 1952), p. 1[illegible].

[3] Juan C. Leiton, [illegible] (Buenos Aires, 1934), p. 43.

Thus Argentina traces her claim to the Falkland Islands from the Treaty of Tordesillas in 1494, when Spain was given the right to all lands west of the 46th meridian.[1]

The meridian passes between the Falkland Islands and South Georgia Island, leaving South Georgia Island and the South Orkneys out of Spanish jurisdiction.

Unfortunately for Argentina, Papal Bulls, explorations, and discovery are not always recognized as proof of sovereignty. Grotius, Griphiander, and other authorities in the field of international law maintain that discovery does not guarantee ownership rights, but rather that possession and subsequent occupation are the main supports relating to sovereignty.[2]

The basis for the Argentine claim, however, is broad enough to include proof of occupation as well as that of Papal Bulls and Spanish explorations.

Presentation of the complete series of events leading up to the Argentine administration of the Falkland Islands, dictates a review of the facts concerning the first actual attempt at the colonization of the Falklands.

---

[1]Camilo Barcia Trelles, El Problema de las Islas Malvinas, (Madrid, 1943), p. 23.

[2]Alfred Ross, A Text-book of International Law, (London, 1947), p. 21.

The Argentine Navy has [illegible] to the [illegible] Islands from the Treaty of Tordesillas in 1494, which [illegible] gave the right to all lands west of the [illegible] .[1]

The Falklands group lies [illegible] the Falkland [illegible] and South Georgia Island, [illegible] the South Orkneys out of British Antarctica.

Uninhabited for [illegible], [illegible], [illegible], and discovery are not always recognized as [illegible] of [illegible] ty. [illegible], [illegible], and other authorities in the field of international law maintain that discovery does not guarantee ownership rights, but believe that [illegible] and subsequent occupation are the main [illegible] to sovereignty.[2]

The basis for the Argentine claim, however, is based enough to include proof of occupation as well as [illegible] of local laws and English or Spanish documents.

Presentation of the [illegible] claims of [illegible] Britain up to the Argentine administration of the Falkland Islands, dictates a review of the facts concerning the [illegible] and [illegible] at the colonization of the Falklands.

---

[1] Camilo Toscia Trelles, [illegible] (Madrid, 1962), p. 22.

[2] [illegible], [illegible] (1[illegible]), p. 21.

The first colony on the Falkland Islands was established by the French explorer Bougainville, in January of 1764.[1] Bougainville was not the first Frenchman to visit the Falklands. The islands had been landed upon many times by French sailors exploring the South Atlantic. The majority of these voyages originated from the French port of Saint-Malo, and it was from the seamen of Saint-Malo that Bougainville obtained the navigational information and geographical description necessary for his voyage.[2]

This was not Bougainville's first colonizing venture. He had been closely connected with the French colony in Canada, and after the loss of that colony, desired to re-establish France in the Western Hemisphere with a settlement in the Falklands.[3]

On April 5, 1764, Antoine Louis de Bougainville, took formal possession of the Falklands, in the name of Louis XV of France, named the islands Les Malouines, and founded the

---

[1] Dom. Pernety, The History of a Voyage to the Malouine (or Falkland) Islands, Made in 1763 and 1764, Under the Command of M. de Bougainville, in Order to Form a Settlement There; and of Two Voyages to the Streights of Magellan, with an Account of the Patagonians: Translated from Dom. Pernety's Historical Journal Written in French, (London, 1771), p. 178.

[2] V. F. Boyson, The Falkland Islands, (Oxford, 1924), p. 41.

[3] Ibid, p. 42.

The first colony on the Indian Ocean was established by the French explorer Lavergne[illegible].[1] Lavergne[illegible]ville was not the first European to visit the Seychelles. The islands had been known [illegible] by French sailors [illegible] the [illegible]. The majority of these voyages originated from the Isle of Saint-Louis, and it was [illegible] that Lavergne[illegible]ville obtained the [illegible] and geographical description necessary for his voyage.[2]

This was not Lavergne[illegible]ville's first exploitation venture. He had been already connected with the [illegible] Company in Canada, and after the loss of that colony, [illegible] re-established France in the Western Indian Ocean with a settlement in the Seychelles.[3]

On April 5, 1756, Antoine Lavergne de [illegible]ville, [illegible] formal possession of the Seychelles, in the name of Louis XV of France, raised the flag in [illegible], and [illegible]

---

[1] [illegible], The History of [illegible] (London, [illegible]), [illegible].

[2] T. Hyman, The [illegible] (London, [illegible]), p. 41.

[3] Ibid., p. 42.

town of Port Louis on East Falkland Island.[1] It was at this spot that he planned to build a settlement with supplies from the expedition's two ships, the Eagle and the Sphinx. Permanent residents for the colony consisted of two Acadian families totaling ten individuals.[2] The colonists were also provided with livestock consisting of ten heifers, two bulls, eight hogs, two boars, a few sheep, a goat, two horses, and a mare.[3]

The Spanish Government, on hearing of the French colonization, protested on the contention that the Falklands belonged to Spain as geographical dependencies of the South American Continent.

Spain was not the only nation that was to protest the establishment of the French colony. On January 15, 1765, Captain John Byron of the HMS Dolphin landed in the Falklands and claimed the islands for George III of England, in complete

---

[1]Thomas Falkner, A Description of Patagonia, and the Adjoining Parts of South America Containing an Account of the Soil, Produce, Animals, Vales, Mountains, Rivers, Lakes, and etc. of those Countries; The Religion, Government, Policy, Customs, Dress, Arms and Language of the Indian Inhabitants and Some Particulars Relating to Falkland's Islands, (London, 1774), p. 93.

[2]Dom. Pernety, The History of a Voyage to the Malouine (or Falkland) Islands, Made in 1763 and 1764, Under the Command of M. de Bougainville, in Order to Form a Settlement There; and of two Voyages to the Streights of Magellan, With an Account of the Patagonians: Translated from Dom. Pernety's Historical Journal Written in French, (London, 1771), p. 197.

[3]Ibid, p. 248.

---

[1]Thomas Falkner, A Description of Patagonia, and the Adjoining Parts of South America Containing an Account of the Soil, Produce, Animals, Vales, Mountains, Rivers, Lakes, and etc. of those Countries; The Religion, Government, Policy, Customs, Dress, Arms and Language of the Indian Inhabitants and Some Particulars Relating to Falkland's Islands, (London, 1774), p. 93.

[2]Dom. Pernety, The History of a Voyage to the Malouine (or Falkland) Islands, Made in 1763 and 1764, Under the Command of M. de Bougainville, in Order to Form a Settlement There; and of two Voyages to the Straights of Magellan, With an Account of the Patagonians: Translated from Dom. Pernety's Historical Journal Written in French, (London, 1771), p. 197.

[3]Ibid., p. 24[illegible].

ignorance of the fact that they had been claimed by France during the previous year.[1] Byron named the harbor, at which he first landed, Port Egmont in honor of the First Lord of the Admiralty John Percival, second Earl of Egmont, who had sponsored the voyage. He surveyed the islands, without finding the French colony, and then sailed for England.[2]

Byron's report to the Admiralty, following the voyage, contained a good deal of praise in favor of the establishment of a colony in the Falklands. Byron's comments prompted the Admiralty to dispatch a Captain Macbride to explore the islands thoroughly. Macbride had spent one year surveying the island group, when in December of 1766 he discovered the French colony.[3] Macbride landed and inquired of the Governor, M. de Nerville, by what authority the settlement had been established. The Governor replied, that he was there on orders of the King of France, Louis XV. Bougainville's commission for the settlement of the islands was shown to the British. Macbride repeated his order for

---

[1]V. F. Boyson, The Falkland Islands, (Oxford, 1924), p. 47.

[2]L. B. Mackinnon, Some Account of the Falkland Islands From a Six Months Residence in 1838 and 1839, (London, 1840), p. 45.

[3]Julius Goebel Jr., The Struggle for the Falkland Islands, A Study in Legal and Diplomatic History, (New Haven, 1927), p. 239.

---

the French to evacuate the islands, and then departed for Port Egmont.[1]

Spain continued her protest of the French occupation, and in the fall of 1766 the French Minister, the Duc de Choiseul, requested that Bougainville journey to Madrid to discuss the question of sovereignty. The Spanish Government remained firm in demanding the withdrawal of the French colony, but offered an indemnity for the expenses involved in the establishment of the French settlement.[2] An agreement was reached, and on October 4, 1766, papers were signed transfering the colony to Spain. The French received 618,108 livres, as an indemnity for the islands and the facilities of Port Louis.[3] The colony was formally delivered to the newly appointed Spanish Governor, Felipe Ruis Puente on April 1, 1767.

According to a royal order, the governorship of the Falklands was under the jurisdiction of the Captain-general of Buenos Aires. Between 1766 and 1770 correspondence passed between Francisco Bucareli, the Governor of Buenos Aires and Julian Arriaga, the Spanish Minister of Marine

---

[1]Julius Goebel Jr., The Struggle for the Falkland Islands, A Study in Legal and Diplomatic History, (New Haven, 1927), p. 239.

[2]Octavio Gil Munilla, Malvinas El Conflicto Anglo-Espanol De 1770, (Sevilla, 1948), p. 15.

[3]V. F. Boyson, The Falkland Islands, (Oxford, 1924), p. 49.

[illegible] to generate the [illegible] for [illegible] [illegible] [illegible].[1]

Grain contracts for a lot of [illegible], and in the fall of 1944 the [illegible] industry, [illegible] [illegible], required that [illegible] [illegible] to discuss the question of [illegible].

[illegible] [illegible] film in [illegible] the [illegible] of the Fiscal policy, but offered an [illegible] for the [illegible] involved in the establishment of the Fiscal [illegible].[2] In [illegible] [illegible], and on [illegible], 1944, [illegible] was adopted transferring the [illegible] to [illegible]. The [illegible] [illegible] 600,000 [illegible], on an [illegible] for the [illegible] and the facilities of Fiscal Levis.[3] The [illegible] was finally [illegible] to the [illegible] [illegible] [illegible], [illegible] [illegible] on April 1, 1944.

According to a [illegible] [illegible], the [illegible] [illegible] [illegible] was [illegible] the [illegible] of the [illegible] [illegible] of Inter-Amer Aires. Between 1944 and 1945 [illegible] [illegible] [illegible] Latinos Americanos [illegible], [illegible] [illegible] [illegible] and [illegible] Argelay, the [illegible] [illegible] [illegible]

---

[1] [illegible] [illegible], [illegible] [illegible] [illegible], [illegible] [illegible], [illegible] [illegible], [illegible] [illegible].

[2] [illegible] [illegible], [illegible] [illegible] [illegible], (Santiago, [illegible]), [illegible] [illegible].

[3] [illegible] [illegible], [illegible] [illegible], (New York, [illegible]), [illegible].

concerning rumors of an English settlement in the Falkland Islands or on the coast of Tierra del Fuego. These letters contained instructions, that if an English colony was discovered the members of said settlement were to be expelled by the forces of the Governor of Buenos Aires.[1]

Approximately one year after John Byron claimed the Falkland Islands in 1765, a settlement was established on Saunders Island off the coast of West Falkland. The original name that Byron had given to the harbor, Port Egmont, was retained as the name of the British settlement on Saunders Island.

Captain Macbride returned to Great Britain and was replaced by Captain Hunt as commander at Port Egmont.[2] Felipe Ruiz Puente remained in charge of the recently acquired Spanish colony on East Falkland Island, now renamed Puerto de la Soledad. On November 28, 1769, a Spanish ship from Puerto de la Soledad, the San Felipe, chanced to meet the Tamar of Port Egmont while both were on surveying expeditions.[3] Protests were exchanged, and Ruiz Puente reported the incident to the governor at Buenos Aires.

---

[1] Julius Goebel Jr., The Struggle for the Falkland Islands, A Study in Legal and Diplomatic History, (New Haven, 1927), p. 272.

[2] Jose Torre Revello, La Promesa Secreta Y El Convenio Anglo-Espanol Sobre Las Malvinas De 1771, (Buenos Aires, 1952), p. 24.

[3] V. F. Boyson, The Falkland Islands, (Oxford, 1924), p. 57.

[illegible]

[illegible]

Bucareli, as Captain-general of Buenos Aires, decided to enforce the royal order to expel the British settlers at Port Egmont. On May 17, 1770 a force of 1,400 men and five ships under the command of Captain Juan Ignacio Madariaga set out for Port Egmont.[1]

The British settlement was defended by a small detachment of 24 marines, and a few sailors from the colony's ship the Favorite. Fortifications consisted of a single blockhouse, which had been used as a storage place for supplies.[2]

Madariaga sent a letter to the British commanders, Captains Farmer and Maltby, on June 9, 1770, warning them to leave Port Egmont.[3] This warning was ignored, and consequently Madariaga bombarded the blockhouse and landed troops. The British fired a few shots and then hoisted a flag of truce. No hits had been scored on the blockhouse, nor had any of the British shells found their mark. Articles of capitulation were signed the same day, ordering the English colonists from the island.

---

[1]Gordon Ireland, Boundaries, Possessions, and Conflicts in South America, (Harvard University Press, 1938), p. 255.

[2]Bernard Penrose, An Account of the Last Expedition to Port Egmont in Falkland's Islands in the Year 1772 Together with the Transactions of the Company of the Penguin Shallop During Their Stay There, (London, 1782), p. 13.

[3]Samuel Johnson, Thoughts on the Late Transactions Respecting Falkland's Islands, (London, 1771), p. 21.

[illegible] Captain-General of [illegible], [illegible] to enforce the royal order to [illegible] the British [illegible] at Port Egmont. On [illegible], 1770, a force of [illegible] and [illegible] sailed under the [illegible] of [illegible] [illegible] set out for Port Egmont.[1]

The British settlement was [illegible] by a [illegible] detachment of 24 marines, and a few months later the colony's ship the Prudentia. Furthermore, [illegible] of a single blockhouse, which had been [illegible] for [illegible].[2]

Waterhouse sent a letter to the British [illegible], Captain Farmer and Hill, on June 9, 1770, [illegible] to leave Port Egmont.[3] This warning was [illegible], and consequently Waterhouse bombarded the blockhouse and [illegible] trees. The British fired a few shots and then [illegible] a flag of truce. To this had been served on the [illegible], for had any of the British shells [illegible] the [illegible]. Articles of capitulation were signed the [illegible], and the British colonists from the island.

---

[1] [illegible] Trefaud, [illegible], Buccaneers, and Conquists in South America, (Harvard University Press, [illegible]), p. [illegible].

[2] Bernard Perrose, An Account of the Last Expedition to Port Egmont in Falkland's Islands in the Year 1770 Together with the Transactions of the Command of H.C. [illegible] During Their Stay There, (London, [illegible]), p. [illegible].

[3] [illegible] Fidler, [illegible] [illegible] (London, [illegible]), p. [illegible].

The colonists left Port Egmont in mid July of 1770, arriving in Portsmouth on September 22. Captain Farmer and Captain Maltby immediately dispatched reports of the expulsion by Spain to the British Admiralty.[1] The British reaction was such that the Spanish ambassador, Prince Masserano, was prompted to state that Bucareli had evidently acted without any particular instructions from his Catholic Majesty.

The British government considered the incident at Port Egmont serious enough to bring about the possibility of war with Spain.[2] The Spanish Government had no desire for war, their finances were in poor condition, resulting in a deterioration of Spain's armed forces. The British were well aware of this fact, and proceeded to put pressure on Spain for the return of Port Egmont. James Harris, the British charge d'affaires, at Madrid wrote; their army is in a poor state, "and their revenues were never in a worse condition."[3]

Spain was not in any position to seek a war with the English, her armed forces were weak and the support of France was lost with the resignation of the Duc de Choiseul as Minister. Faced with the possibility of damage to her

---

[1]V. F. Boyson, The Falkland Islands, (Oxford, 1924), p. 64.

[2]Samuel Johnson, Thoughts on the Late Transactions Respecting Falklands' Islands, (London, 1771), p. 35.

[3]James Harris, First Earl of Malmesbury, Diaries and Correspondence, (London, 1844), p. 58.

[illegible]

[illegible]

[illegible]

colonial empire through a war with Britain, Spain decided to return Port Egmont to the English.

The Spanish proclamation restoring Port Egmont to Great Britain is as follows: "His Catholic Majesty does disavow the said violent enterprise...and engages to give immediate orders that Things shall be restored in the Great Malouine, at the Port called Egmont, precisely to the state in which they were before the 10th of June, 1770... The Prince de Masarane declares, at the same time, in the name of the King his master, that the engagement of his said Catholic Majesty to restore to his British Majesty the possession of the Port and Fort called Egmont cannot, nor ought, in any wise to affect the question of prior right of sovereignty of the Malouine Islands, otherwise called Falkland Islands."[1]

The order for the restoration of Port Egmont was signed on February 7, 1771. Controversy in various political circles in Britain prompted statements both pro and con concerning the return of Port Egmont. Some maintained that the restoration of Port Egmont and not the entire Falkland Island group constituted incomplete restitution. War was considered as being a convenient method to guarantee complete satisfaction. Samuel Johnson, convinced that the Falklands

---

[1]V. F. Boyson, The Falkland Islands, (Oxford, 1924), p. 68.

[illegible]

to return Fort [illegible] to the [illegible].

The [illegible] protest [illegible] to [illegible] Indian is [illegible]: "[illegible] know [illegible] ... [illegible] immediate orders that [illegible] the [illegible] Fort [illegible], [illegible] the state in which they were [illegible] [illegible], [illegible]... [illegible] de Lanno [illegible], [illegible] name of the King his master, that [illegible] and Catholic majesty to restore to the [illegible] the possession of the Fort and Port called [illegible] our right, in any wise to affect the [illegible] right of sovereignty of the Falkland Islands, [illegible] called Pallas Islands."[1]

The order for the restoration of Fort [illegible] on February 7, 1771. Controversy in [illegible] in Britain [illegible] state [illegible] return of Port Egmont. [illegible] restoration of Port Egmont and not the [illegible] Islands group [illegible] from [illegible] considered as being a [illegible] settlement. Royal Orders, [illegible]

---

[1] [illegible] Tracey, [illegible] (London, [illegible]), [illegible].

consisted of a singular island at the end of the earth, had this to say, "It is an island thrown aside for human use, stormy in winter, barren in summer, an island which not the southern savages have dignified with habitation; where a garrison must be kept in a state that contemplates with envy the exiles of Siberia of which the expense will be perpetual and the use only occasional."[1] At this time rumors circulated in Spain and Britain concerning a secret verbal agreement regarding the restitution of Port Egmont. Harris, the British representative at Madrid, writes in a report dated February 14, 1771: "They keep the declaration as secret as possible, they also report that we have given a verbal assurance to evacuate Falklands' Island in the space of two months."[2]

Goebel supports the possibility that a secret promise may have entered into the negotiations for the restitution of Port Egmont.[3] However, as yet, no author has been able to prove the positive existence of such a promise, or

---

[1]Samuel Johnson, Thoughts on the Late Transactions Respecting Falklands' Islands, (London, 1771), p. 40.

[2]James Harris, First Earl of Malmesbury, Diaries and Correspondence, (London, 1844), Vol. II, p. 77.

[3]Julius Goebel Jr., The Struggle for the Falkland Islands, A Study in Legal and Diplomatic History, (New Haven, 1927), p. 308.

[illegible]

to return Fort [illegible] to [illegible] Indian.

The Spanish [illegible] [illegible]

[illegible] Indian is [illegible]: "[illegible]

[illegible] ... [illegible]

[illegible] orders that [illegible]

[illegible] Indian, at the [illegible] called [illegible], [illegible] to

the state in which it was [illegible] [illegible], [illegible]...

The Indian de Barrado [illegible], [illegible]

[illegible] of the King's [illegible], [illegible]

and Catalina [illegible] to return to the [illegible]

the possession of the Fort and Port called [illegible],

nor could, in any wise to affect the [illegible] [illegible]

right of a [illegible] of the Falsa Indian, [illegible]

called [illegible] Island."[1]

The order for the restoration of [illegible] on February 7, 1781. Controversy in [illegible] [illegible] in Indian provided [illegible] [illegible] the return of Fort [illegible]. [illegible] that the restoration of Fort [illegible] and not the [illegible] Island [illegible] [illegible]. [illegible] considered as being a [illegible] satisfaction. [illegible] Spanish, [illegible]

---

[1] T. [illegible], [illegible] (New York, [illegible]), [illegible].

consisted of a singular island at the end of the earth, had this to say, "It is an island thrown aside for human use, stormy in winter, barren in summer, an island which not the southern savages have dignified with habitation; where a garrison must be kept in a state that contemplates with envy the exiles of Siberia of which the expense will be perpetual and the use only occasional."[1] At this time rumors circulated in Spain and Britain concerning a secret verbal agreement regarding the restitution of Port Egmont. Harris, the British representative at Madrid, writes in a report dated February 14, 1771: "They keep the declaration as secret as possible, they also report that we have given a verbal assurance to evacuate Falklands' Island in the space of two months."[2]

Goebel supports the possibility that a secret promise may have entered into the negotiations for the restitution of Port Egmont.[3] However, as yet, no author has been able to prove the positive existence of such a promise, or

---

[1]Samuel Johnson, Thoughts on the Late Transactions Respecting Falklands' Islands, (London, 1771), p. 40.

[2]James Harris, First Earl of Malmesbury, Diaries and Correspondence, (London, 1844), Vol. II, p. 77.

[3]Julius Goebel Jr., The Struggle for the Falkland Islands, A Study in Legal and Diplomatic History, (New Haven, 1927), p. 308.

[illegible] consisted of a circular island at the end of the world, [illegible] that is to say, "It is an island [illegible] human use, storey in width, [illegible] one, an island which not the southern extreme [illegible] habitation; where a person must be born in a state that contemplates with envy the exile of Atlantis or which the [illegible] exposes will be perpetual and the sun only one [illegible]."[4] At this time rumors circulated in Greek and Latin concerning a secret verbal agreement regarding the penitentiation of Fort Ticonderoga. Parts, the British commandant at Isabella, writes in a report dated February 7th, 1771: "They keep the deliberation as secret as possible, they also report that we have given a verbal promise to evacuate Falklands' Island in the space of two months."[5]

Gordel [illegible] the possibility that a secret treaty may have entered into the negotiations for the evacuation of Fort Ticonderoga.[6] However, as yet, no author has been able to prove the positive existence of such a treaty, or

---

[1] Conrad Johnson, [illegible] (London, 1771), p. [illegible].

[2] James Parts, [illegible] (London, [illegible]), vol. I, p. [illegible].

[3] Julius Gordel Jr., [illegible] (London, 1[illegible]), p. [illegible].

definitely evaluate the obligations involved.

On September 16, 1771, British subjects again occupied Port Egmont.[1] The colony received little support from the British Government, interest falling to such a low ebb, that in March of 1772 forces in the Falklands were reduced to one sloop with a compliment of 50 men, and 25 marines.

Interest revived sufficiently in 1773 for the fitting out of a scientific expedition to survey the Falklands. The expedition consisted of the ship Endeavour which carried the dismantled parts of a small vessel named the Penguin, and the Penguin's commander, Samuel Clayton. The Endeavour reached Port Egmont in February of 1773, the Penguin being launched in April of that year, to enable the expedition to explore the shoal waters of the Falklands.[2]

The adventures of the Penguin in the Falkland Islands were recorded by the ship's surgeon, Bernard Penrose. Penrose also included a description of the condition of the British settlement in 1773. Macbride's blockhouse was still the most commanding structure in the settlement. Most of the other shelters were constructed of drift wood, and roofed with turf bound on rafters made from the ribs

---

[1] Leopoldo Ramos Gimenez, Las Islas Malvinas y la Antartica Argentina, Atlas Documental, (Buenos Aires, 1948), p. 12.

[2] V. F. Boyson, The Falkland Islands, (Oxford, 1924), p. 75.

[illegible]

of whales. The Governors residence was little better, waterproofed with tarred canvas and having a ships funnel for a chimney.[1]

Further economy measures, or the presence of some previous agreement to evacuate, caused the British Government to discontinue the colony on the southern shore of Saunders Island in the Falkland Islands Archipelago.

On the 23rd of April, 1774, the Endeavour arrived at Port Egmont with orders to evacuate the settlement.[2] Before taking leave of the Falkland Islands on May 20, 1774, the British commanding officer, Lieutenant S. W. Clayton left a lead plate on the settlement's blockhouse. The plate was inscribed as follows: "The Falkland Islands, with this fort, the storehouses, wharfs, harbors, bays, and creeks thereunto belonging are the sole right and property of His Most Sacred Majesty George the Third, King of Great Britain, France and Ireland, Defender of the Faith, etc. In witness whereof this plate is set up, and his Britannic Majesty's colors left flying as a mark of possession."[3]

---

[1]Bernard Penrose, An Account of the Last Expedition to Port Egmont in Falklands' Islands in the Year 1772 Together With the Transactions of the Company of the Penguin Shallop During Their Stay There, (London, 1782), p. 14.

[2]British and Foreign State Papers 1833-1834, Vol. 22, (London, 1847), pp. 1393-1394.

[3]Bernard Penrose, An Account of the Last Expedition to Port Egmont in Falklands' Islands in the Year 1772 Together With the Transactions of the Company of the Penguin Shallop During Their Stay There, (London, 1782), p. 76-77.

[illegible] of [illegible]. The [illegible] [illegible] [illegible],
waterproofed with tarred [illegible] and [illegible] [illegible] [illegible]
[illegible] a [illegible].[1]

Partly as [illegible] [illegible], on the [illegible] of [illegible]
[illegible] [illegible] to [illegible], [illegible] [illegible] [illegible]
[illegible] to disentangle the [illegible] on the [illegible] [illegible] of
[illegible] [illegible] in the [illegible] [illegible] [illegible] [illegible].

On the 23rd of April, 1944, [illegible] [illegible] [illegible]
left Egypt with orders to evacuate the [illegible].[2]
[illegible] taking leave of the [illegible] [illegible] [illegible] 23, 1944,
the British commanding officer, [illegible] E. W. [illegible]
left a lead plate on the [illegible] [illegible]. The plate
was inscribed as follows: "The [illegible], with this
fort, the storehouses, [illegible], [illegible], [illegible], [illegible]
[illegible] belonging are the [illegible] [illegible] of
the last Sacred Infantry [illegible] the Eighth, King of [illegible]
Italy, France and Ireland, [illegible] of the [illegible], etc.
In witness whereof this plate is set up, [illegible] [illegible]
[illegible]'s colors Left Egypt as a [illegible] of [illegible]."[3]

---

[1] [illegible]

[2] [illegible]

[3] [illegible]

The voluntary abandoning of the colony at Port Egmont by the British in 1774, constitutes a segment of contestability under the Argentine claim. The argument is that the abandonment of Port Egmont was in accord with a secret agreement between Spain and England and that the failure of the British Government to make any reservations regarding its sovereignty over the Falkland Islands in 1771, was a legal recognition of Spain's sovereignty in that area.[1] This last point presents a problem as to its interpretation and the application of international law.

The British viewpoint, based on the English law of property, holds that the restoration of Port Egmont in no way affected the question of sovereignty, except to restore the situation as it was prior to Madariaga's forceful removal of the British.

International Law as applied to abandonment holds that when a possession is abandoned it returns to its original state. The proof of abandonment is difficult to evaluate, as sources differ on the qualifications constituting abandonment. In this respect, Jhering holds that the right of possession is relinquished once an area is abandoned; while Savigan maintains that possession is not surrendered by an act of abandonment, as long as the possibility remains

---

[1]Alfredo L. Palacios, Las Islas Malvinas, (Buenos Aires, 1934), pp. 105-111.

[illegible]

[illegible]

of regaining the abandoned object.[1] Conflict on this point abounds in International Law, the result of which has been that nations have respected occupation as being the strongest guarantee of possession. Consequently the application of International Law has had little effect on the status of sovereignty in the Falkland Islands.

Shortly after the British evacuation of Port Egmont an expedition was dispatched from the Spanish colony at Puerto de la Soledad, to survey Port Egmont. The commander of the survey party, Juan Pascual Callejas, removed Clayton's inscription, and placed it in the government archives at Buenos Aires.[2]

In 1777 the Governor of Puerto de la Soledad, Ramon Caraza received directions that all traces of the English colony at Port Egmont should be destroyed. Spain also continued to protest the use of the Falklands as whaling and sealing grounds by foreign ships.

The Spanish settlement at Puerto de la Soledad continued to prosper, and in 1785 boasted of 34 buildings and a population of about 100 individuals.[3] Sheepherding and fishing were the primary occupations in the colony at this time.

---

[1]Julius Goebel Jr., The Struggle for the Falkland Islands, A Study in Legal and Diplomatic History, (New Haven, 1927), p. 415.

[2]V. F. Boyson, The Falkland Islands, (Oxford, 1924), p. 78.

[3]Ibid, p. 79.

of regulating the slave trade.[1] In fact, on this point Britain in International Law, the result of which is that matters have reached confusion as to the proper exercise of prerogative. Internationally the Law Officers of International Law has had little effect on the conduct of commerce in the Indian Ocean.

Shortly after the British occupation of Mauritius was discharged from the British colony at Puerto de la Estrella, to survey that port. The commander of the survey party, Sir Thomas Phillips, reported favorably on the harbor, and placed it in the government's hands. Thus a base was there.[2]

In 1777 the governor of Puerto de la Estrella, Rodrigo, received directions that all traces of the British colony at that Fort should be destroyed. Again also orders were issued that the use of the Fort be as a trading and supply station by foreign ships.

The Spanish settlement at Puerto de la Estrella existed in process, and in 1787 included of 94 buildings and a population of about 120 Britishers.[3] Shipbuilding and fishing were the primary occupations in the colony at this time.

---

[1] Julius Goebel Jr., The Law of the Sea [illegible] (New [illegible]), p. [illegible].

[2] H. T. Lowe, The [illegible] (London, 1[illegible]), p. [illegible].

[3] Ibid, p. 72.

The last Spanish Governor of the Falkland Islands was Juan Crisostomo Martinez who abandoned his post at Puerto de la Soledad in June of 1806. He had received information that the British had occupied Buenos Aires. Buenos Aires had been taken by an English force under Beresford in 1806, but had been regained by the colonial militia commanded by Jacques de Liniers in August of 1806. Martinez never returned to his post, and it does not appear that a Spanish Governor was appointed to take his place, although the colony still continued to exist at Puerto de la Soledad.[1]

The Napoleonic conquest of Spain allowed the government in New Spain a measure of independence. On January 8, 1811, the governing junta at Buenos Aires decided to discontinue the colony at Puerto de la Soledad, because of the expense involved in maintaining the settlement.[2] The islands lay abandoned, visited only by sealing and whaling ships, until the government at Buenos Aires chose to renew occupation in 1820. The newly independent nation of Argentina was anxious to secure all of the territory previously controlled by the Viceroyalty of Rio de la Plata, and on November 6, 1820, dispatched Colonel Daniel Jewitt of the frigate

---

[1]Julius Goebel Jr., The Struggle for the Falkland Islands, A Study in Legal and Diplomatic History, (New Haven, 1927), p. 432.

[2]John W. White, Argentina, (New York, 1942), p. 276.

[illegible]

[illegible]

Heroina to take formal possession of the Falkland Islands.[1]

Jewitt surveyed the islands, and discovered as many as 50 vessels using the waters of the Falkland Islands for sealing and whaling. He then gave notice that the laws of Argentina forbade all fishing and hunting in the islands, and added that offenders would be sent to Buenos Aires for trial.[2] A British expedition commanded by James Weddell was also in the Falklands at this time. Weddell reports that Jewitt told him of his governments' orders to take possession of the Falkland Islands.[3] In a note dated November 9, 1920, Jewitt informed the nations of the world of the new regulations to be applied by Argentina in the Falkland Islands.

In 1823 the Government of Argentina selected Pablo Aregusti as governor of the Falkland Islands. In the same year, the government at Buenos Aires granted a parcel of land, and the use of the island's fisheries to Jorge Pacheco and Louis Vernet.[4]

On January 28, 1828, Vernet received an additional grant of the island of Staatenland plus all the lands off

---

[1] British and Foreign State Papers 1832-1833, Vol. 20, (London, 1836), p. 422.

[2] Ibid, p. 419.

[3] James Weddell, A Voyage Towards The South Pole, (London, 1825), p. 104.

[4] British and Foreign State Papers 1832-1833, Vol. 20, (London, 1836), pp. 420-421.

[illegible]

[illegible]

[illegible]

[illegible]

the western shore of East Falkland except those previously granted to Pacheco. The grant was to be free of taxes for 20 years and to enjoy the right of exclusive fishing in the waters surrounding the Falklands. These concessions were distributed on the condition that a colony should be established within three years.[1] The Argentine Government also reserved an area of ten square leagues on the Bay of San Carlos for its' own use.

On June 10, 1828, Vernet was appointed military and political governor, charged to uphold the law, and to enforce the fishery regulations.

Vernet's first attempt to enforce the fishery regulations occurred on July 30, 1831, when he seized the schooner Harriet, of Stonington Connecticut, under Captain Gilbert R. Davison,[2] and two other United States vessels, the schooner Superior of New York under Captain Stephen Congar, and the schooner Breakwater, Captain Carew commanding. The Breakwater later escaped, leaving Captain Carew in the custody of Vernet.[3] The Superior, was allowed to give security for her reappearance, and proceeded to a new sealing ground.

---

[1]William R. Manning, Diplomatic Correspondence of the United States Inter-american Affairs 1831-1860, Vol. I, (Washington, 1932), p. 89.

[2]Ibid, p. 5.

[3]Ibid, p. 101-102.

The United States Minister to Argentina, John M. Forbes, had died shortly before the outbreak of the sealing troubles, leaving the Consul as United States representative in Argentina.[1] Consul George W. Slacum wrote to Tomas Manuel de Anchorena, Argentine Minister of Foreign Affairs, concerning the seizure of the American sealing vessels. In this correspondence, Slacum denied the right of the Buenos Aires Government to regulate the hunting of seals. He also advanced the right of the United States to the fisheries of the Falkland Islands.[2]

In December 1831, the United States sloop of war Lexington, under Commander Silas Duncan arrived at Buenos Aires on the premise of protecting American citizens in the Falkland Islands.[3] Duncan demanded the surrender of Vernet, to be tried as a pirate, but gave the Buenos Aires Government the alternative of punishing Vernet for his alleged acts of piracy. Commander Duncan and the Lexington then proceeded to the Falkland Islands, landing there on December 31, 1831.[4]

---

[1] Julius Goebel Jr., The Struggle for the Falkland Islands, A Study in Legal and Diplomatic History, (New Haven, 1927), p. 440.

[2] Ibid, pp. 72-79.

[3] British and Foreign State Papers 1832-1833, Vol. 20, (London, 1836), p. 317.

[4] William R. Manning, Diplomatic Correspondence of the United States Inter-american Affairs 1831-1860, Vol. I, (Washington, 1932), pp. 72-79.

The United States [illegible] Pacific. Formerly, had died shortly before the outbreak of the [illegible] war, leaving the General as the [illegible] [illegible] Japanese.[1] General [illegible] to [illegible] de Anchorena, Argentine Minister of Foreign Affairs, [illegible] the silence of the [illegible] [illegible]. In this course [illegible], Sisson [illegible] United States Government to negotiate the [illegible] of [illegible] advanced the rights of the United States to the Philippines of the Philippine Islands.[2]

In December 1917, the United States [illegible] Lansing, which [illegible] United States on the [illegible] of protecting [illegible] citizens in the Philippine Islands.[3] [illegible] the [illegible] Barret, to be tried as a pirate, but [illegible] government the alternative of [illegible] Barret for his alleged acts of piracy. On [illegible] Lansing and the [illegible] then proceeded to the Philippine Islands, [illegible] [illegible] 27, 1917.[4]

---

[1] Julius Goebel Jr., [illegible] Pacific [illegible] A Study in [illegible] (New York, 1927), p. [illegible].

[2] Ibid., pp. 72-73.

[3] [illegible] and Foreign [illegible] (Washington, 1918), p. 314.

[4] William T. Hornady, [illegible] (Washington, 1922), pp. 75-76.

The American force destroyed the artillery defenses of Puerto de la Soledad, burned the powder magazine, and took six Argentines as prisoners to Montevideo.[1] The prisoners were later released, but the incident resulted in a chain of protests and bad feeling between the representatives of the United States and Argentina.

Commander Duncan's charge of piracy against Vernet has been challenged by various sources, contemporary and modern. Goebel, Boyson, Acre, and others, have come to the conclusion that Vernet possessed a reliable reputation among those who had visited in the Falklands prior to Duncan's expedition. Louis Vernet, a naturalized South American, French by birth, was appointed Governor of the Falklands by the Argentine Government on June 10, 1828. A contemporary of Vernet's, G. T. Whitington speaks well of Vernet's hospitality and character.[2] Whitington upholds the fact that Vernet was the official representative of the Buenos Aires Government. Another report is given by L. B. Mackinnon, who had negotiated with Vernet to obtain grants of land and fishing privilages on East Falkland and Staatenland Island. Mackinnon attests to the reliability of Vernet, and gives a sympathetic account of Vernet's

---

[1] William R. Manning, Diplomatic Correspondence of the United States Inter-american Affairs 1831-1860, Vol. I, (Washington, 1932), pp. 210-222.

[2] G. T. Whitington, The Falkland Islands Compiled From a Ten Years Investigation of the Subject, (London, 1840), p. 11.

[illegible]

[illegible]

treatment at the hands of Commander Duncan.[1] Fitzroy also speaks well of Vernet, referring to him as a cultured well educated person without the traits usually associated with a pirate or brigand.[2] Commander Duncan's charges of piracy carried the day with the United States Government, however, and from that time forward Argentine protests were looked upon with a disdainful eye.

On December 20, 1832, the British warships Clio, and Tyne arrived at the ruins of Port Egmont, where Commander J. J. Onslow put up a notice of possession. On January 2, 1833, Onslow sailed to Puerto Soledad, where he met the Argentine schooner Sarandi, under the command of Jose Maria de Pinedo. Onslow informed Pinedo that he had come to take possession of the islands in the name of His Britannic Majesty, and requested Pinedo to lower the Argentine flag and to leave the islands.[3] Pinedo refused, whereupon Onslow lowered the Argentine flag and presented it to Pinedo aboard the Sarandi.[4]

---

[1] L. B. Mackinnon, Some Account of the Falkland Islands From a Six Months Residence in 1838 and 1839, (London, 1840), p. 6.

[2] R. Fitzroy, Narrative of the Surveying Voyages of H.M.S. Adventurer and Beagle, (London, 1839), Vol. 2, p. 266.

[3] British and Foreign State Papers 1832-1833, Vol. 20, (London, 1836), pp. 1194-1199.

[4] G. T. Whitington, The Falkland Islands Compiled From a Ten Years Investigation of the Subject, (London, 1840), p. 16.

On January 24, 1833, shortly after Pinedo's arrival in Buenos Aires, the Argentine Government protested the British action concerning the Falkland Islands. Numerous notes were exchanged, in which the British upheld their possession of the Falklands by right of discovery and prior settlement. Formal protests were renewed in 1834 and 1841, by Manuel Moreno, Argentine Minister to London, but to no avail.[1]

In view of the legality of the situation, M. F. Lindley, international jurist, has this to say: "In 1832 Great Britain again took possession of the islands, in spite of the vigorous protests of the Argentine Republic. But it cannot be said that the notice left on the fort, which, moreover, appears to have been destroyed in 1781, was sufficient evidence, over the whole intervening period, of her intention to retake the islands, and it would appear that any rights she may have had in 1774 had been abandoned before 1832."[2]

Whatever the legal situation, the British Government stationed a representative in the Falklands to warn all foreign vessels to desist from fishing, sealing or whaling. Shortly after seizure of the Falklands in 1833, pamphlets

---

[1] British and Foreign State Papers 1842-1843, Vol. 31, (London, 1858), pp. 1003-1004.

[2] M. F. Lindley, The Acquisition and Government of Backward Territory in International Law, (London, 1926), p. 51.

and speeches began to be published on the use of the newly acquired territory. Some advocated a penal settlement, while others such as Thomas Cochrane, Tenth Earl of Dundonald, spoke for the establishment of a commercial colony and naval station.[1]

In 1838 the British Representative, a Lieutenant Smith appropriated Vernet's property in the name of the Crown. The property consisted of 800 oxen, 10 stone houses, 60 hunting horses, 400 tame bullocks, and 1000 seal skins.[2] Vernet later filed a claim for compensation on the property which he valued at 14,296 pounds sterling. He received no payment and eventually gave up all hope of ever regaining the value of his lost property.

The English left little doubt of their intentions, when on April 11, 1843, the British Parliament established an Act, "to enable Her Majesty to provide for the Government of Her Settlements on the Coast of Africa and in the Falkland Islands."[3]

---

[1]G. T. Whitington, The Falkland Islands Compiled From a Ten Years Investigation of the Subject, (London, 1840), p. 30.

[2]Letters From M. Louis Vernet to the Right Hon. Lord Stanley Sec. of State for the Colonies, Concerning His Claims on the British Government and the Neglect of the Colony of the Falkland Islands, (London, 1858), p. 14.

[3]British and Foreign State Papers 1842-1843, Vol. 31, (London, 1858), pp. 1211-1212.

The Argentines made an effort to regain the islands by requesting that the United States invoke the Monroe Doctrine. The United States was evasive and stated that the Monroe Doctrine could not be applied until the Argentine Government could provide proof that the Falkland Islands had been a possession of Argentina prior to the British occupation. The Argentine claim failed to impress the United States Government and for this and other reasons the Monroe Doctrine was not applied.[1] Vernet's seizure of American ships was probably a contributing factor in the United States decision not to offer an opinion on the Falkland Islands question. The failure of the United States to take a stand in favor of the Argentine claim has prompted speculation concerning a possible agreement between the United States and Great Britain on the application of the Monroe Doctrine in the case of the Falklands.[2] No documented evidence is known that would support this point, which due to the long period of British control, may be discounted as having any serious bearing on a settlement of the dispute at the present time.

In 1839, General Carlos M. de Alvear, Argentine Minister to the United States, presented a claim for Vernet's losses,

---

[1]"The Falkland Islands Dispute Between the United States and Argentina", The Hispanic American Historical Review, (November, 1929), Vol. IX, No. 4, p. 486.

[2]Gaston Nerval, Autopsy of the Monroe Doctrine, (New York, 1934), pp. 155-167.

[illegible]

[illegible]

[illegible]

sustained through the actions of Commander Duncan in 1831. Secretary of State Daniel Webster answered on December 4, 1841, that as the right of the Argentine Government to the Falkland Islands was contested by another power, under a claim antecedent to the acts of Duncan, the United States ought not to give a final reply until that controversy had been settled.[1] The Argentine claim was renewed in 1884, and again refused by the United States. President Grover Cleveland, in his first annual message of December 8, 1885, stated Duncan's action as, "breaking up a piratical colony", and declared that the American Government considered the Argentine claim as wholly groundless.[2]

Argentina continued to regard British possession of the Falkland Islands as unlawful and continued to make periodic protests. After 1914 these protests were resumed on an annual basis.

Argentina's attempt to establish a claim to Graham Land began in 1904, with the installation of a weather station on Laurie Island in the South Orkney group. The fact that this weather station has been continuously occupied since 1904 constitutes Argentina's claim to Laurie Island. In 1928, a dispute developed between the British and Argentines

---

[1]William R. Manning, Diplomatic Correspondence of the United States Inter-american Affairs 1831-1860, Vol. I, (Washington, 1932), pp. 210-229.

[2]Gordon Ireland, Boundaries, Possessions, and Conflicts in South America, (Harvard University Press, 1938), p. 259.

---

over the application of the Letters Patent of March 28, 1917, which defined the territorial limits of the Falkland Islands Dependencies.[1] Great Britain protested the Argentine occupation of Laurie Island as a violation of the territorial limits of the Falkland Islands Dependencies. The British Government declined to take any action and Argentina continued the maintenance of the weather station on Laurie Island.[2] Argentina repeated her periodic claims, but took no action in establishing additional bases in the Antarctic until after 1940.

In 1942 the Argentine ship 1 de Mayo, left a bronze tablet on Deception Island, off the coast of Graham Land, announcing that possession had been taken of all lands south of latitude 60 degrees south and lying between longitudes 25 degrees west, and 68 degrees west.[3]

Argentine activity continued in 1947, with the establishment of a base on Gamma Island, off the west coast of Graham Land.[4] The usual exchange of notes began, the British protesting, and the Argentines defending their claim. In 1948, the Argentine Government set up a base on Deception

---

[1]New York Times, December 21, 1947, p. 34.

[2]C.H.M. Waldock, "Disputed Sovereignty in the Falkland Islands", The British Year Book of International Law, (Oxford, 1948), p. 348.

[3]New York Times, January 13, 1952, p. 4.

[4]New York Times, April 3, 1947, p. 3.

Island. The island has an important location in that it provides ready access to the entire west coast of the Graham Land Peninsula. This, plus the fact that Deception Island possesses the only good harbor in the area, as well as a landing strip for aircraft, makes the island an ideal strategic base.[1]

The claims situation became tense in 1948, when an Argentine naval squadron consisting of three cruisers, six destroyers, and a number of smaller craft, held maneuvers in the Antarctic Ocean. The British Government became alarmed by this activity, and ordered the cruiser Nigeria to begin an, "inspection voyage", in that area.[2] The expected meeting between the Argentine and British ships never materialized as the Argentine naval unit sailed northward towards Puerto Belgrano before the arrival of the English cruiser.[3]

Continued activity, in the form of scientific expeditions and the establishment of weather stations, went on without incident until February 3, 1952. At this time, an Argentine shore party fired a machine gun over the heads of a British scientific expedition landing from the survey ship John Biscoe, at Hope Bay, Graham Land.[4] The British party was

---

[1] New York Times, February 23, 1948, p. 8.

[2] New York Times, February 16, 1948, p. 13.

[3] New York Times, February 25, 1948, p. 4.

[4] New York Times, February 3, 1952, p. 1.

[illegible]

later allowed to land and the Argentine Government apologized, stating that the commander of the shore party had acted in error.[1]

Events progressed smoothly until February 20, 1953, when a British force landed at Deception Island. The British arrested two Argentines found at the base, and then proceeded to dismantle both it and an unused Chilean weather station.[2] The Argentine Government protested the action, which the British countered by charging the Argentines with trespassing.[3]

There have been various minor incidents since 1953, one of which was the banning by Argentina of a United Nations publication listing the Falkland Island Dependencies as a British possession.[4] The British in return have continued to protest the establishment of Argentine bases within the Falkland Island Dependencies. In 1957, before the limitations on territorial expansion, Argentina possessed eight bases scattered along both coasts of the Graham Land Peninsula and the shores of the Weddell Sea.[5]

---

[1] New York Times, February 5, 1952, p. 16.

[2] New York Times, February 20, 1953, p. 6.

[3] New York Times, February 24, 1953, p. 3.

[4] New York Times, June 2, 1956, p. 3.

[5] United States Naval Institute Proceedings, Vol. No. 83, No. 3, March, 1957, pp. 308-309.

[illegible]

[illegible]

Tensions have eased since the incidents of 1948 and 1953. The International Geophysical Year of 1957-1958, with its varied scientific research projects, set a precedent for cooperation between nations in the Antarctic. The spirit of cooperation was carried on after the end of the Geophysical Year with the signing of The Twelve Nation Treaty governing exploration and claims in the Antarctic. The treaty became effective in December of 1959, subject to ratification by the signatory nations. These twelve nations were, the United States, Argentina, Australia, Belgium, Great Britain, Chile, France, Japan, New Zealand, Norway, the Union of South Africa, and the Union of Soviet Socialist Republics.[1]

The Twelve Nation Treaty provides for the demilitarization of the Antarctic, the promotion of scientific investigation, the peaceful settlement of disputes, and prescribes a ban on nuclear explosions and the dumping of radioactive wastes.[2] The treaty applies to, "the area south of 60 degrees South Latitude, including all ice shelves."[3]

The Twelve Nation Treaty has also made an important contribution towards the peaceful settlement of the claims

---

[1]New York Times, May 4, 1958, p. 1.

[2]New York Times, August 11, 1960, p. 1.

[3]Howard J. Taubenfeld, "A Treaty for Antarctica", International Conciliation, (January, 1961), No. 531, p. 314.

[illegible] have [illegible] since the [illegible] of [illegible] [illegible]. The Intergovernmental [illegible] [illegible], with its vast scientific resources [illegible], can [illegible] precedent for cooperation [illegible] [illegible]. The habit of cooperation was [illegible] [illegible] of the geophysical Year with the [illegible] [illegible] Nation Treaty governing [illegible] [illegible] a reality. The treaty bears [illegible] [illegible] [illegible], and it is satisfying [illegible] [illegible] [illegible] twelve nations were, the United [illegible], [illegible], Australia, Belgium, Great Britain, [illegible], [illegible], [illegible], [illegible], Norway, the [illegible] of South Africa, and the [illegible] of [illegible] Socialist Republics.[1]

The Twelve Nation Treaty provides for the [illegible] [illegible] of the Antarctic, the promotion of [illegible] [illegible] [illegible], the peaceful settlement of disputes, [illegible] [illegible] [illegible] or nuclear explosions and the [illegible] [illegible] [illegible] waste.[2] The treaty [illegible] to, "the [illegible] [illegible] [illegible] a South Institute, [illegible] all [illegible] [illegible]."[3]

The Twelve Nation Treaty has [illegible] [illegible] contribution towards the peaceful settlement of the [illegible]

---

[1] New York Times, May [illegible], 1959, p. [illegible].

[2] New York Times, March 18, 1959, p. [illegible].

[3] Howard E. [illegible], "[illegible] [illegible]," International Organization (Autumn [illegible], 1959), p. [illegible].

situation in the Antarctic. This contribution is embodied in a resolution freezing the status of territorial claims, thereby establishing a means of easing tensions and improving international relations in the Antarctic.[1]

The status quo established by the treaty has served to eliminate the acquisition of any additional territory in the Antarctic. The Argentine Government has gone along with the general status quo and has ceased activity in the Antarctic aside from participation in international scientific exploration.

Part 2

Chilean Antarctic Claims

The Chilean claim lends some confusion in that it overlaps both the Argentine claim and the area occupied by the Falkland Island Dependencies.[2]

According to Chilean Decree No. 1747, issued by President Aguirre Cerda on November 6th, 1940: "All lands, islands, islets, reefs of rocks, glaciers already known or to be discovered, and their respective territorial waters in the sector between longitudes 53 degrees and

---

[1] Current History, (February 1960), Vol. 38, pp. 115-116.

[2] C.H.M. Waldock, "Disputed Sovereignty in the Falkland Islands", The British Year Book of International Law, (Oxford, 1948), p. 332.

of claim in the Antarctic. [illegible] in a resolution [illegible] the [illegible], thereby solidifying a [illegible] [illegible].[1]

[illegible] to substantiate the acquisition of [illegible] territory in the Antarctic. The Argentine [illegible] general statement [illegible] Antarctic only from [illegible] [illegible].

Section 2

Chile in Antarctic Waters

The Chilean claim finds some confirmation in the fact that [illegible] 1811 [illegible] the Chilean [illegible].[2]

According to [illegible] [illegible], [illegible], [illegible], [illegible] of roads, [illegible] known or to be discovered, and [illegible] in the [illegible].

---

[1] [illegible]

[2] [illegible]

90 degrees west, constitutes the Chilean Antarctic or Chilean Antarctic territory."[1]

Chile dates her sovereignty in the Antarctic from a grant given to Sancho de la Hoz by Charles I of Spain, consisting of all territories situated to the south of the Straits of Magellan. Chile, unlike Argentina, has no long record of activity or occupation of territory in the Antarctic. Consequently the Chilean Government has been at a disadvantage in backing its claims position in areas previously claimed by other nations.

The Chileans showed little interest in the Antarctic until that expressed by the Presidential Decree of 1940. Prior to 1940 Chilean activity was confined to scattered whaling and sealing operations, most of which ended before 1914.[2] Shortly after World War II the ideas expressed by President Aguirre Cerda were implemented by the occupation of territory in the Antarctic. The first Chilean base was established on February 20, 1947, at Discovery Bay on Greenwich Island, off the coast of Graham Land. Since 1947, five additional bases have been established by the Chilean

---

[1]E. W. Hunter Christie, The Antarctic Problem, (London, 1951), p. 304.

[2]C.H.M. Waldock, "Disputed Sovereignty in the Falkland Islands", The British Year Book of International Law, (Oxford, 1948), p. 332.

[illegible]

[illegible]

Government, all within the area of the Falkland Island Dependencies.[1]

Shortly after 1947 the Chileans and Argentines made an effort to settle their conflicting Antarctic claims. The attempt failed to provide any solution to the claims dispute, but did result in joint naval operations and protests against the British occupation of the Falkland Island Dependencies.[2] Cooperation between Chile and Argentina never progressed beyond this stage until the signing of The Twelve Nation Treaty. Actually there has been a good deal of friction between Chile and Argentina over conflicting Antarctic claims. This was expressed in 1953, when Chilean national pride was aroused by an Argentine atlas showing islands claimed by Chile as Argentine territory.[3] The Twelve Nation Treaty has all but eliminated the possibility of a united action by the Chileans and Argentines to promote their respective claims to portions of the Falkland Islands Dependencies.

The Chilean claim has been mentioned because of the possibility of cooperation between Chile and Argentina in dislodging the British from the Antarctic. However, the legal status of the Chilean claim is very much in doubt

---

[1]United States Naval Institute Proceedings, Vol. 83, No. 3, March, 1957, pp. 308-309.

[2]New York Times, February 20, 1948, p. 43.

[3]New York Times, December 22, 1953, p. 17.

---

due to her failure to occupy Antarctic territory until a rather recent date.[1] For this reason the Chilean claim has been reviewed briefly as an outgrowth of the original claim as presented by the Argentine Government.

Section IV

Conclusion

Argentina's claim to the Falkland Islands and portions of the Falkland Islands Dependencies is based on three main points; geographical proximity, inheritance from Spain, and illegal occupation by Great Britain. Prior to the existence of The Twelve Nation Treaty, Argentina laid claim to the continental shelf which runs from the southern tip of South America to the north most part of Graham Land.[2] The United States and Mexico have also claimed jurisdiction over the undersea extension of their mainland, up to and beyond the three-mile international limit. Recently Iceland has entered into a fisheries dispute with Great Britain over fishing rights on the Icelandic continental shelf.[3] No international protocol has as yet been decided upon, by

---

[1] C.H.M. Waldock, "Disputed Sovereignty in the Falkland Islands", The British Year Book of International Law, (Oxford, 1948), p. 333.

[2] E. W. Hunter Christie, The Antarctic Problem, (London, 1951), p. 265.

[3] Time, September 15, 1958, Vol. 72, pp. 23-24.

either the United Nations, or the International Court, governing the extent and jurisdiction of continental shelves. The fisheries dispute as contested by Iceland may prompt a decision by some international law making body, but more likely the situation will be settled by a mutual agreement between Great Britain and Iceland.

The struggle over rights to a nation's continental shelf is indeed interesting, but the fact remains that sovereignty today is recognised only by continuous occupation and administration of the area in question. Evidently the Argentine Government realized this, and therefore went ahead with the establishment of bases continually occupied by Argentine personnel. The Argentine claim to the Falkland Islands does not involve any recent Argentine occupation and is maintained largely as a bargaining point, should a settlement ever arise over other areas of the Falkland Island Dependencies. Chile followed the Argentine example and established bases in unoccupied areas, maintained by permanent occupation forces.[1]

Most of the claims in the Antarctic are based on the, "Sector Principle", therefore a paragraph will be inserted to explain this concept, in regards to international law. The nations involved in the Antarctic claims issue rely on the "Sector Principle" to supplement their arguments

---

[1]New York Times, July 18, 1956, p. 12.

either the United Nations, or the International Court, governing the extent and jurisdiction of coastal states [illegible] waters. The fisheries dispute as demonstrated by Iceland may prompt a decision by some international and impartial body, but more likely the situation will be resolved by a mutual agreement between Great Britain and Iceland.

The struggle over rights to a nation's continental shelf is indeed interesting, but the fact remains that comparatively today is recognized only by certain coastal and administration of the sea to exercise. [illegible] the immediate Government profit [illegible], and [illegible] with the establishment of [illegible] [illegible] by [illegible] government. The [illegible] Canada does not involve any [illegible] and is related largely as a [illegible] [illegible] a [illegible] at over sales over other areas of the [illegible] [illegible] and [illegible]. While following the [illegible] [illegible] established laws in [illegible] [illegible] [illegible] government concession [illegible].[1]

Most of the claims in the [illegible] "other principle", therefore a [illegible] to regulate this concept, [illegible] the matters involved in [illegible] [illegible] the "Hoover Initial law" to [illegible]

---

[1] [illegible], [illegible], [illegible].

for Antarctic sovereignty. Both Argentina's and Chile's claims to the Antarctic Continent were first formulated in this manner.[1]

Sector boundaries in the Antarctic have been determined theoretically by projecting the meridians bordering the claimant state in a southward direction, to the Pole. The area that falls within the triangle or sector between the meridians and the Pole, constitutes claimed territory. The "Sector Principle" has been used as a convenient tool to promote claims on the Antarctic Continent, but it has yet to find legal support under the application of international law.[2]

The law of nations as applied to the acquisition of sovereignty over newly found lands in temperate regions, holds that there must be real and effective occupation, and that unilateral claims, the raising of flags or mere discovery are not sufficient to give complete title to disputed territory.[3] While it is recognized that the law of nations as applied to territory in the temperate regions must be modified, due to the rigors of climate in the Antarctic, it is generally accepted that sovereignty in

---

[1]C.H.M. Waldock, "Disputed Sovereignty in the Falkland Islands", The British Year Book of International Law, (Oxford, 1948), p. 341.

[2]Ibid, p. 346.

[3]New York Times, February 29, 1948, p. 12.

the Antarctic may be acquired only after requirements of occupation and control have been satisfied. Most experts in the field of international law appear to agree that the "Sector Principle", is not a valid means of determining sovereignty.[1]

The British in their efforts to maintain the integrity of the Falkland Island Dependencies have protested the establishment of Chilean and Argentine bases within the Dependencies.[2] These protests have been without effect, due largely to the fact that the bases in question were established in areas not continuously occupied by the British.

At the signing of The Twelve Nation Treaty the claims dispute between Britain, Argentina and Chile was a stalemate. All the powers involved were, and still are reluctant to use force as a means to gain a settlement. Neither Great Britain, nor Argentina, nor Chile has been able to agree on a possible solution. The Twelve Nation Treaty has prevented additional friction by calling a halt to the expansion of territorial claims in the Antarctic.[3]

---

[1]New York Times, October 23, 1939, p. 3.

[2]New York Times, May 7, 1955, p. 4.

[3]Howard J. Taubenfeld, "A Treaty for Antarctica", International Conciliation, (January, 1961), No. 531, p. 282.

The treaty, which provides for negotiation and cooperation between the signatory powers, may evolve into a program for the internationalization of the Antarctic.[1]

In view of the negligible economic importance of the Antarctic area, it would seem that some form of internationalization would fit best in an all inclusive scheme for safeguarding the strategic value of that southernmost continent. The establishment of The Twelve Nation Treaty has served to open the way for further negotiation. The cooperation demonstrated thus far points to the possibility of some kind of unilateral action which may create a lasting peace for the Antarctic. If and when this occurs, it will bring a timely end to the Antarctic claims dispute.

---

[1]New York Times, August 11, 1959, p. 1.

Annotated Bibliography

PRIMARY SOURCES

Printed Documents

British and Foreign State Papers 1832-1833, Vol. 20, (London, 1836), pp. 311-441, pp. 1194-1199.
This volume provided a good deal of valuable information on the British claim to the Falkland Islands, and on the conflict between England and Spain for the possession of the Falklands. Of the various volumes of British and Foreign State Papers, volume 20 contributed a majority of the research material for Section III, Part 1.

British and Foreign State Papers 1833-1834, Vol. 22, (London, 1847), pp. 1367-1393.
This collection of documents did not contain as much pertinent information as volume 20, but did contribute valuable information on the exit of the British from the Falkland Islands in 1774.

British and Foreign State Papers 1842-1843, Vol. 31, (London, 1858), pp. 1003-1004, pp. 1211-1212.
This issue of British and Foriegn State Papers contained important references to the official recognition by Great Britain of the Falkland Islands as a colony, and the Argentine protest to the action.

British and Foreign State Papers 1859-1860, Vol. 50, (London, 1867), p. 689.
This item concerned colonial policy outside of the realm of the claims dispute.

Manning, William R., Diplomatic Correspondence of the United States Inter-american Affairs, 1831-1860, Vol. I, (Washington, 1932), pp. 65-125, pp. 140-152, pp. 155-158, pp. 161-188, pp. 210-226.
A good deal of information with a multitude of documents covering the American, British, and Argentine actions during the early years of the Falkland Islands dispute. This volume supplied much of the research material for Section III, Part 1.

Manning, William R., Diplomatic Correspondence of the United States Inter-american Affairs 1831-1860, Vol. VII, (Washington, 1936), pp. 3-5, pp. 227-228, pp. 241-242.
This volume contains only a few document related to the Falkland Islands claim dispute. It is one of the least valuable of the manuscript sources.

Letters From M. Louis Vernet to the Right Hon. Lord Stanley Sec. of State for the Colonies, Concerning his Claims on the

Bibliography

Selected Sources

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

British Government and the Neglect of the Colony of the Falkland Islands, (London, 1858), 53pp.
Vernet pleads his case. In this collection of letters Louis Vernet requests that the British Government pay him compensation for his losses regarding the Argentine colony in the Falkland Islands. Many details about the Argentine establishment in the Falklands are outlined in this volume.

Printed First Accounts by Authors

Falkner, Thomas, A Description of Patagonia, and the Adjoining Parts of South America Containing an Account of the Soil, Produce, Animals, Vales, Mountains, Rivers, Lakes, and etc. of those Countries; The Religion, Government, Policy, Customs, Dress, Arms and Language of the Indian Inhabitants and Some Particulars Relating to Falkland's Islands, (London, 1774), 144 pp.
An interesting account concerning the early explorations of Patagonia and the Falkland Islands. The chief value is a rather brief description of Bougainville's colony at Port Louis on East Falkland Island.

Fitzroy, R., Narrative of the Surveying Voyages of H.M.S. Adventurer and Beagle, (London, 1839), Vol. 2, pp. 253-278.
A journal of the geographical explorations carried out by the British Government. Valuable for references to Vernet and the Argentine colony.

SECONDARY WORKS

Harris, James, First Earl of Malmesbury, Diaries and Correspondence, (London, 1844), pp. 43-82.
A good description of the political relations existing between Great Britain and Spain during the early years of the Falkland Islands dispute.

Johnson, Samuel, Thoughts on the Late Transactions Respecting Falklands' Islands, (London, 1771), 44pp.
Johnson presents some good arguments for non-intervention in the Antarctic, although in a brief emotional style.

Mackinnon, L. B., Some Account of the Falkland Islands From a Six Months Residence in 1838 and 1839, (London, 1840), 79 pp.
One of the more valuable accounts by contemporary authors. Mackinnon deals with events from the establishing of the French colony in the Falklands, to the advent of the British.

Penrose, Bernard, An Account of the Last Expedition to Port Egmont in Falkland's Islands in the Year 1772 Together With the Transactions of the Company of the Penguin Shallop During Thier Stay There, (London, 1782), 81 pp.

Another account with a heavy contribution to Section III through Penrose's narrative of the exit of the British from the Falkland Islands.

Pernety, Dom., The History of a Voyage to the Malouine (or Falkland) Islands, Made in 1763 and 1764, Under the Command of M. de Bougainville, in Order to Form a Settlement There; and of Two Voyages to the Streights of Magellan, With an Account of the Patagonians: Translated from Dom. Pernety's Historical Journal Written in French, (London, 1771), 294 pp.
A lengthy and detailed description of Bougainville's voyage to the Falkland Islands. Well written with a good deal of detail. A vital research contribution to this paper.

Weddell, James, A Voyage Towards The South Pole, (London, 1825), pp. 96-123.
A geographic description of an early voyage to the Antarctic, valuable for its brief mention of Weddell's impression of Vernet.

Whitington, G. T., The Falkland Islands Compiled From a Ten Years Investigation of the Subject, (London, 1840), 88 pp.
A good collection of material concerning the Spanish, Argentine and English occupation of the Falkland Islands. Good description of the English colony, and interesting references to Vernet.

SECONDARY WORKS

Acre, Jose, The Malvinas (Our Snatched Little Isles), (Madrid, 1951), 175 pp.
This book is an excellent source of material on the Falkland Islands. It gives rather thorough description of the many early voyages to the South Atlantic. The volume is written in an emotional style with evident intense feeling against British policy concerning the Falklands. Since Acre is of Argentine birth the slant of his writing is evident. However, the account appears to be generally accurate and well documented.

Barclay, William, The Land of Magellan, (London, 1926), 240 pp.
A general geographic description of the Falklands and Patagonia.

Beltran, Juan G., El Zarpazo a Las Islas Malvinas, (Buenos Aires, 1934), 107 pp.
A general geographic description of the Falkland Islands, with a good chronology of the Argentine occupation and a collection of the correspondence of Vernet.

Another account with a heavy contribution to Section III through Pernose's narrative of the exit of the British from the Falkland Islands.

Pernety, Dom., The History of a Voyage to the Malouine (or Falkland) Islands, Made in 1763 and 1764, Under the Command of M. de Bougainville, in Order to Form a Settlement There; and of Two Voyages to the Straights of Magellan, With an Account of the Patagonians: Translated from Dom. Pernety's Historical Journal Written in French, (London, 1771), 294 pp.
A lengthy and detailed description of Bougainville's voyage to the Falkland Islands. Well written with a good deal of detail. A vital research contribution to this paper.

Weddell, James, A Voyage Towards the South Pole, (London, 1825), pp. 96-125.
A geographic description of an early voyage to the Antarctic, valuable for its brief mention of Weddell's impression of Vernet.

Whitington, G. T., The Falkland Islands Compiled From a Ten Years Investigation of the Subject, (London, 1844), 80 pp.
A good collection of material concerning the Spanish, Argentine and English occupation of the Falkland Islands. Good description of the English colony, and interesting references to Vernet.

SECONDARY WORKS

Acre, Jose, The Malvinas (Our Stolen Little Island), (Madrid, 1821), 175 pp.
This book is an excellent source of material on the Falkland Islands. It gives rather thorough description of the early voyages to the South Atlantic. The volume is written in an emotional style with vehement intense feeling against British policy concerning the Falklands. Since Acre is of Argentine birth the slant of his writing is evident. However, the account appears to be generally accurate and well documented.

Larcaly, William, The Land of Magellan, (London, 1926), 240 pp.
A general geographic description of the Falklands and Patagonia.

Peltzer, Juan G., El Zorzano a Las Islas Malvinas, (Buenos Aires, 1934), 107 pp.
A general geographic description of the Falkland Islands, with a good chronology of the Argentine occupation and a collection of the correspondence of Vernet.

Boyson, V. F., The Falkland Islands, (Oxford, 1924), 414 pp.
A very complete history of the Falkland Islands. Well done and relatively impartial with additional attention to political and geographic influences. A truly important source.

Cady, John F., Foreign Intervention in the Rio de la Plata 1838-1850, (London, 1929), pp. 19-20, p. 57, p. 63, p. 89, p. 160.
A good source for background information on the political aspects of the Falkland Islands dispute.

Carrington, C. E., "The Falkland Islands and the Antarctic", The British Overseas, (Cambridge, 1950), pp. 287-291.
Helpful on the general picture concerning the Falkland Islands, with good geographic references.

Colonial Office, His Majesty's Stationary Office, British Islands in the Southern Hemisphere 1945-1951, (London, 1951), pp. 79-98.
An excellent geographic description of the Falkland Island Dependencies with a good account of conditions in the islands. This book constituted the principal source for the section describing the geography of the Falkland Island Dependencies.

Gimenez, Leopoldo Ramos, Las Islas Malvinas y la Antarctica Argentina, Atlas Documental, (Buenos Aires, 1948), pp. 1-45.
This volume covers the early explorations of the Antarctic, with interesting maps, and some mention of recent expeditions.

Goebel, Julius, Jr., The Struggle for the Falkland Islands, A Study in Legal and Diplomatic History, (New Haven, 1927), 482 pp.
An excellent all around source, especially for the legal aspects of discovery and occupation. The book also contains a good history of the Falkland Islands, as well as a copious amount of background material on the political motives of the nations concerned with events in the Falkland Islands. The book is well documented and contains many references to international law.

Great Britain, Foreign Office, Peace Handbooks, The Falkland Islands and Kergulenen Island, No. 138, (London, 1920), 62 pp.
A brief geographical account of the Falkland Islands and the South Atlantic Ocean.

Hunter Christie, E. W., The Antarctic Problem, (London, 1951), 316 pp.
A very good source, covering almost every aspect of the Falkland Islands dispute, as well as a description of all Antarctic territory. The volume appears to be a bit slanted

towards the British point of view regarding English sovereignty in the Antarctic, but remains one of the more valuable secondary sources consulted.

Ireland, Gordon, Boundaries, Possessions, and Conflicts in South America, (Harvard University Press, 1938), pp. 254-260.
An excellent source which lends itself to use with British And Foreign State Papers, for comparison and study. A very good account is given of the Argentine-British dispute over the Falkland Islands, with some valuable points on international law.

Lindley, M. F., The Acquisition and Government of Backward Territory in International Law, (London, 1926), p. 5, pp. 50-51.
This volume contained some brief but rather pointed information on international law regarding the Falkland Islands.

Markham, A. H., The Voyages and Works of John Davis, (London, 1880), pp. 104-109.
Brief mention of the Falkland Islands.

Mc Whan, Forrest, The Falkland Islands To-day, (Stirling, Scotland, 1952), 88 pp.
A short present day account of the Falkland Islands.

Munilla, Octavio Gil, Malvinas El Conflicto Anglo-Espanol, De 1770, (Sevilla, 1948), 154 pp.
An interesting source concerning the early voyages of discovery in the Antarctic, with background on the troubles between Britain and Spain over the early settlements in the Falklands.

Mountevans, Admiral Lord, The Antarctic Challeneged, (New York, 1956), pp. 1-22.
Contains a brief history of the Antarctic.

Nerval, Gaston, Autopsy of the Monroe Doctrine, (New York, 1934), pp. 156-165.
This volume contained general information on the application of the Monroe Doctrine to the Falkland Islands dispute.

Nordenskjold, Otto, The Geography of the Polar Regions, (New York, 1928), pp. 282-291.
A detailed account of the Arctic regions, and a brief geographic discussion of the Antarctic.

Owen, Russell, The Antarctic Ocean, (London, 1951), 243 pp.
A lengthy volume on the history and geography of the Antarctic. The book was valuable for picking up general

[illegible] the Pittsburgh [illegible]
[illegible] in [illegible]
[illegible] various secondary sources [illegible]

[illegible] Jordan, [illegible]
[illegible]

[illegible] Part Three [illegible] [illegible]
[illegible] given of [illegible]
over the Falkland Islands, with [illegible]
international law.

[illegible], J. C., The Antarctic [illegible]
[illegible]

The volume contained some helpful but [illegible] [illegible] comments on international law pertaining the Falkland Islands.

[illegible], A. L., The Law and [illegible] (London, [illegible]), 19[illegible]. 1[illegible]-[illegible].
[illegible] analysis of the [illegible] Islands.

[illegible], Jorge, [illegible] (Buenos Aires, [illegible]), [illegible].
A short [illegible] of the growth of the [illegible] Islands.

[illegible], Octavio Gil, [illegible] (Buenos Aires, [illegible]), [illegible].
[illegible] excellent account of the early voyages of discovery in the Antarctic, with [illegible] on the [illegible] [illegible] and [illegible] over the early [illegible] in the [illegible].

[illegible]stevens, Albert Ford, [illegible] (New York, [illegible]), 19[illegible]. 1-[illegible].
Contains a brief history of the Antarctic.

[illegible], Gordon, [illegible] (New York, [illegible]), [illegible]. 1[illegible]-1[illegible].
[illegible] valuable contained general information on the [illegible] of the [illegible] to the [illegible] Islands [illegible].

[illegible]dt, Otto, [illegible] (New York, [illegible]), [illegible].
[illegible] account of the Arctic regions, and a brief [illegible] discussion of the Antarctic.

[illegible], Russell, The Antarctic [illegible] (London, [illegible]), 19[illegible]. [illegible] history [illegible] and [illegible] of the Antarctic. The book was [illegible] [illegible]

detail, but lacked specifc information concerning the Falkland Islands dispute.

Palacios, Alfredo L., Las Islas Malvinas, (Buenos Aires, 1934), 167 pp.
An informative book although slanted toward the Argentine viewpoint concerning the history of the Falkland Islands.

Revello, Jose Torre, Bibliografia De Las Islas Malvinas Obras, Mapas y Documentos, (Buenos Aires, 1953), 234 pp.
A valuable bibliography of sources concerning the Falkland Islands and the Antarctic. This collection of references includes volumes on geography, voyages of discovery, and historical description.

Ross, Alfred, A Text-book of International Law, (London, 1947), pp. 21-23.
A general discussion of discoveries and explorations relative to sovereignty under international law.

Sullivan, Walter, Quest for a Continent, (New York & London, 1957), 285 pp.
An excellent history of the Antarctic, and the claims of the United States, Argentina, Great Britain and Chile to that area.

Trade and Travel Publications, The South American Handbook, (London, 1955), pp. 565-568.
A useful volume for geographical and historical data.

Trade and Travel Publications, The South American Handbook, (London, 1960), p. 497.
Not as detailed as the 1955 edition, but valuable in bringing some of the statistical data up to date.

Trelles, Camilo Barcia, El Problema De Las Islas Malvinas, (Madrid, 1943), 114 pp.
A history of the Falkland Islands dispute reported in a relatively impartial manner.

Waldock, C. H. M., "Disputed Sovereignty in the Falkland Islands", The British Year Book of International Law, (Oxford, 1948), pp. 311-353.
An excellent source with complete coverage of the points of international law regarding the Falkland Islands dispute. One of the most complete references consulted in the field of international law.

White, John W., Argentina, (New York, 1942), p. 189, p. 257, pp. 274-277.
This book contained some general information on the Falkland Islands.

PERIODICALS

Current History, Vol. 38, (February, 1960), pp. 115-116.
This article contained a brief mention of the plan to internationalize the Antarctic.

Geographical Journal, (April, 1901), pp. 21-29.
An interesting discussion of the question, "Can Hawkin's Maiden Land be identified as the Falkland Islands".

Geographical Journal, (December, 1955), pp. 405-416.
A review of geographical conditions in the Falkland Islands.

Geographical Review, Vol. XIV, (July, 1924), pp. 394-403.
An important source for geographic details concerning the Falkland Islands, and the Antarctic.

Hispanic American Historical Review, (November, 1929), pp. 471-487.
A history of the dispute between the United States and Argentina concerning the American action against the Argentine colony in the Falkland Islands.

International Conciliation, No. 531, (January, 1961), pp. 245-322.
A generally excellent account of the current situation concerning the Falkland Islands and the Antarctic. This article is particularly valuable for a complete discussion of The Twelve Nation Treaty, and an interpretation of its' impact on the Antarctic.

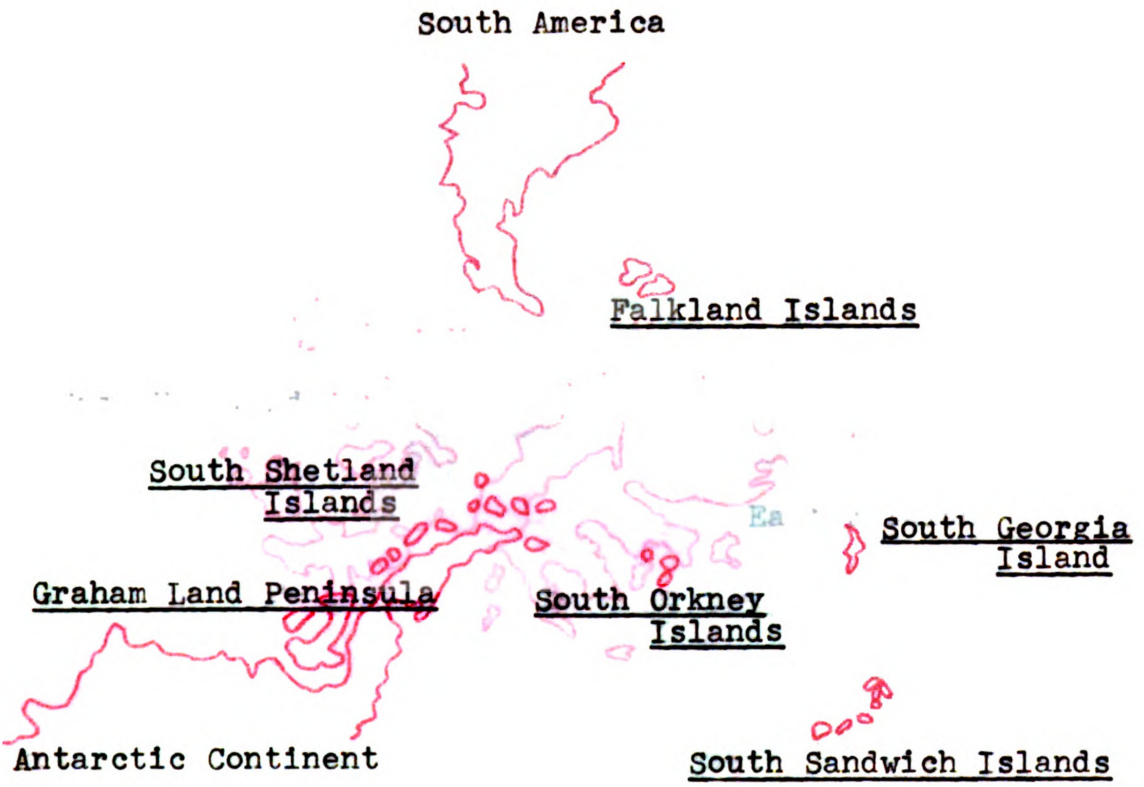
New York Times, December 23, 1914, p. 12., October 18, 1928, p. 20., October 26, 1928, p. 4., August 25, 1929, p. 11., April 18, 1929, p. 20., May 12, 1929, p. 4., February 13, 1929, p. 24., February 16, 1929, p. 16., October 3, 1931, p. 37., March 11, 1933, p. 9., February 23, 1935, p. 5., June 23, 1934, p. 11., February 25, 1933, p. 11., February 2, 1938, p. 21., July 25, 1939, p. 1., August 6, 1939, p. 13., October 4, 1939, p. 7., October 23, 1939, p. 3., January 9, 1936, p. 17., February 12, 1936, p. 16., May 22, 1940, p. 17., June 27, 1940, p. 27., August 1, 1940, p. 5., August 12, 1940, p. 2., November 7, 1940, p. 4., November 9, 1940, p. 4., December 21, 1940, p. 1., January 7, 1941, p. 17., March 15, 1941, p. 7., March 27, 1941, p. 10., June 4, 1946, p. 6., July 6, 1946, p. 3., July 8, 1946, p. 2., July 14, 1946, p. 3., December 29, 1946, p. 22., December 30, 1946, p. 5., January 22, 1947, p. 10., February 16, 1947, p. 23., March 2, 1947, p. 4., April 3, 1947, p. 3., December 21, 1947,

p. 34., May 25, 1947, Sec. II, p. 24., June 8, 1947, Sec. II, p. 12., July 13, 1947, p. 14., August 27, 1947, p. 8., August 28, 1947, p. 4., January 3, 1947, p. 10., January 5, 1947, p. 34., April 24, 1947, p. 4., January 4, 1948, p. 12., January 29, 1948, p. 12., February 8, 1948, p. 36., February 16, 1948, p. 13., February 17, 1948, p. 5., February 18, 1948, p. 1., February 19, 1948, p. 1., February 20, 1948, p. 43., February 23, 1948, p. 8., February 24, 1948, p. 2., February 25, 1948, p. 4., February 26, 1948, p. 10., February 27, 1948, p. 2., February 29, 1948, p. 12., March 4, 1948, p. 13., March 5, 1948, p. 3., March 7, 1948, p. 17., March 9, 1948, p. 12., March 19, 1948, p. 11., March 29, 1948, p. 4., April 26, 1948, p. 11., July 26, 1948, p. 7., August 5, 1948, p. 14., September 1, 1948, p. 7., November 4, 1948, p. 26., December 25, 1948, p. 4., January 19, 1949, p. 8., September 5, 1950, p. 14., November 16, 1950, p. 18., March 14, 1951, p. 13., April 1, 1951, p. 9., May 10, 1951, p. 15., February 3, 1952, p. 1., February 4, 1952, p. 6., April 5, 1952, p. 4., November 27, 1952, p. 40., February 20, 1953, p. 6., February 21, 1953, p. 4., February 24, 1953, p. 3., April 7, 1953, p. 23, December 22, 1953, p. 17., December 16, 1954, p. 2., March 30, 1955, p. 7., April 19, 1955, p. 5., May 7, 1955, p. 14., August 4, 1955, p. 3., October 7, 1955, p. 7., November 22, 1955, p. 6., December 11, 1955, Sec. IV, p. 7., March 22, 1956, p. 5., March 27, 1956, p. 13., June 2, 1956, p. 3., November 27, 1956, p. 21., July 18, 1956, p. 12., May 4, 1958, p. 1., August 11, 1959, p. 1., August 11, 1960, p. 2.
Needless to say, the New York Times, was a principal source for contemporary research and material.

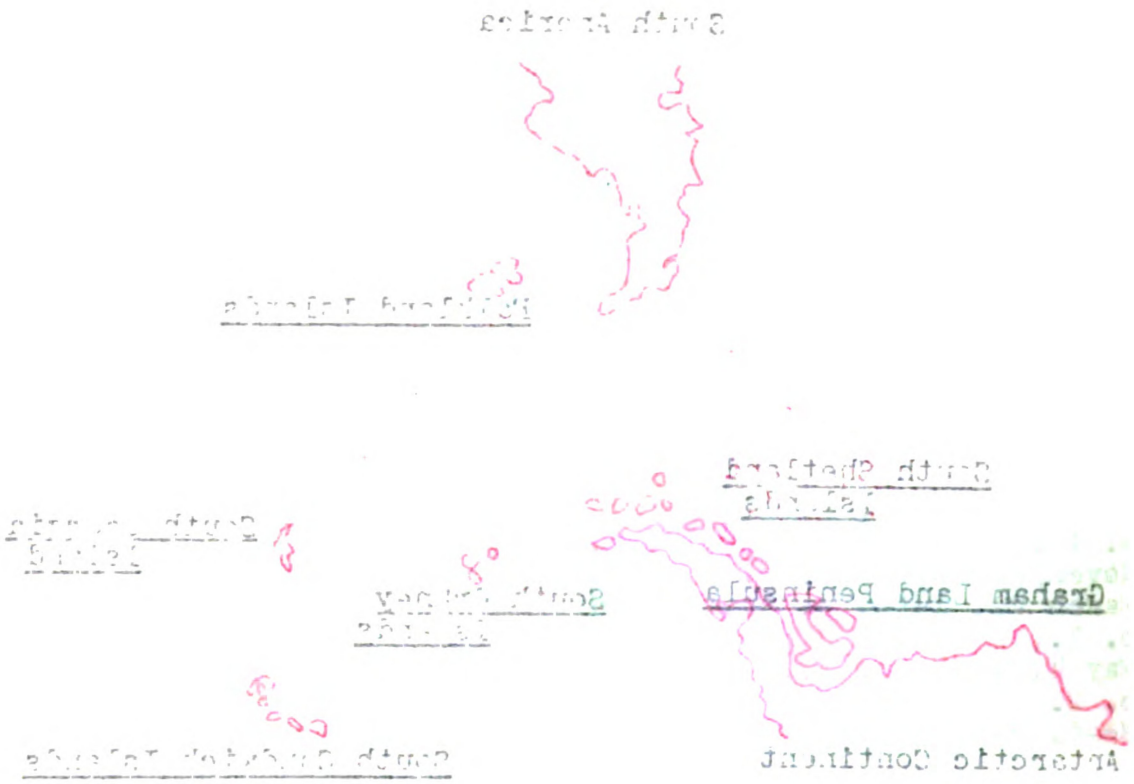
Science Monthly, (July, 1954), pp. 52-53.
This article contained material pertainent to the possible air transportation routes of the future, and their relationship to the Antarctic.

Time, Vol. 72, (September 15, 1958), pp. 23-24.
A brief account of the dispute between Great Britain and Iceland concerning fishing rights off the Icelandic continental shelf.

United States Naval Institute Proceedings, Vol. 83, No. 3, (March, 1957), pp. 308-309.
An important source for recent information on the location and number of scientific stations and bases in the Antarctic.

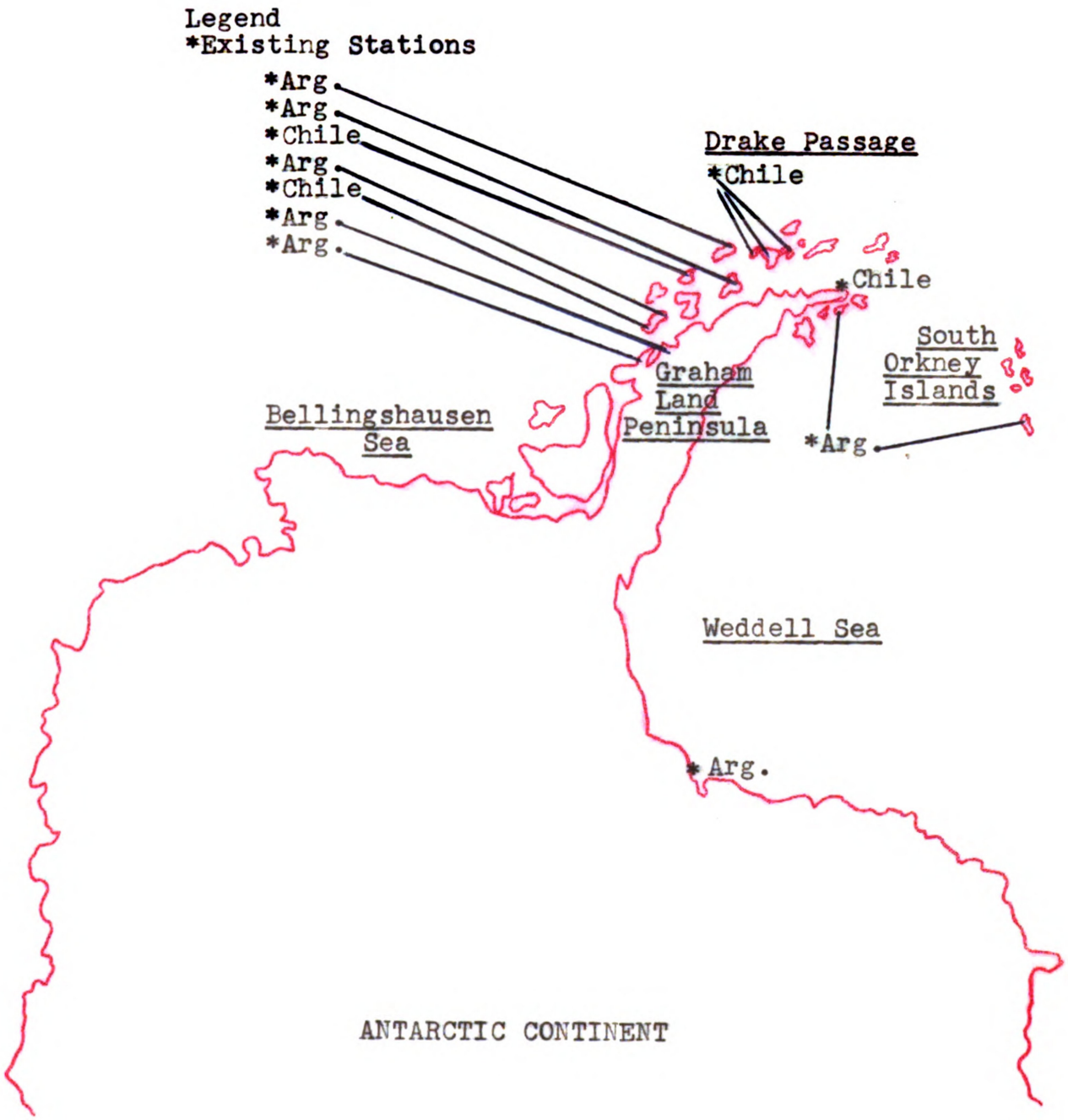


The Falkland Islands Dependencies



The Falkland Islands Dependencies

The Falkland Islands Archipelago



Argentine and Chilean Bases in the Antarctic