

GIBRALTAR OF CAPE HORN

Importance of Britain's New Naval Station on the Falkland Islands.

RIGHT ON THE TRACK OF COMMERCE

Where the Islands Are, What They Are and How They Look—Features of the Thriftiest Community in the World.

(Copyright, 1898, by Frank G. Carpenter.)

PORT STANLEY, Falkland Islands, Oct. 2, 1898.—(Special Correspondence of The Bee.)—I have come to the Falkland Islands because they promise to be one of the new centers of the world in the near future. Their governor tells me that it is true that Great Britain will probably establish a naval and coaling station at Port Stanley. The necessary surveys have been made and within a few weeks the first of the new British gunboats will command the passage around Cape Horn and the entrance to the Straits of Magellan. The distance between Cape Horn, the last point we saw of the South American continent, and the Falklands is 200 miles, or less than a day's voyage for one of England's fast war vessels. The Falklands lie even nearer the track of the sailing ships, about Cape Horn, so that these great trade routes, over which hundreds of millions of dollars' worth of freight goes every year, will practically be at the mercy of England. Outside the Pacific, there is no chance for coaling stations within a thousand miles of Port Stanley. Montevideo is a thousand miles north, and the Cape of Good Hope 4,250 miles away to the northeast. Punta Arenas belongs to Chile and by the neutrality laws it could not furnish coal except in peace, and even then it will charge exorbitant prices, as it did in the case of the Oregon. The establishment of a naval station here will bring a protest from the Argentine Republic. It has for years claimed the Falklands as a part of its territory, so that altogether the prospect for trouble, diplomatic and otherwise, is refreshing.

An Interesting Locality.

I find the Falklands interesting. They are among the little known islands of the Atlantic. Travelers seldom visit them. Their only connection with the outside world is by a German steamship line, which is under a subsidy from the English government to call once every three weeks to carry the mails. These ships come here on their way to and from Hamburg and the west coast of South America, so that the Falklander has a chance every six weeks to go to Europe via Montevideo, and on alternate six weeks to the Pacific via the straits. Now then a hunter or seal hunter comes to the islands and occasionally of late the English gunboats have been visiting them in the summer.

It was in one of the Komos steamers that I came from the Strait of Magellan to Port Stanley. We sailed one whole night along the north coast of the islands, for they extend from east to west about 200 miles. There are 200 of them, consisting of two large islands, and many so small that they do not even make a dot on the map. Some of the smaller islands are inhabited only by penguins, there being no nest of these curious birds that the governor of the Falklands has been called the king of the penguins.

The islands altogether have about two-thirds as much land as the state of Massachusetts, and East and West Falkland, the two larger islands, are about the size of Rhode Island. All of the larger islands are covered with sheep farms, of such immense size that twenty-seven men, it is said, own the whole country. The total population is about 2,000, and over 1,900 of these work in one way or another for these twenty-seven men. The islands are a little like Scotland in the South Atlantic.

Sheep Farms.

The pasturage of the islands comprises 2,225,000 acres. Upon them more than three-quarters of a million of the finest sheep in the world are feeding, and from them a half million dollars' worth of wool is exported every year. One company alone has 240,000 sheep, and the man who owns less than 25,000 sheep is considered a very small farmer indeed.

Outside of sheep raising there are no other industries. There are only fifty pigs in the whole territory, and although the grass is good for cattle, there are but few in the Falklands, and these are but few in the Falklands. The only sign of agriculture is the little garden of cabbages, potatoes and turnips which you see back of each of the houses of the shepherds on the moors, at the capital, Port Stanley, and at the other small settlements scattered here and there.

The Falklands are not a very fertile soil.

The cold winds blow almost all day and every day. They sometimes blow, it is said, the vegetables out of the ground. They blow so hard that not a tree can live, and today there are not enough bushes here to furnish the switches for the country school. The pasture, however, is so good that the sheep can keep fat if the land is not overstocked. They breed so fast that tens of thousands are killed and thrown into the sea every year, their skins only being saved. There is a curious grass here which acts as a tonic as well as a food for the animals. It is called tussock grass, and is a sort of vegetable cocktail. It is called tussock grass because it grows in bunches close together, as many as 250 roots springing from one plant. Animals eat the roots as well as the leaves, and feeding upon them, speedily become fat. It is said that two American once lived for fourteen months upon them on one of the smaller islands. The roots decay in the old plants and raise the grass upward, so that it grows upon a cushion of manure, as it were. Some of these cushions are six feet high and five feet in diameter, so that the grass springing from them makes a low look in the distance from a grove of low palm trees. This tussock grass grows along the coast even down to high water mark. It is fast disappearing, however, as the sheep are so fond of it that they eat it far down into the bogs.

Another curious plant grows in the bogs.

This looks like a rock and from three to eight feet tall. It is so hard that you cannot cut it with a sharp knife. On hot days a pale yellow gum comes out on its surface and a rich aromatic odor fills the surrounding air. It is known here as the balsam bog.

A Drearly Land.

It is always dreary in the Falklands. The air is moist and the aspect of nature is dreary in the extreme. Imagine a dull, leaden sky hanging low over reddish brown moors, out of which here and there jut the ragged teeth of white rock masses, and you have a general idea of the Falkland Islands landscape. The islands are gently rolling, with here and there a ragged hill; the land is as black as your hat, full of peat, and here and there streaked with little streams and spotted with treacherous bogs in which horses and men are sometimes lost. The ground is so soggy, in fact, that wagons cannot be used. There is not a four-wheeled vehicle in the whole country. Carts can be used only in Port Stanley. All travel is on horseback, and a stranger dare not go from one sheep farm to another without a guide. Such hauling as is done by the shepherds is on sledges dragged over the wet but snowless ground

by horses. All herding of sheep is done upon horses and with shepherd dogs, which are raised and trained for the purpose.

Notwithstanding all this, the islands are excellent for cattle and sheep. The latitude here is about that of Holland, and the climate is not so far from that of the north. Before sheep were introduced the islands were fairly swarmed with wild cattle and wild horses. About forty years ago it is estimated that there were 800,000 wild cattle on the island. Now these have all disappeared and almost that many sheep have taken their places. The wild cattle were the first cause of the settlement of the islands. A rich cattle and hides dealer of Montevideo named Lafone bought the right to the southern part of East Falkland and all of the wild cattle on the islands in 1844 for \$50,000 down and the promise to pay \$100,000 additional in ten years from 1852. In this deal he got over 200,000 acres of land and the right to the wild cattle. In 1852 he sold out his property to the Falkland Islands company for \$150,000 and since then this company has been the leading power in the Falklands. It has bought more land, and it now probably has more than a million acres. It has about 300,000 sheep and it has a sailing vessel which goes to London once a year to carry its wool and bring back the canned goods, clothes, sheep farming implements and other things required by the islands. It has a line of boats which periodically make the round of the islands, carrying the farmers such goods as they order and bringing the wool to Stanley for shipment to Europe. The wool is put up in bales just as we bale cotton. Much of it goes to the markets by the regular steamers. That on which I came is now loading in the harbor. It will take on 3,200 bales of 600 pounds each, which at 10 cents a pound, the price it will bring in London, will make the cargo worth \$380,000.

Among the Shepherds.

It does not take many shepherds to care for these large flocks of sheep. The farms are divided up into fields of several thousand acres each and fenced with wire fences, so that all the shepherd has to do is ride about among the sheep. His horse is kept upon horseback, each shepherd being supplied with six horses. The shepherd watches the flock, he takes the sheep out of the bogs when they fall in and turns them over if they fall down. The sheep here, as in Patagonia, are large and fat, some of the wethers weighing from 80 to 100 pounds. When such sheep roll upon their backs they cannot get up. If left alone in this condition they would lie and kick until they died, were it not that they are killed long before by the burrards here hovering over the sheep. They watch them day and night, and the moment a sheep is on its back they swoop down upon it and pick out its eyes. They keep picking at it until it dies in agony. An hour or so later they have ripped its skin open and torn the flesh from its bones. The shepherds tell me it is inconceivable how the burrards find the sheep, and the moment they fall, and that they attack them even in the night. The sheep also fall into holes, of which there are many all over the islands. It is the shepherd's business to get them out. They have to be clipped to keep off the scabs, and at shearing time, which lasts for two months, they are driven to the wool shed and shorn. They are not washed, as are our sheep, before shearing. The wool is carefully cut off, put into bales of 600 to 800 pounds, covered with bagging hooped with iron, and shipped thus to London. Most of the sheep are of the cheviot and Australian breeds. They give heavy fleeces, the average being from eight to ten pounds, and running from that up to twenty-one pounds, which was the actual weight of a fleece cut off this season.

A Lonely Life.

This life of the shepherds must be a lonely one. They are, you know, all Scotchmen, who have been brought out here from Scotland for the purpose. Most of them are married and have large families. Their houses are scattered over the farms from fifteen to twenty miles apart. They are usually in the form of a little cottage, the company's boat can bring their supplies, and near a peat bed. The proprietor pays each shepherd from \$25 to \$35 a month and furnishes his meat and fuel. The meat is mutton, which he can take from the flock, and the fuel is peat, which he must dig out himself. In addition to this he has a garden patch with mutton and vegetables. He does very well. His flour and other things he must buy. His home is a little cottage of two rooms and a lean-to, roofed with corrugated iron. One room serves as a kitchen and living room and in the other the family sleeps. If there is an overflow of the family, there are a few beds in the bedroom. The cooking is done in a curious, oven-like pot, which is shelved under a grate set in the stone wall of a chimney or fireplace. The fuel is peat and the hot ashes fall down upon the pot and around it. The pot is tightly closed at the top and it is used for boiling, baking and steaming. The shepherd has mutton as a steady diet. He has mutton chops for breakfast, roast mutton for dinner and a slice of cold mutton for supper or lunch. The shepherds seldom leave their farms and the women almost never. I heard of one woman who has not been to town for eighteen years. She has a fine house, but she is not allowed to be married. Think of living away out on the dreariest moorland, under the dreariest sky, in a two-roomed cottage, with no neighbor within fifteen miles and of coming into town once in eighteen years.

Traveling Schoolmasters.

You would think the children brought up upon such conditions would be wild and uneducated. They are not. They are intelligent and well-mannered children as you would find in any country community. They have a peculiar institution in the Falklands known as the traveling schoolmaster. He is paid by the government, receiving about \$400 a year, but on the other hand he has to support another and teach the children. The time allotted to each family is a fortnight, and if three families can bring their children together they thus get six weeks of school. The schoolmaster lives two weeks with each family and at the end of the time, having taught the children, he returns to his own home, where he is sent on horseback by the shepherd to the next family, which may be living twenty miles away. In the course of time he gets back to his old pupils, examines them in what they have gone over with their parents and sisters, and then takes them as far further on the road to learning as his two weeks' stay will permit. The bishop and parson of Port Stanley, who are also paid by the government, make a tour of the island once or twice a year to examine the children of each family, not only on their secular studies, but also on their religious studies. Duratechian, who did the tour of the islands the governor, Sir Grey-Wilson, did the same. He tells me he was much surprised at the advancement shown by these little Scotch children away down here on the lonely moors of the Falklands. These children are, however, the best stock of the highlands of Scotland. Their ancestors are among the thriftiest people of the world. Indeed, many of the shepherds save money and not a few have taken their savings to Patagonia and have there become sheep farmers themselves. There is today not a beggar in the Falkland Islands.

Still, the chances for the poor man here are not great.

All of the good lands are now taken up and nothing is for sale or rent. Many of the lands are held under twenty-year leases from the English government. The children are, however, the best stock of the highlands of Scotland. Their ancestors are among the thriftiest people of the world. Indeed, many of the shepherds save money and not a few have taken their savings to Patagonia and have there become sheep farmers themselves. There is today not a beggar in the Falkland Islands.

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HOW THE CAMPAIGN IS CONDUCTED

Commercial, Industrial and Professional Success Achieved Over Home Competition and Prejudice.

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It is a commercial campaign and this country is just now enjoying a number of new and notable illustrations of the increasing power of America to cause such an upheaval among the ancient trade traditions of Great Britain as the average Englishman has never dreamed possible. From ignoring the United States in the commercial and financial field, the United Kingdom has unhappily come to realize, in some respects, the steadily increasing successes of American competitors, who at nearly every turn are showing what down-to-date methods and western ingenuity can do when squarely pitted against the antiquated fashions so long prevailing here. It is estimated that \$100,000,000 in good English gold goes annually to America to the loss of Great Britain. So severe have been the inroads upon home made goods in many departments of trade by the rapidly rising American and other foreign competition that English manufacturers in some lines are displaying large

Invitation by American Cattle.

So many American cattle come to the islands that they must be discriminated against by law for the protection of the English stock raisers. It is provided that they shall be slaughtered at the port of entry within ten days from arrival. American cattle thus have not sufficient time to recover from their long sea trip and the rundown condition engendered by confinement on ship. Yet the number of heaves arriving is steadily increasing in spite of these handicaps. Defeated near London, Liverpool and Glasgow for the points of cattle entry, where rigid government inspectors are stationed. George Gould of New York contemplates putting a new line of cattle ships between New Orleans and Southampton delivering southern and western cattle into the English markets by a practically all-water route to lessen the cost and the city captures refrigerated, smoked, salted and tinned meats are made to England by the Armour and Swift packing companies of Chicago and so cheaply are the shipments made that they undersell home grown meats. Many butchers substitute at a large profit American for English meats with their customers, who rarely know the difference. The cheaper grade of American side meat costs but 3 pence a pound, while Irish and other choice home grown hams command a shilling. Many hog raisers in the northern provinces sell their fattest stock for cash and then buy the cheaper American pork for their own use.

Even American coal is looking to England.

Even American coal is looking to England, the land of carbon, for a new outlet. Henry S. Fleming of New York, secretary of the anthracite coal combination of Pennsylvania, is in England looking over the field with a view to putting on a line of coal carrying steamers between America and this country. So frequent have been the strikes of English coal operatives, and so great the inconvenience from this and other causes, that it is thought there is a good opening for foreign coal. Anthracite is unknown here, but those familiar with the English trade say it will rapidly grow in popularity when once introduced.

American Fruits and Candles.

The English people are habitually prejudiced against foreign goods, until they have proved them, when they take the best, whatever its source, and American productions are especially welcomed. A present trouble with American foods is that such shippers as the California fruit dealers usually send the second grade of canned goods to the foreign market, and the general trade is severely injured. There is a large opening for green fruits, as California oranges sell for three pence, and other fruits are high in proportion. Even the New England doughnut has invaded old England, accompanied by fancy cakes and sweets sold in a number of American cities. Candles of fine grades from the United States are steadily gaining the patronage of the rich.

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COLONEL COIT Fought with Great Distinction at Guayama, Porto Rico. Heartily Endorses Pe-ru-na, the Great Nerve Tonic and Cathartic Remedy.



COL. A. B. COIT, WHO LED THE ADVANCE CHARGE AT GUAYAMA

Commander A. B. Coit, Colonel of the 4th Regiment (Infantry) Ohio Volunteers, has been a prominent figure in military circles for a number of years in the State of Ohio. His regiment is considered one of the finest regiments ever mustered into the United States service. In the recent victorious engagement at Guayama, Porto Rico this regiment stood the brunt of the enemy's attack. The Spaniards were routed with considerable loss and the city captured. In a recent letter from camp to Dr. Hartman, the Colonel says: "Thanks for the case of your most excellent Pe-ru-na. It has been found invaluable as a tonic in this climate and in the various sickness attending a radical change in drinking water." In a prior letter this brave commander states: "Pe-ru-na as a cathartic remedy has made several remarkable cures to my knowledge. I desire to give the remedy my hearty endorsement."

Not only is Pe-ru-na a remedy suited to the climatic vicissitudes and muscular strain of the campaign and battle, and a systemic tonic for the farmer, mechanic and laborer, but it is equally efficient as a nerve and brain tonic to the overworked professional, Rev. A. S. Vaughn, of Eureka Springs, Ark., says: "I can testify to the merits of Pe-ru-na as a nerve tonic. I had been prostrated and unable to do my work. I took Pe-ru-na and I am now enjoying my usual health."

To all who suffer from debility of any kind I recommend Pe-ru-na." Col. Peter Sells, of Columbus, Ohio, business manager of the Great Falls and Forepaugh Consolidated Show, is one of the hardest worked men in America. He says: "I find Pe-ru-na an excellent remedy for overwork. It would not be without Pe-ru-na in my travels. With an occasional use of Colonel Peter Sells, this remedy I find myself always in good health and spirits."

Another busy man is Mr. W. T. Powell, editor and publisher of the Independent, Clearington, O. He says he had tried many remedies without avail. After taking three bottles of Pe-ru-na he found himself entirely cured. "I feel better ever since taking Pe-ru-na than I had for years."

The medical profession also endorse Pe-ru-na. Dr. D. P. Nelhart, of Nebraska City, Neb., is a physician of 50 years constant practice. He says: "I find daily use of Pe-ru-na in my practice. I have never been disappointed in results with this remedy. I use hundreds of bottles of D. P. Nelhart, M. D. Pe-ru-na."

Prominent men of all professions, trades and occupations, from the North, South, East and West, praise Pe-ru-na. Every body should have a copy of Dr. Hartman's latest booklet on Pe-ru-na. The Pe-ru-na Drug Manufacturing Company, Columbus, Ohio. Ask any druggist for a free Pe-ru-na Almanac for the year 1899.

domestic machines are still offered at \$20. Factories for cheap wheels are also springing up by the score and wheels of service will soon be as low in price as in the United States. The greatest present drawback for American wheels is the difficulty of getting repairs made for them by the incompetent English shoppens.

Typewriters and Shoes. Something like 20,000 American typewriters of the standard makes are being sold each year in the British Isles and no line of imported goods has a larger demand. The leading writing machine people keep regular traveling salesmen on the road and have agencies in all important places. One of the greatest drawbacks to the typewriter trade is the prejudice against the female typewriter in public offices, but increasing numbers of English girls are taking up the work.

Recently several large shoe factories of New England have pooled forces for English trade and have established three stores in London and at other inland points under the name of the American Boot company. Heretofore it has been difficult to get a good fit from the stores stocks of heavy and often uncomfortable English boots, but the buying public is slowly learning that a ready made American shoe may mean the same comfort for which they have been obliged to pay three times its price for made-to-order footwear here.

American Professional Men. It is estimated that 1,600 Americans are in business in London, and among these successful professional men are steadily increasing. dentists being in the lead, numbering about fifty. Of these Dr. J. J