

Whaling in the Antarctic.

After two years in the Antarctic, and chiefly in that section of it which contains the dependencies of the Falkland Islands and so comes under the jurisdiction of the Colonial Office, the Discovery, CAPTAIN SCOTT's famous old ship, has reached Falmouth; and our Special Correspondent, who has been aboard her in harbour, gives this morning some account of the researches which she took her crew out to make. It will be remembered that after being acquired for the specific purposes of investigating the life and habits of the whale in those waters, she was fitted out at the expense mainly of the Government of the Falkland Islands, with the help of the Colonial Office, and left England two years ago, with a highly competent scientific staff under DR. STANLEY KEMP. It appears that she has now brought home a large quantity of information about the Antarctic whales and whale fishery, which at present awaits digestion, while results of certain experiments, such as the marking of whales by darts in order to test their range of movement, will take time before their value will have been proved. The Discovery has left behind her a research station on South Georgia, with a staff which will carry on the work, and another vessel is also engaged in the same field. It is fortunate for the researchers that they are able to have access to South Georgia, since of all the Antarctic area only those lands which face South America have harbours that are open all the year round. Indeed it is the openness of the waters there in winter which makes that section of the Antarctic, small as it is in comparison with the whole, though covering more than a million square miles of sea, most readily accessible for whaling, and by far the most important whaling-ground in the world.

Controlled as the whale fishing is, the future of the industry has been a matter of concern for many years. Left to chance, it would almost certainly work itself out in a short time, and whales would become as scarce in the South Polar waters as they are in the North. Even the old-fashioned whalers, armed with harpoons and sailing under canvas, were able seriously to reduce the population of whales in northern waters; but gunfire and steamships large enough to be floating factories, not needing a point of contact with the shore, would, if allowed freedom of action, soon do irreparable damage. On the other hand, the whales, if they can be carefully shepherded, have a good chance of remaining a permanent source of human wealth. Dr. KEMP reports that the hump-backed variety already shows great diminution; but it seems that there may be special biological reason for the scarcity; if so, it is one of the problems to which the expedition has addressed itself. The breeding habits of whales are not too well known; nor are the reasons which lead to their migrations. In their quest of warm waters they probably go much farther afield than the area lying under the protection of the Falklands and the Antarctic fringe to the south of them. But they are the main economic products of that region, and all the knowledge, therefore, that can be brought to bear on their ways of life is of first importance as a guide to policy and to such measures, like a close time, or the limitation of annual catch, as may have to be taken. Again it may be found that there can be no really effective whaling policy in this particular section of the Antarctic unless it is supported by a cooperative policy in force in the other sections. All this remains to be threshed out; but in view of the possibilities of whaling on a large scale by ships independent of harbours, it is not unlikely that the findings of the Discovery will have to be applied to other than those territorial waters under Colonial Office, or Imperial, control if a reasonably safe future for the Antarctic whale is to be assured.

NOTE. COURSES AND TOWNS

THE FALKLAND ISLANDS

THE STRUGGLE FOR THE FALKLAND ISLANDS :
A Study in Legal and Diplomatic History.
By JULIUS GOEBEL, JR. (Yale University
Press. London : Milford. 23s. net.)

On the last page of Mr. Goebel's well-documented history of the "Struggle for the Falkland Islands" is a sentence which is of a kind to surprise the reader. "There is a certain futility in interposing the lean and ascetic visage of the law in a situation which first and last is merely a question of power." We are not startled by being asked to agree that a situation can be a question, but by a different puzzle—namely, how did Mr. Goebel come to spend much labour in studying and arranging a mass of evidence, to arrive at the sad judgment that there is a certain futility in all his labours? We are rather unwillingly constrained to agree with him. Not that the author has failed to bring together a great deal which is interesting in itself, or has misstated, or misunderstood, or ignored essential parts of his theme : on the contrary, he has sought his evidence far and near. He quotes abundantly and to the point. Therefore he is well worth reading and should prove a rich quarry to all who may be engaged in going over the wide space he covers. Only it is reasonable to ask what is the real value of all this learned disquisition on Roman law, international law, on Puffendorf and Wicquefort and Grotius, when it is so plain that the long sword decided all in the end? Mr. Goebel does call on us to accept the perhaps more cheerful moral, that "the law which States have so painstakingly wrought to govern their relations" is "a precious heritage." Sound rules of clubbable behaviour are useful, no doubt, and he who defies them is apt to come to grief. And yet after reading Mr. Goebel, or many others, we have to recognize that in the relations of States the maxim which holds good more than any other is the Spanish adaptation of an older Latin tag—the law means what the King makes it mean—*allá van leyes do quieren reyes*—supposing, of course, that for this purpose King means strongest claimant for the time being; and Mr. Goebel sees this truth as clearly as anyone can.

The author's theme is much larger than is implied by his title. The Falkland Islands, and the contentions they have caused or for which they have served as an excuse, do not come to the front till he is more than a third of his way through his book. Even afterwards there are excursions, which we will not blame as digressions, because they serve a legitimate purpose of illustration. His true theme is the long contention between Spain and the intruders into the vast part of the earth's surface which she, with the approval of a necessarily ill-informed Pope, marked off as her sphere of influence, and then the consequent inevitable disputes between the newcomers themselves. Now this is a great subject, though there is a certain futility in so much of it as is made out of wrangles over the meaning of "laws." Mr. Goebel quotes more than enough of that to show how huge the whole bulk is. A charitable judge may excuse it as being the homage which diplomacy pays to common honesty. Now and then there is a comic likeness in it to the talk of "Samson and Gregory of the house of Capulet" who so pleasantly open the tragic story of Juliet and her Romeo. Let us take the law on our side and I bite my thumb turn up frequently. Mr. Goebel is more respectful to law in this form than many of us can persuade ourselves to be. But he goes through the succession of arguments and events conscientiously and in a competent fashion.

The leading parts are those of Spain and England. To be sure, other nations—France and the Dutch Republic—were active. But we did more than they, and more continuously and with more success. First, we contended that treaties of friendship and commerce made with Spain before she possessed colonies in America gave us a right to trade with her settlements. This was the case so often stated by Sir John Hawkins, and argued with pikes, bows and arrows, and guns. Then when we were beginning to plant colonies of our own, we modified our claim and insisted that, while we would abstain from forcing our goods on any port actually held by Spain, we considered ourselves free to do business in unoccupied country between her towns in "the Indies." Here was a fair opening for much ingenuity in defining the rights conferred by discovery, and the nature of "possession." In the meantime we went on planting ourselves wherever we could and annexing the country for a couple of hundred miles on both sides. The next stage was provided by the War of the Spanish Succession. Mr. Goebel says justly enough that for Great Britain and Holland the main interest of that war was not who was to reign at Madrid, but how they were to win a right to share openly, and not merely by contraband, in the trade of the Spanish "West Indies," which meant all they held in America. Our view of the best way of arranging matters was well shown by our action at the time of the Peace of Utrecht. We threw over our unloved friends the Dutch. We made treaties by which we, in fact, recognized the Spanish monopoly subject to certain easements in our favour. We were to have the exclusive right to import negroes to the Spanish colonies, and a limited claim to send out goods. The two, worked together, would enable us to push our trade under cover. Lord Lexington, the Ambassador sent to Spain by Harley's Ministry, put it all with admirable candour:—

I think we had better stick to our clandestine trade which by the *asiento* [the treaty which gave us the monopoly of the slave trade] we have to ourselves exclusively to all the world . . . and make it [i.e., the smuggling business] as difficult to others as we can.

The *asiento* did not prove so profitable as Lord Lexington hoped it would. We

dropped it, after the war of the Austrian Succession.

The British Government had no intention of giving up our hope to trade with the Spanish Indies. Therefore we came to the furiously debated question which gives its name to Mr. Goebel's book—the affair of the Falkland Islands which raged in and about 1770. Here we are again helped to get at what underlay it all by a British diplomatist. In this case he was Lord Egmont, who had no more British cant about him than Lord Lexington. Mr. Goebel quotes his outspoken letter to the Duke of Grafton.

It [the perusal of enclosures] will show the great importance of this station, which is undoubtedly the key to the whole Pacific Ocean. This island must command the ports and trade of Chile, Peru, Panama, Acapulco, and in one word all the Spanish territory upon that sea. It will render all our expeditions in those parts most lucrative to ourselves, most fatal to Spain, and no longer formidable, tedious, or uncertain in a future war. . . . Your Grace will presently perceive the prodigious use hereafter to be made of an establishment in this place by that nation who shall first fix a firm footing there.

The estimate of the value of the Falkland Islands as a base was an outrageous exaggeration. Yet it was not only common at the time, but has obviously been made in our own days. We cannot explain the headlong rush made at the Falklands by the German squadron, which might have been so easily employed with more injury to us, and more advantage to themselves, on the coast of South America or Africa, on any other supposition. The eighteenth-century dispute is told at length by Mr. Goebel with copious quotation from contemporary documents and by the light of modern French criticism. It had many sides, for the family compact between France and Spain came into play, and so did the intrigues of the Court of Louis XV. The fall of Choiseul and the triumph of Mme. du Barry were by-products of the Falkland Islands dispute. In itself it really looks at this distance very like a much ado about nothing. The fact that we did throw the islands up and left them alone for long years would of itself be enough to mark the whole quarrel with futility. But the most curious feature of the hurly-burly is that we were not in the least serious about the venture, though we did send out ships and a garrison to take possession, and we talked a great deal about our rights. It is true that we became angry when the Spanish governor at Buenos Aires, Bucarelli, sent an armed force to take possession of a British ship and turn the settlers away. King Charles III. and his Ministers took the same view of the value of the Falkland Islands and of the uses they might be put to as Lord Egmont. But while we insisted on satisfaction for Bucarelli's high-handed doings, we did not care in the least for the islands. Dr. Johnson, not the least English of Englishmen, wrote a pamphlet to show that the Falkland Islands were not worth having. There is ample evidence that most of his countrymen were of the same way of thinking, even if they did not agree with him that the enterprise was a phase of armed smuggling, and was inspired by the "morality of a sailor," which he ranked very low. Lord North and other Ministers did not hesitate to tell any one who would listen that, provided we could save our face by obtaining satisfaction from the Spaniards, we were quite prepared to withdraw. And so we did. The Spaniards, with their usual pertinacity, kept up a rickety colony which had to be fed from Buenos Aires and was at last withdrawn to save it from starvation.

The last phase of the Falkland Islands question has its interest too. When Spanish rule had disappeared from the South American mainland its claims were maintained by the new Argentine Republic. The United States, too, intervened in an erratic style. The really decisive novelty came from the development of the South Atlantic whaling industry. As this was predominantly British, it followed that we had a substantial reason for taking effective possession. And so we did. Whether the first seafaring man who found the islands was the Dutch navigator Sebald de Weert, as seems probable, or another is a point to be settled by the historian of discovery. What is really of consequence is that when the development of the whaling trade began to draw men to this inhospitable land there was a serious risk that it would become the headquarters of adventurers, of broken men, and of such seamen as have a tendency to turn into mere pirates when they find a chance to display "the morality of a sailor." It was necessary that the Falklands should be taken in hand, and Great Britain was the only Power which could then prevent them from growing into a general nuisance. The Argentines have complained, and do still complain, that we acted arrogantly and unfairly. The academic question may be argued by those who think it worth while. We are there not by virtue of first discovery or rules of international law, but by necessity and the nature of things. Admiral Sturdee and his squadron have given the final verdict.

"A History of Socialist Thought," by Harry W. Laidler, will be published by Messrs. Constable next week.

Messrs. Allen and Unwin will have ready on Tuesday next an English edition of "Napoleon and his Women Friends," by Gertrude Aretz, translated from the German by Eden and Cedar Paul; and "Jean Paul Marat : A Study in Radicalism," by Louis R. Gottschalk.

In addition to his popular survey of human activities during the period before that of recorded history, "Footprints of Early Man," recently announced by Messrs. Blackie, Mr. Donald A. Mackenzie has another volume appearing with the same publishers entitled "Ancient Civilizations : From the Earliest Times to the Birth of Christ." The growth and development of the ancient empires of Egypt, Asia, and South-Eastern Europe are traced in the light of our latest knowledge.

BEAM WIRELESS TO INDIA

Successful Tests of New Empire Link

TELEPHONY SOON

Prospect of Speaking to Canada by Next Year

With the completion of the official tests of the new Marconi beam telegraph system between England and India yesterday, the first step in a wonderful series of developments in wireless communication is completed.

The Indian beam is the culmination of a scheme projected and begun in 1923, to connect London directly by short-wave radio with Canada, Australia, South Africa and India, and as such it provides the British Empire with the most complete, up-to-date and efficient wireless telegraph service in the world.

This, however, is only a beginning, according to a statement made to the *Daily Sketch* yesterday by Mr. Kellaway, the managing director of Marconi's Wireless Telegraph Company.

"The completion of the present beam installations by no means completes the immediate prospect of improving communications between Great Britain and her Dominions," said Mr. Kellaway. "Experiments have proved the possibility of carrying on wireless telephonic conversation by means of the beam stations simultaneously with the operation of high speed wireless telegraph services."

"There is every prospect that before the end of next year it will be possible for telephone subscribers in England to call up subscribers in any of the Dominions."

"Moreover, with the development by the Marconi Company of a system of facsimile transmission, specially adapted to the beam system, there is also the project of written and printed matter, drawings and photographs being transmitted by high-speed wireless telegraphy from London to any part of the Empire."

Under the Government contract with the Marconi Company the beam stations for communication with India were to be capable of sending and receiving at the same time at a minimum speed of 100 words per minute during a daily average of twelve hours.

During the seven days' official test, which was completed yesterday, however, this guarantee has been largely exceeded, an average speed of between 130 and 150 words per minute having been maintained.

The English transmitting station of the Indian service is at Grimsby and the receiving station at Skegness, both being linked up by land lines to the Central Telegraph Office in London. The Indian transmitting station is at Kirkee, near Poona, and the receiving station is at Dhond, forty-eight miles east of Poona, and both are linked with the central telegraph office in Bombay.



MR KELLAWAY.

the Governor

The Honourable the Colonial Secretary.

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J.H.V.
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Inside Minute Pa

scientific. So far as the South Georgian whaling grounds were concerned enough data had been obtained to enable conditions to be compared in future seasons. It would thus be possible to establish a standard of comparison from one year to another. There was a land station at Grytvick, South Georgia, where other members of his staff were engaged in a statistical study of whales. Another vessel, the William Scoresby, had assisted the expedition during the past year and would be leaving England for the South again towards the end of the present year. No decision had yet been arrived at as to future voyages.

Experiments had been made in the marking of whales, Dr. Kemp had done this but it was too early yet to say whether these would be successful. It was probable that alterations in method would need to be made before that side of the work could be carried much farther. The method of marking adopted had been to shoot darts into the whales, which, when afterwards caught by fishermen, could thus be identified. So far as he knew, no whale had yet been caught. It was noted that the hump-backed whale was diminishing in Southern waters. This species was hunted very extensively years ago, and it was possible that it had changed its routes of migration, that it was not in reality so common as seemed to be. The blue whale appeared to be as abundant as ever. The 1925-26 season was extremely good both in South Georgia and the Shetlands, but the 1926-27 season, although good in South Georgia, was almost a complete failure in the Shetlands. That would appear to be due to physical conditions of which the expedition was at present ignorant. It had been published, however, that whales migrate at times in herds of one sex.

A FLOATING LABORATORY

The Discovery shows signs of the rough weather that had been encountered, and all in her were glad to catch what glimpses they could of the Cornish coast through the driving rain. It was at once apparent that the Discovery was a floating laboratory rather than a whaler in the technical sense. Every available square inch of space was occupied with research apparatus and books of all kinds. Most of the specimens which had been secured had been carefully preserved, labelled, and packed away. But in Dr. Kemp's laboratory could be seen a number of new species of crustacea on which whales feed. One particularly fine specimen of the Antarctic crab "Prickly Peter" was shown me, as well as many valuable sketches and notes.

All the crew were reported as fit, and there have been no casualties. At intervals during the work of research the Discovery called at Cape Town and took on board South African boys from the training ship Botha. Three cadets have also formed part of the expedition, and the crew numbered 39 hands. Captain J. R. Stenhouse, R.N.R., has been in command, and in addition to Dr. Kemp the following have been the other officers and scientists of the expedition:—

Lieutenant-Commander W. H. O'Connor, R.N.R. (first lieutenant); Mr. T. W. Goodchild (third officer); Lieutenant-Commander J. M. Chaplin, R.N.R. (navigating officer); Engineer-Commander W. C. Horton, R.N. (chief engineer); Mr. A. N. Porteous (second engineer); Surgeon-Commander E. H. Marshall; and Messrs. A. C. Hardy, J. E. Hamilton, E. R. Gunter, and H. E. P. Hardman.

One of the recreations of the crew has been football, and after many attempts they were successful before leaving South Georgia in defeating by two goals to one a team of Norwegians, which included one Norwegian professional.

Hon C. S.

Honourable Members of Council

might like to see this.

What possibilities it opens

up! I wonder if they are sent F.O.D!

A.H.

29/27

How C. S.

Please File.

Interesting re Peter Is?

27.27.

A.H.

"Nature" 8 Oct 1927.
THE SIZE OF WHALES.—The literature of whales and whaling has been much added to of late, and five of these recent works are made the subject of an interesting article by Mr. J. J. Bell in the July issue of *The Quarterly Review*. While the greater part of the article is devoted to a review of "Pursuing the Whale" (Murray, 1926), a circumstantial account by Capt. John A. Cook of his whaling adventures, the chief scientific interest attaches to an incident in Mr. Bell's own experience. It has been very generally assumed that the Blue Whale (*Balaenoptera musculus* (L.) = *B. sibbaldii* (Gray)) attains to much greater dimensions in the Antarctic than in the Arctic Ocean, and some naturalists tend to distinguish the southern form as a distinct race. Trustworthy data regarding the upper limit of this species in northern waters are therefore of value. Mr. Bell states that in northern Iceland he measured a specimen between perpendiculars and found it to have a total length of 86 feet. This measurement would place his example among the largest recorded from the Arctic. On the other hand, he also mentions receiving "the trustworthy account of a Blue Whale killed in the Antarctic, which measured 110 feet," a record which, if really trustworthy, would tend to support the view that a greater size is there attained by this species. Perhaps, however, the true solution is that suggested by Sir Sidney Harmer (*Proc. Zool. Soc.*, p. 1089; 1923), namely, that Blue Whales of the largest size have become practically extinct in the north on account of the long-continued intense whaling in those waters.

ONE of the whalers at work in the waters around Graham Land is reported in the *Geographical Journal* for September to have made a voyage through Bransfield Strait and to have reached Peter I. Island, which has not been visited since its discovery by Bellingshausen in 1821. The whaler, *Odd I.*, circumnavigated the island seeking in vain for a safe harbour; heavy weather prevented a landing. The island is

8 miles long and 5 miles broad. Most of it is covered by snow or ice, and only on the western side is there much bare rock. It rises to about four thousand feet, and the absence of an ice foot on the coast suggests, but does not prove, that it is clear of solid pack throughout the year. The same whaler reports in lat. 60° 30' S., long. 52° W., that is, west of the South Orkneys, an iceberg which was estimated to be about a hundred miles in length and 100 to 130 feet above the water line. Other enormous tabular bergs were sighted in the vicinity. It seems not improbable that these bergs represent the broken Stancomb Wills ice tongue of Coats Land or fragments of the Wilhelm Barrier farther south. The currents of the Weddell Sea would carry ice from that direction to the north-western corner of the sea.

The experiments being made with short radio

"Nature" Oct 15/27.

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Hen C.S

This may interest you
and your stuff

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THE ILI

WORLD OF THE KINEMA. (Continued from Page 534.)

to realise that familiarity with all the claptrap and false sentiment, all the " bathos " and sob-stuff, of bad pictures has eventually bred, if not contempt, then at least a better appreciation of the better films. I saw recently an American production of a war story based, this time, on the dangers of aerial warfare and the heroism of the Air Force. All the episodes concerned with these general aspects were handled in a masterly fashion. The encounter of enemy war-planes in mid-air, their amazing evolutions in trying for the master position above the opposing plane, were realised and carried out with a veracity that held the audience spellbound. Nor were the fun, and sometimes the pathos, of the mess-room out of place. But into the context was woven a cheap little love-story in imitation of a dozen others, that had no real bearing on the actual theme. Every time its sentimental and tinny note was struck, the tension snapped. With a finger on the pulse of the public, it is not difficult to guess when the interest is flagging. The growing popularity of the historical war film, without any attempt at a " story," and with ever-lessening " relief " of an extraneous nature, is surely a sign of the times. The world of romance has been invaded by such films as " Beau Geste," which, whatever its faults, does not err on the side of sentimentality, and even the great Sheik himself, King of Sentimentality, may have to tremble on his artificial throne in the near future. A producer has arisen who, in " The White Slave," an otherwise unmomentous film, has actually had the courage to wrest a heroine from the embrace of a cruel though fascinating Sheik, and place her in the arms of an ordinary European medical practitioner ! Truly, we are getting on.

True copy of what appears to be cutting from a paper "courier"

MR MEN AND WOMEN OF TO-DAY.

FROM THE FALKLAND ISLANDS.

Mr and Mrs Hannah, Dunnichen, near Forfar, had an interesting visitor recently in the person of Mrs Herbert Napier, whose maiden name was Miss Bertram. Mrs Napier is the daughter of the owner of the East and West Falkland Islands. When quite a boy her father left Scotland and started work out there. He had not been long out when he began to trade, and amassed a fortune so great that he was soon able to acquire from the Spanish owners these Islands which he still holds. It was a cousin of Mrs Napier who first saw the smoke which heralded the approach of the German Fleet. She rode across the Island on horseback and informed the Admiral of the British Fleet, which lay at anchor there, of her suspicions. The Fleet at once put out to sea and met the enemy, with the result, as history tells us, that the Germans were completely put out of action. Mrs Herbert Napier who was born and brought up out there is at present on a visit to the land of her forefathers, and for the present is located in Aberdeen.

Should be Bertrand.

Hon C. S.
This may interest you!
A.H.
3.27
12

Better Late Than Never

Daily Mirror
Sept 17. 1927.

(10)

The War Office and the Admiralty have now realised the importance of the film industry. For the Coronel and Falkland Islands film every facility was granted, including the loan of super-Dreadnoughts, and as a result a wonderful picture has been made. Everyone ought to see this film, and I am sure the New Gallery Kinema will not be large enough to hold all those who will want to do so. A building of the size of the Albert Hall would have been more suitable.

Somo "Doubles"

Among those who attended the first showing was Admiral Sir Charles Madden, who was much interested in seeing his "double" on the screen. The admiral is one of the characters in the story, others being Admirals Cradock and Sturdee and the late Lord Fisher, who are reproduced with recognisable mannerisms. I feel a little uncomfortable, however, as to whether the producer has not slighted the Falkland Islands Defence Force, which is used to supply the comic relief.

How C. S.

Please file with papers

on this subject.

3/27

A. H.

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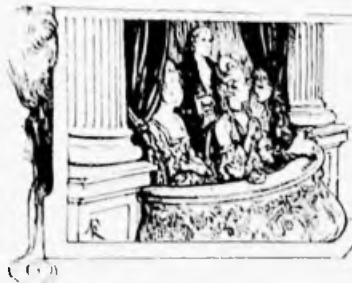
ENCLOSURE TO FALKLAND ISLANDS DESPATCH NO. 100
of the 7th of MARCH, 1928.

COPY.

A FALKLANDS JOKE.

Few of us, writes "Portwatch II" in the "Yorkshire Post" will forget the standing joke which the Falkland Islanders play off on every "man-of-war" that stays long enough in their waters. They let it be known in the general course of conversation that they have a pretty useful racing whalers crew that might be put up against them. Their crew is very carefully chosen from the strongest and most experienced oarsmen. This crew must be one of the finest whaler's crews in the world and, as they remain together for years and practice over a course several miles longer than the course taken in the actual race, it is not surprising that they are almost unconquerable. In this connection the Falklanders have begun a custom which surely implies the height of pride, together with a good deal of humour and much economy of effort. The harbour of Port Stanley is surrounded by fair sized hills, and on one of these, in white stones, they record in letters four yards high, the names not of the ships they have beaten but those that have beaten them. The vanquished they take for granted - to record them would take too much labour - and they have such reliance on their powers that they can afford to raise monuments only to those who succeed against them. Only one such conqueror was thus immortalized - "Beagle".

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The World of the Kinema.

By MICHAEL ORME.



"THE BATTLES OF CORONEL AND FALKLAND ISLANDS."

FOR those determined pessimists who persist in shaking a gloomy head over the future of British films—and there are many of them, both within and without the fortress—no better tonic could be advised than a visit to "The Somme," at the Marble Arch Pavilion, and "The Battles of Coronel and Falkland Islands," at the New Gallery. To have put two such films in the field within so short a space of time is surely an achievement which merits a few of the superlatives so generously lavished on far lesser efforts. "The Somme" gives us a page of history most faithfully and reverently reconstructed. "The Coronel and Falkland Isles" goes even a step further. For, whilst it follows in closest detail the actual story of the two naval engagements, and departs in no wise from authenticated facts, the whole thing has been seen and moulded with such rare vision that at times it rises to the heights of tragic beauty; from beginning to end the drama of it grips. If Captain Walter Summers, the producer, can keep up to the level of this picture, he must be ranked amongst the greatest film-directors of the moment.

Dramatically, he has divided his production into two parts. The first ends on the note of disaster; the second reaches a triumphant climax. Without much delay we are taken to the coast of Chile, where the cruisers *Good Hope*, *Monmouth*, and *Glasgow* are patrolling the high seas in protection of the coaling and wireless station on the Falkland Islands. The cruisers encounter the much stronger German squadron of

extraordinary atmosphere of concentrated labour, muscle-straining endeavour, is created. Never before has the huge machinery of war, the desperate need of haste, the ordered turmoil and organised "hustle" on the home front found such vivid expression.

Out of all this hurry and bustle and noise the *Invincible* and *Inflexible* seem to rise and glide forth

deal more than a mere stat of his actual battle-scenes are by an angle of vision that is impressionistic. The drift of a glimpse of an angry gun, the and beaten ship, the tragic pil gun that has but one man left

st of facts. Many de doubly in. A sive an only call. See smoke, with a sudden of spars on a broken of humanity round a to serve it—all these the terrors of Naval

things are eloquent warfare. And battered hulks proud, slowly then last quor overwhelming moments—the dis less squad of of the *Kent* with all the har including the chaplain's har of these episodes is alloyed steady progress of the drama of the producer's achievements that he has brought beauty unity with his warlike theme

The encouragement British film industry cally expressed than in the disposal of individual Government. It is more Battles of Coronel and could have been made of the Admiralty. The list of English "impersonated" by batt of our present Fleet is sufficient the extent of the Admiralty's



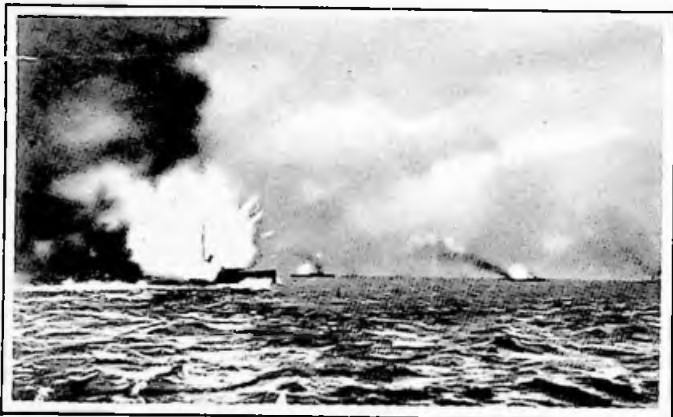
THE DESTRUCTION OF THE GERMAN BATTLE-CRUISER "SEYDLITZ" AT JUTLAND: A SCENE OF THE NEW FILM, "WHEN FLEET MEETS FLEET"—DESCRIBED AS AN ACTUAL PHOTOGRAPH

like two winged and silent avengers. Under the command of Admiral Sturdee, they and the five light cruisers attached to them reach the Falkland Islands a few hours before Von Spee's arrival. Von

Spee has sent two of his ships in advance expecting to meet only a feeble resistance from the island Volunteers. A cloud of smoke hangs over the island; the Germans take it to be due to the islanders burning their coal in a panic. It clears away, and the tripod masts of Sturdee's ships stand revealed! Von Spee orders retirement at full speed. Sturdee raises steam and overhauls his enemy. Von Spee tries to cover the escape of his light cruisers; but eventually, after all the fugitives have been rounded up, the German Admiral pays the dread price for his earlier victory. Of all his squadron, only the *Dresden*

escapes—he himself follows the glorious example of Cradock, and goes down with his ship.

In producing this Naval battle film, Captain Summers has, as I have indicated, achieved a great



THE BLOWING-UP OF H.M.S. "INVINCIBLE": ONE OF THE EPISODES IN THE FILM "WHEN FLEET MEETS FLEET," DESCRIBED AS "ACTUAL PHOTOGRAPHS OF SHIPS ENGAGED IN THE BATTLE OF JUTLAND."

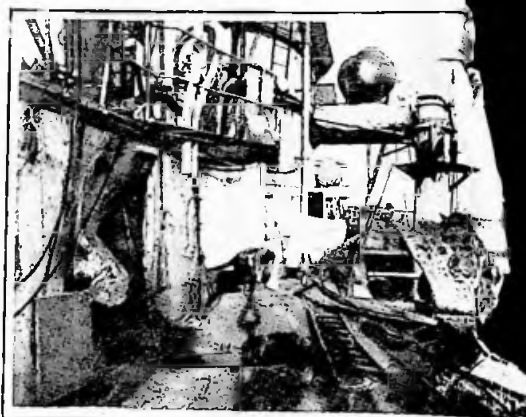
Admiral Graf von Spee; but, in spite of overwhelming odds, Rear-Admiral Cradock decides to give battle, hoping that at least he may protect the trade routes by partially crippling his enemy. In the waning light of day he forces the action which culminates in the sinking of *Good Hope* and *Monmouth*. Meanwhile, the old battle-ship *Canopus*, owing to an engine defect, has been limping along far in the rear, unable to lend a helping hand at the critical moment. If only she had been able to come up in time! That "if only" adds much to the poignancy of the drama, whilst the glimpses we get of the lame duck lagging sadly behind heighten the tension of Cradock's heroic but desperate venture.

Away in England, the news spurs Lord Fisher to instant action. With characteristic energy he sets the dockyards buzzing. His order is to prepare the cruisers *Inflexible* and *Invincible*—and he gets the work done, too, in two days under scheduled time. Here is the link to the two dramatic halves—the feverish activity of the dockyards. It is brought home to us in impressionistic "shots" of ever-hurrying feet, the swing of hundreds of hammers, the throb and grind of countless engines, great pistons rising and falling, great wheels revolving, until an



THE CLIMAX OF THE FILM "WHEN FLEET MEETS FLEET"—A ROMANCE OF THE BATTLE OF JUTLAND: THE SINKING OF THE GERMAN SHIP "GRAND DUKE," COMMANDED BY THE ENGLISH HEROINE'S GERMAN HUSBAND.

The new film, "When Fleet Meets Fleet," which is a Stark-International production, is sub-titled as "A Romance of the great Battle of Jutland." A summary of the story says: "It is a romantic drama, based upon facts which actually occurred... centring on a friendship before the war of two naval commanders, one British and the other German, and their love for an English girl. The film shows actual scenes taken during the war, of both British and German ships, and the climax portrays the sinking of an enormous battle-cruiser."



THE GERMAN BATTLE-CRUISER "DERFFLINGER" HIT: A DECK SCENE DURING THE BATTLE OF JUTLAND SHOWN IN THE FILM "WHEN FLEET MEETS FLEET"

making of this film. The Naval staff, Portsmouth, Weymouth, and Devonport visited in turn, and in turn entered into action with whole-hearted zest. Of the Fleet, "mateys" of and the crews of the dock of them did their bit in undertaking on its way to completion. The enterprise was Mr. A. E. Bundy, and the produced by Mr. H. Bruce Woolf, director of British Instructional, but without the very action by the British Navy the one imagines, have risen of the producer's plans.

I have been struck slow but steady defeat on the screen. Public finding its feet. I can way, for if ever any for ment pandered to the demands of the public, it that of the kinema fine frenzy of discovering could run down real faces notice, the public wallows ism, Hollywood gave it ad lib and is still inclined it seems to me, the mo

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WHALES.

THAT was a melancholy message which Dr. STANLEY KEMP gave to the Linnean Society last night. The famous Antarctic ship Discovery, on which he served as chief of the scientific staff, has taken out an expedition to investigate the life history of whales and their habits. The hope has been that with fuller knowledge better regulations for the control of the industry may be devised. Briefly stated, the inquiry establishes the fact that the intensive whaling now going on in the South Seas must, unless decisively checked, before long reduce the species almost to the point of extinction, as already has happened in the North. The fishery requires from those who follow it the same qualities of daring, resourcefulness, and hardness of physique as of old, but modern developments threaten increasingly the survival of the whale. It could hold its own in the neighbourhood of the ice-floes when men entered the seas in sailing ships, and on sighting a "spouter" rowed after it in boats, their weapon the simple harpoon arm-propelled. Steam has made the chase easy; the harpoon fired from a gun, bearing in its head a time-fuse that explodes a bomb, is absolutely deadly. Destruction goes on, and once a stock of whales has been seriously depleted it is believed that recovery, if ever effected, must be a matter of centuries.

The reader of mediæval chronicles is puzzled by frequent mention of whales, in an age when seamen ventured at no great distance from sight of land. Along the shores of the Basque provinces of France and Spain the pursuit of the Biscay right whale gave occupation to a numerous population from the tenth to the sixteenth centuries. It supplied Europe with oil and whalebone. The waters have since become depopulated. The pioneers of the Greenland whale fishery in the seventeenth century found the seas off Spitzbergen swarming with cetaceans. Nowadays a Greenland whale is a rarity, and Peterhead, Kirkwall, Leith, Berwick, and other Scottish ports which found wealth in the trade have long since abandoned it, Dundee being the last to try its fortune. Whalebone and oil, if not the necessities they were to our forefathers, are still valuable commodities, and the whale is one of the most interesting of animals. It should, and must, be spared.

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**WHALING IN THE
SOUTH.**

**DISCOVERY EXPEDITION'S
WORK.**

An account of "Whaling Research and the Work of the Discovery Expedition" was given by Dr. Stanley W. Kemp, chief of the scientific staff of the Discovery, before the Linnean Society of London at Burlington House last night.

DR. KEMP said the history of whaling in the north showed that species had been reduced, sometimes almost to the point of extinction, by methods far less deadly than those at present employed, and fears were naturally entertained that intensive whaling in the south must lead before long to the collapse of the industry. Experience indicated that when once a stock of whales had been seriously depleted, recovery, if it was ever effected, was a matter of centuries, and it followed that, if too many orquals were taken in the south, there was a grave risk that a very important source of wealth would be destroyed. It was to be noted, however, that the actual extermination of any species of whale was most improbable under present conditions, for long before this point was reached commercial operations would cease to be profitable.

The main work of the expedition was to obtain information on whales and on the conditions which affected them. At a shore laboratory erected close to one of the South Georgian whaling stations observations both statistical and anatomical were made on the whales themselves.

The two ships of the expedition, the Discovery and the William Scoresby, had for the most part been engaged in research on the plankton and hydrography of southern waters with a view to obtaining precise information on the environment of whales. In the south whale-food appeared to consist exclusively of a single species of *Euphausia* (a crustacean related to the decapods), and a study of that species and the reasons for its great abundance in certain parts of the Antarctic was one of the subjects to which special attention had been devoted. Hydrographic work, to determine the physical and chemical constitution of the water, had been undertaken in conjunction with the planktonic observations, and it was hoped that by a close study of all the conditions it might be possible to find the reasons for the great fluctuations that existed from one season to another in the abundance of whales.

IN THE ANTARCTIC WITH A NORWEGIAN WHALER.

(No. 2).

[By Dr. Sepp Backer.]

HOW NORWEGIAN
PIONEER DIED AT POST
OF DUTY: FIRST WHALE
SPOTTED BY MOTHER
SHIP.

By this time also the old wooden whalers had been replaced by iron vessels, very much superior in many ways, but apt to become deadly traps in the ice. So long as they remained in the open they were all right, but could they withstand the ice pressure and penetrate the barrier guarding the Ross Sea? Even experts doubted this, and shook their heads when Larsen, in 1923, brought forward his plans. The necessary capital of 3,000,000 kroner was, nevertheless, subscribed—high testimony of the confidence reposed in the leader—and in the following year the expedition, with all the necessary equipment, floating factory or mother-ship and attendant whalers, duly set out on what was perhaps the most adventurous voyage of modern times.

Larsen was not very successful, however, on this his first attempt in the Ross Sea. He brought home only about 17,000 barrels of oil. Yet we need not wonder at this poor result. Everything was new, the vessels, the men, and the region. Time was wasted in seeking for a convenient harbour, or at least a sheltered spot where the mother-ship could anchor whilst the work of cutting-in was going on alongside. Rich whaling grounds were soon discovered, especially in the neighbourhood of the Coulman and Discovery Banks, to which immense quantities of plankton food attracted the whales. The anchoring ground was another matter.

The best place lay between Coulman Island and Cape Adare, but large masses of drift ice made the approach dangerous for the small whalers. Discovery Inlet, near the Ross Glacier, was in so far better that it remained free of ice in the middle of summer, but the cold was intense. When the south wind blew from the glacier, work was impossible. It became necessary to remain out in the open, and the work of cutting-in and boiling-down could only be carried out during calm weather.

In this first attempt, therefore, the Norwegians had reaped no advantage from the possession of a whaling licence, which they had been obliged to obtain from the English Government for the right to fish in the neighbourhood of the Antarctic Continent. This was a new departure in the history of the southern whaling, and it led to some changes in the fishing methods, as will be noted later.

For the opening up of the Ross Sea as a whaling ground and for all the experimental work, as it may be called, we have to thank this Norwegian pioneer, C. A. Larsen. On his

return he was acclaimed a great national hero in Norway, and, in the following year, when he again set out for the Antarctic with his vessel, the "Sir James Clark Ross," the English Government presented him with a life-size portrait of Sir James Ross for his cabin.

This time Larsen had more than the ice to contend with; his health had broken down completely. With death staring him in the face, he kept watch day and night on the bridge as the flotilla worked its way through the barrier ice, only giving in when the open Ross Sea had been reached. As he retired to his cabin, knowing that his end was near, he gave orders that notice of the first whale sighted should be given him. And he lived just long enough to hear the arrival of the first successful whaler. Like Captain Scott and his comrades, like

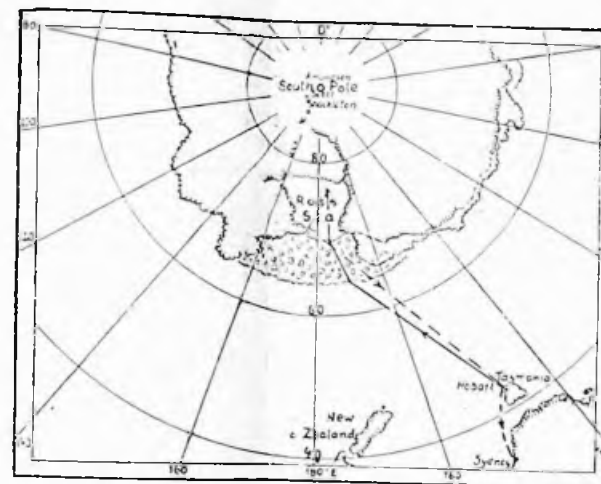
Mackintosh, who perished while laying out reserve depots for Shackleton's Transantarctic Expedition, like Shackleton himself, who passed out at the other end of the Antarctic, but whose fame rests on his exploits in the Ross Sea, Larsen died at his post when his work had been achieved. All honour to these Antarctic heroes!

We were now ready to begin serious work. Weeks before the harpooners had made their bets as to who should get the first whale. Now they set about cleaning and oiling their guns once more, stretching their ropes to get the kinks out, and fixing shells to the harpoons as if the first whale was already in sight. Fourteen days' coal and provisions had to be taken on board, however, and the

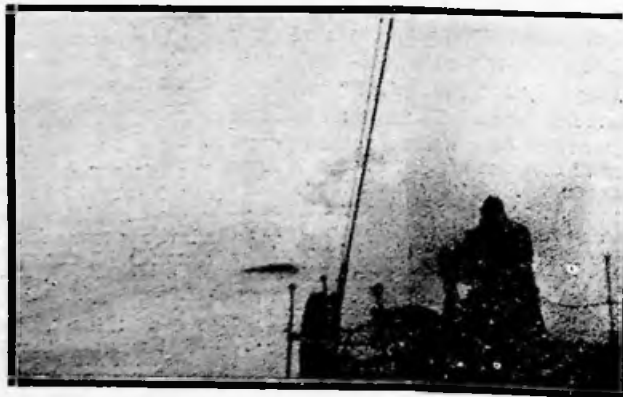
whalers ranged themselves alongside the mother-ship for that purpose, whilst the usual good-natured chaff passed from ship to ship. Then each stood off, and had some practice on the drift ice with their harpoons, and this was still going on when a whale was "spotted" from the mother-ship. Rapid signals were made to the whalers, and "Pol IV." was the first to break away and take up the chase within view of the assembled crews.

IN CHASE OF THE BLUE WHALE.

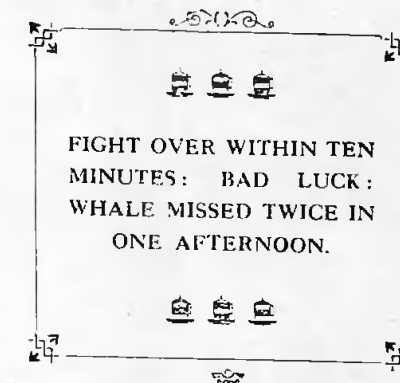
The harpooner on "Pol IV." was our manager. Bets had been freely laid on him to get the first whale. He and his three brothers came from an old family of harpooners, and his own past record was remarkable; indeed, he is reckoned among the best of Norway's harpooners. For many years he had been engaged in the Shetland and northern waters. On our expedition he was called the manager, as the captain of the mother-ship was not a whaling captain.



ROUTE OF EXPEDITION.



SHOOTING THE HARPOON.



FIGHT OVER WITHIN TEN
MINUTES: BAD LUCK:
WHALE MISSED TWICE IN
ONE AFTERNOON.

Trust in Berntsen was quite general, and this time, at any rate, our hopes were not falsified. It was my first taste of the excitement of whale hunting, and if asked for my impression, I can only say it was one of perfect astonishment at the rapidity and ease of everything. Possibly all expert performances strike one in that way, whether on the stage, in the circus or elsewhere. Yet this was different, and I had even expected some dangerous work. That came later; what happened was simply this:—Twice the whale rose to spout. By some instinct

the whaler followed in its track, and when it appeared for the third time we were right on top of it, the gun burst through the intense silence, and the next moment a spout of dark blood rose in the air instead of the usual silvery fountain. The whale sank once more, but soon came up to blow for the last time. In ten minutes the fight was over. Wondering not a little at the sudden ending, I asked a near-by whaler if all whales gave in so easily. "By no means," he laughed, "this happens about once in 100 times. That was a good shot, right through the lungs—the spout of blood showed that. The whale was killed at the very first shot." A quarter of an hour later "Pol IV." returned with its booty to the mother-ship, three thundering cheers greeting the dour harpooner as he stood proudly on the bridge of the whaler.

A few days after this another opportunity was given me to take part in the chase. The chief engineer joined me, and we again selected "Pol IV." as the best boat for our purpose. It was a fine, sunny day, and we went on board after the mid-day meal, imagining in a light-hearted way that we would be back in time for coffee. I may say, that neither the harpooner nor his crew take much interest in visitors. They are regarded as unlucky guests, irritating with their questions and getting in the way, and the harpooner blames them, of course, if he misses. We were duly informed that "when a stranger comes on board, nothing is caught the whole day." As the harpooner and crew receive a percentage in every whale caught, there would seem to be a material basis for their prejudice. At any rate, we were not received with friendly faces, and the result probably strengthened their convictions.

We steamed for about two hours at nine knots an hour, and the mother-ship had long disappeared from sight. A mountainous iceberg rose on the horizon, and we discovered "Pol II." in pursuit of a whale. The conditions seemed favourable, "spouts" were rising in all directions, and soon the man in the crew's nest fastened on a large whale and directed the boat towards it. The gun was ready, the har-

pooner was summoned from his afternoon's nap, and now began a game of hide and seek, lasting for hours; sometimes we were going all out, sometimes we lay quite still, and always on the stretch for a sight of the whale.

This time the whale went in no definite direction. He seemed to be playing with us, and of all the different phases of whale hunting, this is the most tiresome. Calculations were of no use; once or twice he came up to stern of us, and hours passed before we could get near him. As the harpoon has a weight of 140 lbs., apart from the heavy line, it was necessary to get within 10 yards of the whale to make sure of hitting him. Well, we did get within this distance and thought the end already in sight. Yet the unexpected may happen—the harpoon fell short! The whale was so near that he blew a fountain of water over the boat.

The harpooner swore both loud and deep, the crew all talked at once, and we poor visitors retired as far as possible until some sort of explanation was forthcoming. It must have been a poor mixture of gun powder! That being

settled, we took up the chase again, determined to get that whale and no other. Some hours more we hunted him, and again we got near him, and yet again the harpoon went astray. Our best harpooner had missed twice in one day. That was too much. We were taken "home" by the directest line and handed over to the mother-ship with less than thanks for



THE DEATH STRUGGLE.

our company. That was my first real whale hunt, and I am not likely to forget it. Nor am I likely to forget the next.

We had certainly much better luck. Being rejected from "Pol IV." I went with stout Olsen of "Pol III.," a harpooner of much experience in all parts of the world. We set out at four in the afternoon, and by five we were already "fast" to an extremely large and vigorous whale. The line was run out almost to its full length several times, then pulled in again, playing with the whale as one plays with a salmon. This is the most difficult part of the game. The boat and line must be manoeuvred to keep the whale in front; if it should get behind and the rope come into the propeller anything might happen. The whale would certainly be lost, and probably also the best part of the line with the harpoon. This happened over and over again to the harpooner of "Pol I.," until there seemed a danger of the expedition running short of harpoons and he was relieved of his post.

[Continued on Page 38.]

IN THE ANTARCTIC WITH A NORWEGIAN WHALER.

(No. 3).

[By Dr Supp Backer.]

STORY OF THE MOTHER
SHIP OR FLOATING
FACTORY: HOW AFFAIR
CAME ABOUT.

LARSEN'S MONOPOLY OF
FISHING RIGHTS IN THE
ROSS SEA: WHAT
DEVELOPMENTS ENSUED.

To three Norwegians we owe the present-day developments in the whale fishery. Svend Foyn introduced the harpoon gun, C. A. Larsen extended the whaling grounds to the unlimited spaces of the southern hemisphere, and H. G. Melsom was the first to use a floating factory on the high seas away from the neighbourhood of any land. The story of this latest development is worth the telling.

From tales of the sperm whale or cachalot hunting, many readers will have obtained the impression that whales are pursued out in the middle of the ocean, and that whalers remain at sea until they have filled up with oil. But this was only true of the sperm fishery in tropical waters. For 1000 years, ever since the Basques learnt to drive the Biscay Right Whale on land, a method still prosecuted in the Faroese with small whales, the fishery has been almost entirely pursued in the neighbourhood of land or ice.

The small vessels engaged in the fishery could not proceed with the work of flensing and boiling except under peaceful conditions, and in the great days of the Greenland (Spitzbergen) whale fishery the Dutch and English had many a fight over lost whales that had been killed but left in the open when the weather made it necessary for the vessels to run for shelter. In the Arctic regions the old-time whalers pursued their booty and risked their lives and vessels in the thick of the drift ice.

For similar reasons the modern whale fishery, until recently has been conducted from land stations, from Tromsø in the north, from the Shetlands, Newfoundland and so on. Wherever they went, the Norwegians first sought for the necessary base of operations, and in the southern seas this brought them into contact with Great Britain almost everywhere, at South Georgia, the South Shetlands, Africa, New Zealand, and lastly in the Ross Sea. Great Britain claims jurisdiction over all these places, even over desolate islets in the waste of waters, and the Norwegians have been obliged to seek for concessions and obtain licences before they could fish anywhere in the neighbourhood.

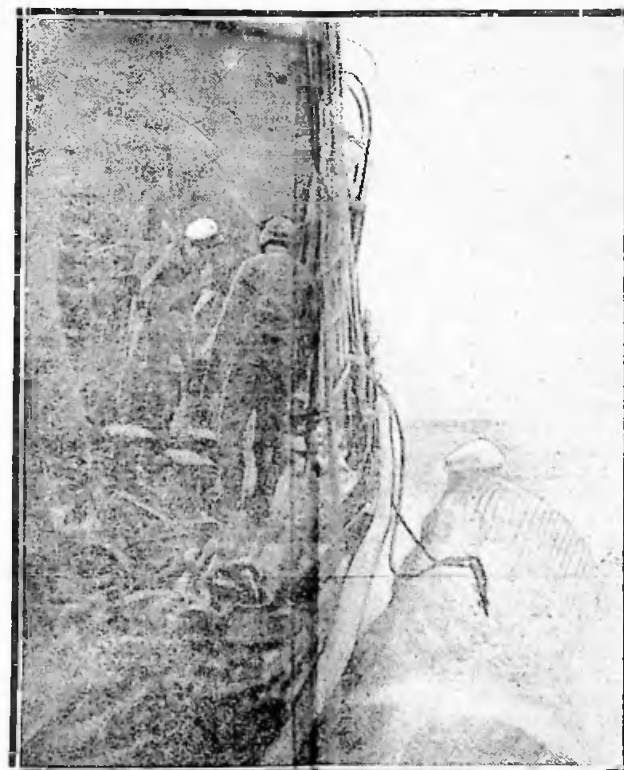
The intrepid Norsemen have found these restrictions on their freedom not a little irritating, as the recent incident with regard to the mysterious Bouvet Island has shown, not so much from any objection to paying the small sum required for a licence, but from the way the system works. As in Scotland, so in these southern waters, the British Government

may grant a licence to some and refuse it to others. For many years no fresh licences have been granted for South Georgia and the South Shetlands.

When C. A. Larsen, in 1923, made known his plans for a whaling expedition to the Ross Sea, the British Government, by an Order in Council, proclaimed the coasts of that sea British territory, and Larsen was obliged to obtain a licence to fish before he went there. This was not a difficult matter for him, but other licences were refused. Larsen thus obtained a monopoly of the fishing



RETURNING WITH WHALES.



PUMPING UP A WHALE WITH AIR.

rights in the Ross Sea.

As little was known of the possibilities of the Ross Sea at that time, this distinction of the sheep from the goats might seem of no consequence, but following upon their exclusion from the places mentioned, it raised a storm of resentment among the other Norwegian companies. The policy and methods of the British Government are not in question here, but the result has to be noted. The Norwegians left out in the cold felt that

they were being treated as pirates, and resolved to act accordingly. H. G. Melsom, of Larvik, discovered a way out of the difficulty. In 1925 he made his first experiments with a floating factory, the "Lancing," and found that he could work outside all territorial waters, thus independently of any land station. In the following year, 1926, he fitted out the 15,000 ton "N. T. Nielsen-Alonso," and sent it to work in the Ross Sea—without a licence. For two successive seasons the "Nielsen-Alonso" has been fishing in the Ross Sea without asking the permission of any country.

This new development in the whaling industry has been made possible by converting a huge vessel into what is literally a floating factory. If the weather and sea are at all calm, several whales can be dealt with alongside at one time. If not, the whales can be taken on board, one at a time, and extra 100 tons or so make no difference. The whales are

not hoisted bodily on deck, however; that is not practicable. Instead, Melsom hit upon the device of a revolving stern. The whole stern of the vessel from the water level upwards can be raised or lowered like a draw-bridge (in the "C. A. Larsen" the bows are made to revolve)—an idea copied, no doubt from the railway ferries common in Denmark and introduced into England (Richborough) during the war. Below the "draw-bridge" a broad slip runs down from the after deck into the water, and the whales can be drawn tail first up this inclined

work went on unceasingly; even under the worst conditions five to six whales could be dealt with in one day.

The broad after-deck was used for cutting up the blubber. Amidships and forwards two other decks were provided with steam saws for the bones, and a special slipway ran along the starboard side for the transport of the bones and other heavy parts forwards. As may be imagined, there was a constant traffic along this slipway, and those who had their cabins just below had a rough time of it. The smell on board such a vessel is not exactly pleasant, but it might have been ten times worse, and welcome, so far as I was concerned, if that

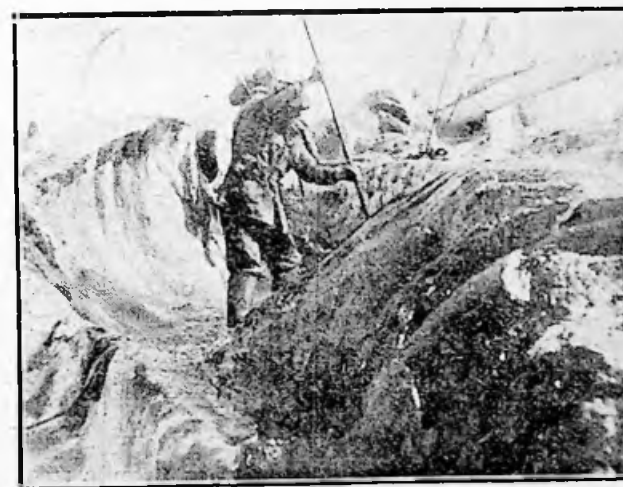
could have deadened the nose. The nose can adapt itself to strange mixtures if persistent, the squeamishness being overcome after a time, but the more sensitive ear could never get accustomed to the fiendish rumble and racket. The "night time," when we were supposed to be sleeping, was the worst, for in reality there was no night in those latitudes. The crew were divided into two gangs, and the work continued unceasingly throughout the 24 hours. It was not until the end of February that darkness caused a short break about midnight.

The "season" in the Ross Sea only lasts for three months, and in that time, working with feverish energy, the crews have to accomplish what takes five or six months in the other whaling regions of the southern seas. That is, however, the only disadvantage of the Ross Sea and one cannot alter it. The entrance is barred till well on in December, and one must prepare to clear out by the end of February or run the risk of being frozen in till the following summer—if one survived.

The end of the season is marked by unmistakable signs, the increasing darkness, the more frequent and heavier gales, and the formation of new ice. The last, is, of course, the determining factor. As we edged our way northwards, we could see the "pancake ice" forming in the course of a few hours. This is the forerunner of the great ice girdle that shuts off the Ross Sea from the Pacific. Let two or three cold days follow one another, and this "pancake ice" fuses into blocks, and these into an impenetrable solid mass.

[Previous articles appeared in the issues of April 7 & 14.]

[To be Continued.]



CUTTING-IN ON DECK.

plane right on to the deck. Powerful winches and strong steel warps are required, of course, but even the largest Blue Whale, 100 tons in weight, can be brought on board in this way.

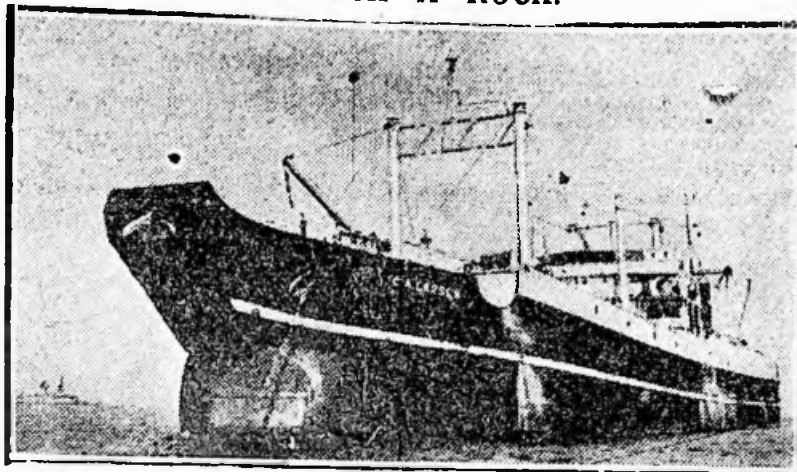
As these operations were carried out in stormy weather, with the vessel heaving and pitching beyond control, it can readily be imagined that unpleasant accidents frequently occurred, at least, in the beginning. Sometimes the steel warps broke under the strain, occasionally the tail of the whale came away from the rest and we were left with only this morsel, while the valuable parts slipped away from our sight. On one occasion the entire steam winch was wrenched from its bed and smashed to pieces, wounding some of the men severely before they could get out of the way. By the end of the season, however, the crew had gained more experience and confidence, and fewer mishaps occurred.

If the weather was at all calm, three to four whales could be dealt with at one time, and 10 to 15 whales could be flensed and cut up in the course of the day. Rough weather stopped the work alongside, and reduced the amount that could be accomplished. Time was lost in hauling the whale on board, an operation that took an hour or so each time. Yet the

22 Feb 1928

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STRUCK A ROCK.



The whaler C. A. Larsen struck a rock at Paterson's Inlet last night.

WHALING SHIP RUNS ASHORE.

VESSEL BADLY DAMAGED WHEN ROCK IS STRUCK.

Per Press Association.

INVERCARGILL, February 21.

A message was received from Half Moon Bay, Stewart Island, late to-night that the C. A. Larsen, the seventeen thousand ton mother-ship of the Ross Sea whaling fleet, went ashore between Faro Island and the Neck of Stewart Island while proceeding up Paterson's Inlet to her base at Price's Bay. She has just returned from a three month's whaling expedition in the Ross Sea and is carrying over eighty thousand barrels of whale oil, of an estimated value of one million sterling.

It is understood that the steering gear failed when a strong tide carried the vessel inshore. She struck a rock which tore a hole in numbers 10, 11 and 12 tanks forward.

Five chasers went to her assistance and towed the vessel up the inlet stern first, the C. A. Larsen having a heavy list and filling rapidly, her bows being almost flush with the sea and her stern high from the water.

The cargo will have to be transhipped, and it is stated that she will be unable to return to Norway this year.

Towing operations are still in progress.

WILL BE BEACHED FOR REPAIR WORK.

Per Press Association.

INVERCARGILL, February 22.

The C. A. Larsen, the 17,000 ton mother ship of the Ross Sea whaling fleet, struck a rock at 6 o'clock last evening between Faro Island and the neck at Stewart Island while proceeding up Paterson's Inlet to the base at Price's Bay. She is in command of Captain Nilsen, and had just returned from a three months' whaling expedition in the Ross Sea, carrying 80,000 barrels of whale oil, estimated to be worth £500,000.

It appears that the steering gear has proved unsatisfactory for some time and failed when off Faro Island last night, a strong tide carrying the vessel inshore, where she touched a rock, tearing a hole in numbers 10, 11 and 12 tanks forward.

The ship began to make water immediately, and the Larsen whistled up the whale chasers from the Sir James Clark Ross, which had arrived the day previously and were anchored up the Inlet. Five whale chasers responded at once to assist the mother ship. Aided by the Larsen's own five chasers, lines were got out, the ten chasers swinging her round and towing her up the Inlet stern first. The Larsen had a heavy list and filled rapidly, her bows being almost flush with the sea and her stern high in the water. Coming up the channel she struck out again from Faro Island to Native Island, a distance of four miles. It took about four hours to tow the great ship. An accident disabled one of the whale chasers, and it had to be towed up to the base for repairs. Slow progress is being made up the Inlet where it is intended to beach the vessel.

The tugs Southland and Theresa Ward proceeded to the Inlet this morning with salvage pumps.

ADDINGTON YARDS.

TO DAVIS SAL.

BARITONES AND
FLUGEL HORNS.

Cutting from

Daily Telegraph

Issue dated

13.3.28

THE VANISHING WHALE.

SPECIES IN DANGER OF EXTINCTION.

PROBLEM FOR GENEVA.

FROM A CORRESPONDENT.

Four members of the League's Economic Committee will meet in Geneva to-day to consider "whether, and in what terms, for what species, and in what areas, international protection of marine fauna could be established." The chief object of their solicitude will be the whale, which, owing to the activities of the whaling companies, is in imminent danger of something not very far removed from extinction.

The subject is one which was originally handed over to the League's Committee of Experts on International Law, and this body has prepared a report which gives the present attitude of the different nations in regard to the question of "international protection." From this it appears that twenty-one States are in favour of such protection, but that six, among them Great Britain, Germany, Japan, and Norway, are opposed to it. "The British and Japanese Governments," says the report in this connection, "are opposed to any regulation by general agreement, and the former Government even considers 'that this is not a subject the regulation of which by international agreement is feasible.'"

In consequence the proposal to codify the law has been dropped. Last December, on the motion of the Netherlands, the Council decided to refer the matter to the Economic Committee, and directed it to consult "the international oceanographic associations, and in particular the International Council for the Exploration of the Sea at Copenhagen." to-day's meeting is for the purpose of implementing the Council's decision.

Dr. José León Suarez, of Buenos Aires, the rapporteur who was responsible for the report of the legal experts, estimated the number of whales left in the Antarctic at between 10,000 and 12,000, of which not fewer than 1,500, and sometimes as many as 2,000, are slaughtered every year. "With the modern system of floating tanks and rafts," he says, "there is no need for terra firma for the necessary operations." In fact, "the modern whaling industry . . . is rapidly exterminating the whale" by a process of "veritable butchery."

WHALERS' BIG PROFITS.

Dr. Suarez gives particulars of the huge profits made by some of the whaling companies. One Norwegian concern, he says, made in 1924 "a net profit of 2,958,120 crowns (about £165,000); it paid its shareholders 50 per cent. on their capital, and the balance of 1,038,120 crowns went to the reserve." He adds: "There is also an Argentine company which, I believe, makes similar profits, although I have not been able to obtain details."

Trenchant criticism is directed in the report against the present British policy with regard to the whale. This policy "takes the form," Dr. Suarez says, "of a tax on whale oil imposed by the Governor of the Falkland Islands, which belong to Great Britain, at the rate of 5s per barrel of approximately 170 kilogrammes." Such a system, he declares, "is of very doubtful legality," and is "quite inadequate." Indeed, "it defeats its own ends from the point of view of the preservation of the species," and "promotes its more rapid destruction." Dr. Suarez does not explain why, and his report has evidently not convinced the British Government, for the royalty system was a feature of the lease of Bouvet and Thompson Islands to a Norwegian whaling firm early this year.

Whether the Government is still opposed to international protection has not yet been disclosed. What is certain is that the subject has been under discussion since 1924 without any concrete results so far, and that meanwhile the few remaining whales are being reduced in numbers by 12 to 15 per cent. each year. At this rate there will soon be scarcely left to protect.

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Cutting from

Star

Issue dated

24/3/28

A Place in the Sea.

It is a tribute to the versatility of the League of Nations that it can turn aside from the unsatisfactory task of disposing of man's war against man to consider man's war against the whale. Here again it finds itself no less up against national prejudices and interests, for while this country and Norway have developed the slaughter of the whale into a fine art, there are 21 other nations not so proficient which are quite prepared to ensure to the whale a protected place in the sea. On the whole our sympathies are with the whale. Harried from sea to sea, it is at present eking out a precarious existence in the Antarctic, but even there it does not find itself safe from the resources of modern science. And if there is a close season for the nimble herring, why not for whales? That lumbering giant is a likeable, inoffensive fellow who has proved very useful to man; it would be the basest ingratitude on the part of man to use him out of existence.

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Star

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Vanishing Whales

ALTHOUGH the League of Nations has not yet succeeded in bringing about the scrapping of big guns, it has hopes of reducing harpoons. This measure of disarmament is not urged with the object of making the world safer for democracy but in the hope of making the seven seas less dangerous for whales. Whaling under modern conditions has become so devastatingly efficient that the industry may soon find itself sighing like another Alexander because there are no more whales to conquer.

It is not clear that those in charge of the industry are seriously perturbed, but whale-lovers throughout the world will support the League in any action to preserve the species. As a household pet the whale has obvious disadvantages, but as a relief to the tedium of liner voyages it is worth its weight in blubber.

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Issue dated 25 3 28

**TREASURES OF
THE DEEP.**

**FATE OF 10,000
WHALES.**

By Our Foreign Affairs
Correspondent.

The fate of the 10,000 or 12,000 whales believed still to exist, mostly in the Antarctic, may be largely determined by a sub-committee which



met yesterday at Geneva. This consists of four members of the Economic Committee of the League of Nations, which, together with the International Council for the Exploitation of the Sea, has been examining possible means for the protection of sea fauna.

Great Britain and certain other Powers, including Norway, which has important interests in the whaling industry, are not in favour of regulation by international agreement, but 21 States, members of the League, support the proposal.

NEED FOR PROTECTION.

The urgent need for protection was emphasised by the "Daily News" early in the year. Dr. Suarez, whose report will be before the Committee now sitting, draws attention to the methods of the modern whaler, which have developed a class of fishing amounting to "veritable butchery." It is carried out with the help of a perfected form of weapon and special craft, and the whale is being rapidly exterminated. The industry moreover, has greatly increased in scope, and this is due to the manner in which the whale is treated when killed.

"The extraction of the oil, which previously had to be done ashore, is now," says Dr. Suarez, "done in floating factories, which accelerates the process ten- or twelve-fold, and makes national control impossible, since no action can be taken on the open sea, and the whalers have no need to touch land."

REFUGE IN SOUTHERN SEAS.

The whales, almost exterminated in the North Polar regions, have taken refuge chiefly in the southern waters of South America, and are fast disappearing there also.

The Norwegians are so expert and so successful that insurance policies for whaling vessels mostly contain a condition that the harpooner, and some of the crew, should be Norwegian.

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Issue dated

Hull Express

29 3 28

LOST WHALING SHIP

The loss of the whaling fleet's parent ship, Southern Queen, in the Antarctic Ocean on February 24, sixty miles east of the South Shetlands was described by Commander Captain A. Felgau, who arrived at Southampton yesterday in Alcantara with 109 of the crew of Southern Queen from Monte Video.

"We left Norway on August 15 for the South Shetlands centre of whale fishery," he said, "and started fishing on October 6."

"Between then and the time we lost Southern Queen the fleet had killed 604 whales, the largest being a monster 93 feet long. The yield of oil was about 27,000 barrels, worth £84,000, and this was aboard Southern Queen, which was the factory for the fleet."

"All the crew got away in boats and we submerged edge ripped the over plates open below the water line and flooded the vessel in the region of the stoke hold. She submerged to the main deck within a few minutes. The tanks kept her up for a time but down she went ninety minutes later."

All the crew got away in boats and we went to Monte Video in whalers."

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Financial Times

30/3/28

BRITAIN & WHALING INDUSTRY.

We understand that important British interests are actively engaged in completing an organisation for shortly taking a prominent part in the whaling industry of to-day, and it is hoped that the Old Country will successfully resume her rightful place in this ancient calling.

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SHETLAND WHALING DAYS.

Wild Scenes in Lerwick Streets.

Up to about the late 'nineties the Scottish and English fleets of each year to put into Bressay Sound (Lerwick Harbour) in the first week of March for the purpose of "feeing" or engaging Shetland seamen in order to complete their crews. The vessels usually lay at anchor in the Sound for a period of two weeks, awaiting the men from the country districts and laying in a store of provisions for the season at the West Ice grounds.

Almost invariably with the arrival of the first Greenland whaler in Lerwick Harbour, a spell of cold, windy weather, usually accompanied by frost and snow, would set in, and would last until the departure of the whaling fleet. This happened each year with surprising regularity, so that the Lerwick folk associated the arrival of the whaling ships with the coming of the wind and snow, giving the fortnight's spell of cold the name "Greenland weather." Greenland weather still comes to Shetland about the old whaling time in March, but the glory of old has vanished, and Bressay Sound shelters the fine ships no more.

At one time in the history of the Greenland whaling industry and up to about 1860, more than 1000 seamen from the Shetland Islands went each year as the crews of the sailing ships bound for the Davis Straits and Greenland, but towards the end of the nineteenth century the figure had dropped to about 200.

The whaling fleet, composed of ships and barques of from 250 to 500 tons, many being fitted with a powerful auxiliary screw, used to rig out at Hull, Dundee, Peterhead, Whitby, and Aberdeen with a skeleton crew of English and Scots seamen, carpenters and semi-skilled men. Then the ships dropped anchor in Bressay Sound, which was the signal for the shipping agents to get busy "signing on" the brawny Shetland sailors, without whom the leviathan in the northern ice could not be so successfully hunted. The last of the crews and stores were shipped from Lerwick toward the third or fourth week of March, and then the little town was once again desolate and dreary after the somewhat hectic "Greenland days."

English Ships Preferred.

The Shetland seamen preferred signing on with the Hull and Whitby ships, the "grub" and general working conditions on board being considered far superior to the London and Scottish vessels, and the Hull men got on well with the Shetlanders, feeling decidedly flattered on seeing the preference given to them as against the Aberdeen, Peterhead, Dundee, and London whalers.

During the Greenland days, a plentiful supply of strong drink could be had in Lerwick, and the period of "feeing" for the "Straits" and "West Ice" was celebrated by the men with great drinking bouts, which led to quarrels and violent fighting between the crews of Hull, Grimsby, and Whitby ships on the one side and the crews of the Scottish and London vessels on the other.

The inhabitants of the town, during the Greenland times, were very often in terror of venturing forth while the drunken fights were in progress, while at times about fifty special constables had to be enrolled in order to safeguard the townspeople. Writing from Lerwick in 1814, while on his visit in the lighthouse ship *Pharos*, Sir Walter Scott says of the nosy "Greenlanders":—

Here's to the Greenland tar, a fiercer guest,
Claims a brief hour of riot, not of rest:
Proves each wild frolic that in wine has birth,
And wakes the land with brawls and boisterous mirth.

In Quarantine.

In March, 1832, Lerwick enjoyed a quiet Greenland time, as during the month the whole of the Davis Straits and Greenland fleet lay at quarantine in Bressay Sound, on account of cholera which had come to the mainland of Britain, and although no cases had been reported in Shetland, the whaling crews were not allowed to land in Lerwick. However, on the last day of March, the men of the London ship *Margaret* broke quarantine, landed at the North Ness, Lerwick, and made their way to certain houses of evil repute, where they were liberally supplied with whisky and gin. Next morning they were arrested and locked up in the Tolbooth, but got off with a nominal fine.

The names of the vessels got poor treatment when the men were speaking of their various ships, and the story is told of "Strong" John Hunter (who was recognised by the whole of the Arctic whaling fleet as their champion fighter), being asked by a shipmate: "What ship dis year, John?" and answering, "I'm juist shipped in da lumberline," meaning the Hull vessel *Umbrian*. The ship *Ipswich* became in the vernacular "da Ebb-sheets."

In the 'thirties there came to Lerwick the whalers *William* and *Anne*, of Whitby; *Eagle*, Lord Wellington, *The Sisters*, *Zephyr*, *Eclipse*, and others. In the 'fifties and 'sixties came the *Dundee*, North of Scotland, *Intrepid*, *Active*, *Mazinthias*, *Victor*, *Melinks*, *Arab* and *Elizabeth*, *True Love*, *Windward* wrecked on the ice at Carey Island in June, 1907, *Arctic*, *Diana* (the "death-ship" which in April, 1867, under Captain *Braville*, who died within sight of the Shetland hills, drifted into Rosness Voe, Shetland, with most of the crew lying dead on board), *Alexander Harvey*, *Undaunted*, *Gipsy*, *Narwhal*, *Perseverance*, *Windwood*, *Rose*, *Superior*, *Empress of India* (of Peterhead, launched 1859, nine days after leaving Shetland was wrecked at West Ice), *Spitzbergen*, *Brilliant*, *Polynia*, and many others.

An "Account of Wages," dated at Lerwick, November 3, 1868, gives particulars of the earnings of the Shetland men on board the whaler *Esquimaux*, master Charles Yule. The name of the seaman is followed by particulars: "Date of engagement, March 5th, 1868; date of discharge, October 28th, '68; rate of wages, 25s per mo." Then follows: "Wages—For 7 months 24 days, £9 15s 6d. Oil money, estimate at 45 pence at 1s 2d 5s; total £12. Deductions—Advances £1 5s; store book a/c, £1 10s—total, £2 15s; balance due, £9 5s.

P. A. J.

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30.3.28 Bristol

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THE ROMANCE OF WHALING.

Britain to Re-Enter the Industry.

Although for centuries Britain has taken an active and by no means an inconspicuous part in whaling the industry has of latter days become practically a monopoly in the hands of prosperous Norwegian interests.

In 1905 a Norwegian, Captain C. A. Larsen, who is perhaps the greatest pioneer of modern South Seas whaling, set sail for South Georgia and established a whaling factory in King Edward's Cove. Some idea may be obtained of the wealth brought about by Larsen's pioneering work, for statistics show that the value of whale oil and other products in the South Georgian area alone has risen from £251,077 in 1909 to £1,100,000 in 1917; in 1922 the value was £3,056,860, £4,000,000 in 1924 and £5,750,000 in 1925. Modern Norwegian whaling practice consists of the operation of floating factories which are large ocean-going steamers equipped with oil-extracting, refining and storage plants. Each floating factory or mother ship is attended by a fleet of whale chasers. By this means catches of whales are expeditiously dealt with at sea instead of being brought many miles to land stations. We understand that important British interests are now actively engaged in completing an organisation for shortly taking a prominent part in the whaling industry of to-day, and it is hoped that the old country will successfully resume her rightful place in this ancient calling.

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Manchester Dispatch

Issue dated

31.3.28

BRITISH WHALING.

Preparations to Re-capture Lost Position.

Important British interests are actively engaged in the completion of an organisation which will enable them shortly to take a prominent part in the whaling industry, and it is hoped that as a result of their efforts Britain will resume her rightful place in the industry.

As far back as 1630 three ships were sent out from London to go whaling off the coast of Greenland. In 1821, says Mr. Keeble Chatterton in his book, "Whalers and Whaling," no fewer than 61 whalers set sail from Hull.

Dundee became the final British whaling port, and as recently as the period 1893 to 1911 whaling was still undertaken by an average of seven or eight vessels. By 1912 there was only a single whaler sailing from Dundee. In 1892 a Norwegian, Captain C. A. Larsen, went to the Antarctic in search of whales, and in 1904 he established a whaling factory in King Edward's Cove, South Georgia.

Statistics show that the value of whale oil and other products in the South Georgian area alone has risen from £251,077 in 1909 to £5,750,000 in 1925.

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Eastern Mercury

Issue dated

31.3.28 Hull

ROMANCE OF WHALING

Britain To Re-Enter The Industry

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To that great explorer Sir James Clark Ross, who in 1842 discovered the Great Ice Barrier and the Ross Sea, and to Scott, Shackleton, and Oates, who gave their lives in extending in the interests of Great Britain the work commenced by Ross, is it due for having made known to mankind the geography of the Southern Seas, and the wealth that exists therein.

In 1892 a Norwegian, Captain C. A. Larsen, sailed to the Antarctic in search of whales. Captain Larsen, who is perhaps the greatest pioneer of modern South Seas whaling, had been whaling since 1884, when he hunted the bottle-nose whale in the Arctic. In 1904 he set sail for South Georgia and established a whaling factory in King Edward's Cove. Some idea may be obtained of the wealth brought about by Larsen's pioneering work, for statistics show that the value of whale oil and other products in the South Georgian area alone has risen from £251,077 in 1909 to £1,100,000 in 1917, in 1922 the value was £3,056,860, £4,000,000 in 1924 and £5,750,000 in 1925. Modern Norwegian whaling practice consists of the operation of floating factories which are large ocean-going steamers equipped with oil extracting, refining and storage plants. Each floating factory or mother-ship is attended by a fleet of whale chasers. By this means catches of whales are expeditiously dealt with at sea instead of being brought many miles to land stations. We understand that important British interests are now actively engaged in completing an organisation for shortly taking a prominent part in the whaling industry of to-day, and it is hoped that the Old Country will successfully resume her rightful place in this ancient calling.

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at Home.

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Issue dated

WHALING PROJECT.

A company is being organised, we understand, to take part in the whaling industry, and it is believed that Lord St. John of Bletso is identified with the project.

Whaling was, of course, a prosperous British industry centuries ago, but has lately passed mainly into the hands of Norwegian interests, which have large ocean-going factories equipped with oil extracting, refining, and storage plants, each factory, or mother ship, being attended by a fleet of whale chasers.

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THE ROMANCE OF WHALING.

BRITAIN TO RE-ENTER THE INDUSTRY.

Although for centuries Britain has taken an active and by no means an inconspicuous part in whaling, the industry has, of latter days become practically a monopoly in the hands of prosperous Norwegian interests. So far back as the year 1630 three ships were sent out from London to go whaling off the coast of Greenland. While in 1821, says Mr. E. Keeble Chatterton in his book "Whalers and Whaling," no fewer than sixty-one whalers set sail from Hull. Dundee became the final British whaling port, and as late as the period 1893 to 1911 whaling was still undertaken by an average of seven or eight vessels. By 1912 there was only a single whaler sailing from Dundee.

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31/3/28

THE WHALING INDUSTRY.

In recent years the whaling industry has been practically the monopoly of prosperous Norwegian interests, and statistics show that the value of whale oil and other products in the South Georgian area alone in 1925 was £54 millions. There are prospects, however, that this monopoly will be invaded by British enterprise. We understand that important British interests are at present actively engaged in completing an organisation with this end in view, and hopes are entertained that as a result of their enterprise this country will once again resume its rightful place in this ancient calling.

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SOUTH ATLANTIC.

VAST LATENT RESOURCES.

THE DISCOVERY EXPEDITION.

Mr A. C. HARDY, one of the zoologists on the scientific staff of the Royal Research ship *Discovery*, lectured before the Royal Geographical Society in the Aeolian Hall, London, yesterday evening, on the work of the expedition carried out by that vessel in 1925-27 among the dependencies of the Falkland Islands. In a preliminary exposition of the economy of marine life, Mr Hardy said that the sea was one great culture medium. The sun's rays penetrated into the upper layers of the water, oxygen and carbon dioxide were dissolved from the atmosphere, and mineral salts were brought in from the land by rivers. These were ideal conditions for plant life, and just as the agents favouring life were scattered through the medium, so was life itself: it was scattered as a fine aquatic dust of microscopic single-celled plants in untold billions. Upon these plants fed a host of more or less microscopic animals, by far the most important of which were the small crustacea; the ocean teemed with them—they were the "insects" of the sea. Pelagic fish, such as the herring, pilchard, and mackerel, and the great whale-bone whales, fed directly upon the plankton. and from this planktonic world there fell to the sea-bottom a never-ending rain of dead and dying material which fed the life of the depths. In the sea-bottom were "forests" of plant-like animals which, rooted to the ground, stretched out their arms and tentacles umbrella-like to catch the rain of falling food. Upon these, again, fed the creeping animals and the bottom-living fishes. Then came man, sweeping the bottom with his trawls, catching the herring and mackerel in miles of drifting net, and with powerful ships and explosive shells shooting the great whales for their oil.

GROWTH OF WHALING INDUSTRY.

The *Discovery* expedition was primarily concerned with the investigation of the conditions governing the whaling industry among the dependencies of the Falkland Islands, which produced between a quarter and half a million barrels of oil every year. The first whaling station in South Georgia was established in 1904, and in the following season a floating factory first visited the South Shetlands. So successful were these enterprises that by 1911 there were eight companies working in South Georgia and twelve floating factories at the Shetlands. These islands, with a section of the Antarctic Continent itself, were part of the British Empire, being the dependencies of the Falkland Islands. The number of licences issued to the companies, mainly Norwegian, were strictly limited; but during the war, when the oil became of great importance as a source of glycerine for munitions, the restrictions were relaxed, and in 1915-16 the number of whales taken in a single season reached a record of 11,792. Man, unless his industry was governed, was never content with the golden eggs, but must always kill the goose—not so much through the amorality of the individual as through the economic pressure of his competitive society. There was no fear of the actual extermination of the great rorqual whales in the South Atlantic, because the industry must fall long before the whales were reduced to the point of extinction. What was to be feared, in the absence of restrictions, was the collapse of the industry—the loss of a valuable supply of oil, if not for ever, for a very long time to come. Any restrictive legislation, if it were to be effective, must be based on the findings of scientific research.

WORK OF THE DISCOVERY.

The work of the expedition might be divided into two classes—that done directly upon the whales themselves, and carried out almost entirely at the shore station at Grytviken, South Georgia, or at stations on the African coast; and that upon the environment of the whale, carried out by the *Discovery*, assisted later by a smaller ship, the *William Scoresby*. At Grytviken detailed measurements and observations had been made on over 1600 whales, revealing for the first time information that had long been wanted with regard to breeding times, period of gestation, rate of growth, and age of maturity. As regards the work at sea, one of the most important problems to be solved was that of the migration of the whale. It was known that they did migrate, but how far and in what direction were questions on which definite information was lacking. During the last twenty years, under the guidance of the International Council for the Exploration of the Sea, much had been learnt of the migrations of fish by "marking," i.e., by attaching a numbered button to a fish, liberating it at a known point, and recording the position of its subsequent capture. With the whale this was more difficult. It was not possible to catch a whale, label it, and let it go again, but it was possible to shoot a mark into blubber. The mark was like a large drawing pin, made of silver-plated rustless steel, and bearing upon its disc a number and instructions for its return from the whaling station. The pin was heavily barbed to hold it in the blubber, and the whole was mounted on a detachable wooden arrow which was shot from a light shoulder gun. The position of shooting was recorded in a log against the number of the mark fired, and a reward was offered by leaflet and posters distributed to all the whaling stations in the world for the return of the marks and certain data. It had been proved that this method of marking was perfectly practical, but success on a large scale could not be secured at once. In her first year the *William Scoresby*, while very successful in other work, was unable, through unforeseen structural defects, to mark enough whales, and so far no marks had been returned. These structural defects had now been overcome, and the little ship was away in the South again on another attempt, which was confidently expected to meet with success.

STORES OF SOLAR ENERGY.

Mr Hardy likened the exploration of the ocean to the crossing of a continent in the dark, trying to build up an idea of the country traversed from the samples of minerals and of plant and animal life, groped for and clutched when stopping at intervals. In the sea everything was hidden from the scientific explorer. Only after he had hauled up his nets, his trawls, his water-sampling apparatus, could he attempt to fit the results into the geography of the whole, and say that here was a great belt of plankton "jungle," there a comparatively barren area, and there again a zone of cold water coming from the Pole. These characters were not fixed, like the forests and deserts of the land, but within certain limits were moved by the ocean currents, and increased or diminished in size or density by the climatic conditions from time to time. This made it not impossible but more difficult to determine their distribution. Later, when knowledge of the physical conditions underlying the formation, growth, and decline of the different zones became more complete, it would be possible to say that such and such zones might be expected in this and that season and in this and that year. The biological as well as the physical characters in this and that stretch of water were important, affecting man through the fisheries, making cities prosperous, and sending people across the world to colonise barren lands. The great regions of summer plankton growth at each Pole, brought about by the long days of sunlight and perhaps the absence of certain bacteria, were almost as striking as the ice-cap itself, and were as much stores of solar energy as the plains of wheat and grazing lands of lower latitudes. It would not be a bolder prophecy than some which had been realised in the past to say that the time would come in the not too distant future when man would derive food or other power direct from these vast resources.

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Issue dated

BOUVET ISLAND.

THE NORWEGIAN CLAIM.
(FROM OUR CORRESPONDENT.)

OSLO, APRIL 4.

Consul Bjarno Aagaard, at the end of a series of articles published in English in the *Sjöfartstidende* on the British and Norwegian claims to the sovereignty of Bouvet and Thompson Islands, in the South Atlantic, comes to the following conclusions:—

First, no absolutely irrefutable proof has been published to show that Liverpool Island is identical with Bouvet Island and that Captain Norris landed on Liverpool Island and took possession of it in 1825. But even if such proof should be forthcoming the British claim to Bouvet Island is invalid, as the supposed right to the island had not been maintained.

Secondly, the special chart of the South Polar Sea published by the hydrographer's office of the British Admiralty by Act of Parliament, June, 1839, proves conclusively that the British Government did not consider Lindsay Island, Liverpool Island, and Thompson Island parts of the British Empire in 1839.

Thirdly, Captain Harald Horntvedt, of the Norwegian vessel *Nodvegia*, having annexed Bouvet Island on December 1, 1927, according to authority from the Norwegian Government dated August 31, 1927, and the annexation having taken place in legal forms and in accordance with international usage, Bouvet Island belongs to Norway.

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Issue dated

RESCUED BY AEROPLANE.

WHALERS' PLIGHT IN THE WHITE SEA.

(From Our Own Correspondent.)

MOSCOW, Saturday.

Seventeen Norwegian whaling ships, wedged in the ice of the White Sea off the Kaniu Peninsula, were rescued through the aid of radio and aeroplane.

Learning the plight of the ships through a radio message, a Soviet airman travelled over 300 miles in four hours, located the ships, then guided an ice-breaker, which extricated the ships from their dangerous position and brought them to the open sea.

INTERNATIONAL WHALING CO.

After Easter the public will be invited to subscribe for shares in a company whose prospectus should prove interesting reading, inasmuch as it deals with an industry which in the past has not been financed by public issues. The name of the concern will be the International Whaling Co. Ltd., and the prospectus will show that the company has been formed to acquire control of certain private companies at present interested in the whaling industry. This issue is of particular interest because, although for centuries Britain has taken an active and by no means an inconspicuous part in whaling, the industry has in latter days become practically a monopoly in the hands of prosperous Norwegian interests. It is understood that prominent British interests will be connected with the organization that will be set up by the new company, and it is hoped that their efforts will result in this country again successfully resuming her original place in this ancient calling.

TAURUS

7 April 1928

Colonial Sec.

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Dundee Evening Telegraph

Issue dated

10-4-28

A Famous Dundee Whaler.

What has become of all the whaling ships that crowded Dundee Harbour a generation ago?

They have been scattered all over the world, and news of those that survive comes occasionally from unexpected places.

The Eclipse, at one time one of the most famous of the Scottish steam whalers, is now at St John's, Newfoundland, having been sold to owners there before the outbreak of war, and is still engaged in the spring seal fishing from that port.

Captain David Gray, of Peterhead, son and grandson of old-time whaling captains, owned and commanded the Eclipse for some thirty years before it came to Dundee, and he and his ship form the subject of an interesting article in the current issue of "Seabreezes," the P.S.N.C. magazine.

The Eclipse is of about 900 tons burthen, and was built by Hall & Co. in Aberdeen in 1867.

Captain Gray was, I suppose, the most uniformly successful skipper who ever voyaged to the Arctic out of Peterhead (writes Mr C. Hutton), and so well was the fact recognised that he was dubbed the "Prince of Whalers" in sea-faring circles. In the worst "unlucky" years, when ship after ship was returning to the home port "clean," he, sooner or later, contrived to bring home a good, "payable voyage," as the term went.

A Skilled Captain.

To our captain, the great Polar region was an open book. Skilled in ice navigation to a great degree, he rarely erred in his deductions as to when and where the great mammals would appear on the scene, and his knowledge and experience in this respect, drawn from the appearance of the ice-pack, the prevailing winds, the presence or otherwise of whale food (animalcula, which at certain periods colour large tracts of the Arctic seas red and provide rich pasturage for the whales), and such data was unique.

To his unexampled knowledge of Arctic conditions he added the patience of an

Esquimo trapper at the waiting game, keeping his ship almost stationary for weeks on end in the calm assurance that his patience would be richly rewarded.

The Eclipse was square-rigged on the three masts, and was a very handy ship under sail. It should be noted that these "steam" whalers were primarily sailing ships, the auxiliary power never being used when actually whaling, the whales being so sensitive to the sound of the propeller that they would be scared and away at the first few revolutions, although miles from the ship.

Sold to Dundee.

The Eclipse was built at top speed by Hall's. It was not until after her first season she was properly strengthened for Arctic conditions, and in the lack of that solidity her sailing powers were considerably splendid. Her speed under sail was very much reduced after a few thousand ton-nails were put in her.

Painted black, unrelieved even by a white riband, her only ornament a beautiful figurehead (a gilt eagle with outspread wings), her poop rail, bridges and lower masts painted white, she was a handsome little vessel, and more like a small man-of-war than a whale ship.

Captain Gray owned and commanded the Eclipse for some thirty years, and previous to that the whaler Active and other ships.

She was sold to Dundee owners, and engaged in Davis Straits and Cumberland Gulf whale fishing under Captain Milne, also a Peterhead man and a very successful skipper.

Previous to the outbreak of war she was sold to St John's, Newfoundland, owners, and is, so far as I know, still engaged in the spring seal fishing from that port.

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Cutting from

Daily News.

Issue dated

11-4-28

BRITISH WHALING VENTURE.

£600,000 COMPANY.

Sir Norman Leslie, Sir Herbert Edward Morgan, and Sir Richard Mathias are among the British directors of a new £600,000 whaling company.

[This revival of British interest in the whaling industry, of which Norwegians have latterly had almost a monopoly, was referred to in our City Notes last week.]

Two huge "floating factories" of about 15,000 tons each, capable of carrying 65,000 barrels of whale oil, will start work in the autumn.

With each ship will go several whale-chasers (high-power steam launches). "Antarctic explorers have told us," said one of the backers to the "Daily News and Westminster" yesterday, "that the waters around the South Pole are simply teeming with whales. We estimate that we shall produce annually whale oil worth £650,000."

OIL TANKER TO WHALE FACTORY.

The Southern Whaling and Sealing Co., Liverpool, have recently purchased from the Eagle Oil Transport Co., of London, the large steel screw oil tanker San Jeronimo. She is due to arrive at Thameshaven on Friday, after which she will be taken over by her new owners for conversion into a modern floating whaling factory in the South Shetland area, where she will act as the depot ship for three other whale-catching vessels operated by the Southern Whaling and Sealing Co. in these waters.

We understand that tenders for conversion, which will run into several thousands of pounds, have not yet been invited.

The San Jeronimo is a vessel of 12,028 tons gross and 7,710 tons net register, built in 1914 by Messrs. W. Doxford and Sons, Ltd., of Sunderland.

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12. 4. 28

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FORTUNES FROM WHALES IN ANTARCTIC.

Trade In Which Britain Is Just
Joining.

DANGER OF EXTINCTION.

Very little is known in this country generally of the large profits which are being made, mainly by Norwegians, from whaling in the Antarctic, but a British company is now being formed to share in the spoil.

Since right whales were practically exterminated like seals in the Arctic, the demand for oils and fats and the reports of explorers as to the huge numbers of whales in the Antarctic have directed the attention of whalers to the harvest there.

Capt. Larsen's Company.

One of the persons who early realised this was Capt. Larsen, the Norwegian, who had sailed with Baron Nordensjöld, the Swedish explorer, in the Vega. He tried unsuccessfully to obtain the necessary funds in London, but had to go to the Argentine. There, he established a whaling company in Buenos Aires and from there went to South Georgia. Employing in the steamer Karl a harpoon gun, he was very successful, and to-day there are 3,000 Norwegians employed in the shore stations of South Georgia. Here, a 50-ton whale is cut up by machine in an hour. Every part of it is used, except the whale-bone, which is thrown into the sea. Of old, that product was one object of whaling—to-day, it is worthless.

Cinema Entertainments.

These Norwegians are housed in buildings lit by electricity, and they have a cinema. At the end of each season the men go home to Norway by the steamers that carry the whale oil to the markets. At £28 a ton, there is such a demand for it that last year the Americans took the whole cargo of the Ross Sea Whaling Co. (a company managed by Capt. Larsen), at a cost of over a million sterling.

Whale oil is largely used both in England and in America for the highest class of soap and lubricants, and it can even be deodorised and used for margarine.

British Steamers.

At present the whaling business in these Antarctic seas is entirely in the hands of Norwegians, though British capital is employed by the Leverhulme interests. This season several British steamers are to join in the trade. A whale-catcher, 145ft. long, with a speed of 15 knots, is being built in the North of England, and three other British steamers have lately been bought for the same work—the Brandon, from the Canadian Pacific company, the Opawa, from the New Zealand company, and the cable steamer Colonia.

The League of Nations report recently stated that only about 1,500 whales are killed annually in the Antarctic, but this is far too small a figure.

The Champion Killer.

Capt. Hansen, who is called the champion whale-killer, usually kills about 400 a year, and many other kippers kill up to 300 yearly. The quantity of oil sent home shows that near South Georgia, the Falkland Islands, the Ross Sea, the South Shetlands, the South Orkneys, and other parts of the Antarctic seas nearly 10,000 whales are killed every year.

If this slaughter goes on, the whales will soon be extinct. In the pursuit of right whales in the Arctic, in boats like those in old-fashioned pictures, of the harpooner and the whale, the latter often escaped. Now, with fast boats armed with harpoon guns, the whale has little chance of escaping, and some regulation of this industry will have to be enforced if the whale is to be preserved. One thing is noticed—that the whales are now more cunning, and if the catchers are not fast, will escape.

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Cutting from *Daily Telegraph*

Issue dated *13/4/28*

MARKED WHALES.

SHOT WITH STEEL DISCS.

TRACING MIGRATION.

Before members of the Royal Geographical Society last evening, at the Aeolian Hall, Mr. A. C. Hardy gave a lecture on the voyage and work of the Discovery expedition between 1925-1927, in search of scientific knowledge of the migration of whales, which proved as fascinating as Bullen's "Voyage of the Cachelot."

We know generally, said Mr. Hardy, that the whales have two main migrations; a feeding one in the spring to the polar waters rich in plankton, and one in the autumn to the lower warmer latitudes for breeding. But do the whales which pass up the West African coast for breeding in the southern autumn belong to the same stock as those which were being fished a month or so earlier at South Georgia? Is there a circumpolar migration of whales in the summer? Might a school fished at the beginning of the season at the South Shetlands be later fished in the Ross Sea and vice versa? Or, again, whilst almost incredible, and unlikely in view of the relative scarcity and abundance of whales in the north and south respectively, could it occasionally happen that, since they are known to go as far as the equator to breed, they might pass from one polar hemisphere to the other? These are important questions.

Much has been learned of the migrations of fish, it was pointed out, by marking them and then liberating them. With the whale it is more difficult, said Mr. Hardy. We cannot catch a whale, label it, and let it go again; but we can shoot a mark into its blubber; and this we do. The mark is like a large drawing-pin; it is of silver-plated rustless steel and bears upon its disc a number and instructions for its return from the whaling station. Its pin is heavily barbed to hold it in the blubber, and the whole is mounted on a detachable wooden arrow which is shot from a light shoulder gun. The position of shooting is recorded in a log against the number of the mark fired, and a reward offered by leaflet and poster to all the whaling stations of the world for the return of marks and certain data. The first experiments were made on living whales in the summer of 1924 on a cruise to Iceland. The sister ship of the Discovery, the William Scoresby, is in the South again, following up this experiment.

Mr. Hardy described the remarkable displays of phosphorescence caused by the organism pyrosoma. "For several nights after crossing the Equator," he said, "the ship passed through dense zones of these living lanterns, millions and millions of them, so that a broad patch of light was left behind the ship for half a mile or so. Even more remarkable was a display one night on our return voyage of another phosphorescent organism, the Ctenophore Diopatra; it is a jelly-fish like animal of the most delicate nature, which from time to time gives out a brilliant and instantaneous flash. Here the effect was again produced by vast numbers, but this time over the whole surface of the sea irrespective of our passage; it was as if we were steaming through a shower after shower of submarine rockets which burst just below the surface."

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Cutting from *Sunday Times*

Issue dated *11.4.28*

WHALING REVIVAL.

BRITISH INTERESTS TO ENTER INDUSTRY.

Although for centuries Britain took an active and important part in the whaling industry, the trade has latterly become the practical monopoly of Norwegian interests. Some idea of the wealth created by the operations of Captain Larsen, the pioneer of modern whaling, may be judged from the fact that the value of whale oil and other products of the South Atlantic area alone increased from £251,000 in 1909 to £5,750,000 in 1925.

Important British interests, it is understood, are about to complete an organisation for taking a prominent part in the whaling operations of to-day, and it is hoped that ere long the Old Country will resume her rightful place in this ancient and profitable industry.

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Cutting from *Sunday Chronicle*

Issue dated *1.4.28*

BRITISH WHALING BID.

Millions in Profits That Go to Foreigners.

The Sunday Chronicle understands that important British interests are now actively engaged in completing an organisation for taking a prominent part in the whaling industry.

Although for centuries Britain has taken an active and by no means inconspicuous part in whaling, the industry has of latter days become practically a monopoly in the hands of prosperous Norwegian interests.

Profits from the Norwegian whaling station were £5,750,000 in 1925. Modern Norwegian whaling practice consists of the operation of floating factories, which are large ocean-going steamers equipped with oil-extracting, refining, and storage plants.

PRESS

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Cutting from *Daily News*

Issue dated *2.4.28*

BRITISH WHALERS AGAIN?

News in the City that British interests are completing an organisation for taking an important part in the whaling industry sounds at least romantic. The arrangements are now well forward.

Britain once had a conspicuous interest in whaling, but latterly Norwegians have had something like a monopoly of it. Norwegians run it in the South Seas. The value of whale oil and other products of the industry in the South Georgian area in 1925 reached £5,750,000.

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Cutting from *Financial News*
1.5.28

Issue dated

BRITISH & NORWEGIAN WHALING

With regard to the recent announcement that important British interests are engaged in completing an organisation for taking a prominent part in the profitable whaling industry, we understand that a company—the British and Norwegian Whaling Co., Ltd.—has been formed for this purpose. The board of the company consists of: Sir Norman Alexander Leslie, Lord St. John of Bletso, D.L., Sir Herbert Morgan, Sir Richard Mathias, Bt., D.L., Svend Foyn Brunn, M.P. (Norway), Anton von der Lippe, and Anders Jahre, Counsellor to the Norwegian Government on the recent Commission on Whale Fisheries.

The activities of the company will in the main be devoted to the operation of floating factories, which are large ocean-going steamers equipped with oil-extracting, refining, and storage plants. Each floating factory is attended by a fleet of whale chasers. By this means catches of whales are expeditiously dealt with at sea instead of being brought many miles to land stations. For this purpose two suitable vessels are to be acquired, the liners s.s. "Opawa," of 9,000 tons, late of the New Zealand Shipping Co., and the s.s. "Athenic," of 12,000 tons, from the White Star Line. The vessels are being converted into floating factories, and will be in readiness for the ensuing season which commences in September. We understand that a public issue will shortly be made.

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BOUVET ISLAND.

A further Note on the subject of Bouvet Island has been received at the Foreign Office from the Norwegian Government.

It is understood that the claim to this Antarctic island, which serves as a whaling-base, is still maintained by Norway, in virtue of its recent occupation by Captain Harald Hornetvedt, acting with authority from the Norwegian Government. The Norwegian view appears to be that the occupation of the island by Captain Norris on behalf of the British Government in 1825 does not confer present sovereignty, because that sovereignty has not been effectively maintained in the meantime.

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A Whaling Proposition.

In regard to the recent announcement that British interests are engaged in completing an organisation for taking a prominent part in the whaling industry, we understand that a company called the British and Norwegian Whaling Company has been formed for this purpose. The activities of the company will in the main be devoted to the operation of floating factories, which are large ocean-going steamers equipped with oil extracting, refining, and storage plants. Each floating factory will be attended by a fleet of whale chasers. Two vessels—one of 9,000 tons, and the other of 12,000 tons—are being acquired, and their conversion into floating factories will be completed before the next whaling season begins in September. A public issue of shares is to be made shortly by the British and Norwegian Whaling Company.

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Catching crabs is easy. Even the expert angler who waits in eager anticipation for the opportunity to hook something really big will sometimes land a crab instead, or is annoyed to find that his bait has been enjoyed by one. Catching whales is, of course, a different matter. Immense progress has been made in methods of whaling, especially since 1868, when the invention of the exploding harpoon made it possible for the first time, to hunt the largest species of the fin whales. The introduction of floating factories, which, during the hunting season, were stationed at one port or were moved from port to port along the hunting area, enabled whalers to go farther afield. More recently, large "mother ships" of anything between twelve and seventeen thousand tons have been sent with the whaling fleets so that there is no need for whales to be brought to shore at all. Instead, they are taken on to the deck of the ship and the fullest possible use is made of their products. This form of whaling, which in many waters is the only possible method, has given rise to the fear that many species of whale might be exterminated. There is at present, however, little danger of complete extermination, according to a report which has been prepared for the assistance of the League of Nations Economic Committee, which, in collaboration with the International Council for the exploration of the sea, at Copenhagen, is studying the problem of the protection of whales, seals and other marine fauna. So much capital is involved in modern whaling that a company must kill a considerable number of whales in order to make a profit, and if hunting becomes unprofitable it will stop long before the whales are exterminated. The principal countries interested in whaling are the British Empire, Norway and Japan. The chief product is, of course, whale oil, the world production of which amounted to about 200,000 tons in 1926 (with a value of almost £6,000,000), as against 130,000 tons in 1913. Much of the whale oil is used for the manufacture of margarine.

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WHALING PROFITS.

Fluctuating profits are an inevitable feature of a fishing business dependent on catches and the course of market prices. Thus the shareholders of IRVING AND JOHNSON (SOUTH AFRICA), who carry on extensive fishing, trawling and whaling operations in South African waters have seen the earnings of their undertaking vary considerably, though net results measured by dividends have not been unsatisfactory. In 1926 there was a rather severe drop in the available net surplus, due not indeed to bad catches, but to a sudden drop in the price of whale oil. The depression was, in a way, a blessing in disguise, as it drove several of the company's competitors out of the field, thereby facilitating the recovery recorded in the accounts for 1927.

The increase in profits has been sufficient to permit of the raising of the dividend from 6 to 7 per cent., and the transfer of £11,000 to reserve, to which no allocation was made last year. Moreover, goodwill has again been written down by £10,000, reducing it to £60,000. The reserve now stands at £99,000 and is being profitably utilised in the business. Cash resources have diminished, but there has been a more than compensating addition to other liquid assets.

Falkland Islands
Telephone: HOLBORN 3120. Telegrams: {BOOKSTALLS,
ESTRAND, LONDON.

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Cutting from *Nature*
Issue dated 12 MAY 1928

WHALING RESEARCH.—On April 2, at the Æolian Hall, London, Prof. A. C. Hardy lectured before the Royal Geographical Society on the work of the R.R.S. *Discovery* in the dependencies of the Falkland Islands. Prof. Hardy outlined the objects and scope of the *Discovery* Expedition, details of which have already appeared in our columns. It is evident that both the shore party and the staffs of the *Discovery* and the *William Scoresby* have collected a vast amount of material, and a considerable period of time must elapse before the actual results of their research will be available. Prof. Hardy, however, was able to give the broad conclusions of the results of an intensive plankton and hydrographic survey of the whaling grounds round South Georgia that are of extreme interest. The euphausiids, which form the bulk of the food of the whale in that locality, were found to be concentrated on the north-east side of South Georgia; on the west side of the island was a very rich zone of diatom plankton, which encircled the island on either side some distance from the shore. The island is placed at right angles to the westerly drift of water coming from Drake's Straits, and Prof. Hardy indicated how this current would set round either side of the island to meet some distance behind it, leaving an area of 'dead' water on the north-east side. This current, striking the shelving bottom on the west of the island, would cause upwelling of phosphate-rich water which could support a heavy crop of diatom life; these diatoms would be carried round either end of the island, and by eddies into the sheltered water where the euphausiids occurred. This dead water would thus form a sheltered nursery for the euphausiids. The theory suggested fits well with the results of the phosphate analyses obtained. Work is still continuing at the shore station and in the *William Scoresby*.

Ed. Secf
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Cutting from *Financial News*
Issue dated 10/5/28

WHALING CONCESSIONS.

COPENHAGEN, May 9.—It is reported from Oslo that the British Colonial Secretary has informed Professor Hjort that the Ministry wishes to continue co-operation with the Norwegian whalers, and has therefore decided to renew the concessions to Norwegian whalers in the Falkland region and the Antarctic until September 30, 1933.—*Exchange Telegraph*.

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Cutting from *Nature*
Issue dated 1.5.28

New Whaling Company.

With regard to the recent announcement that important British interests are engaged in completing an organisation for taking a prominent part in the profitable whaling industry, we understand that the British and Norwegian Whaling Co., Ltd., has been formed for this purpose.

The Board consists of: Sir Norman Alexander Leslie, Lord St. John of Bletso, Sir Herbert Morgan, Sir Richard Mathias, Svend Foyn Brunn, M.P. (Norway), Anton von der Lippe, and Anders Jahre, Counsellor to the Norwegian Government on the recent Commission on Whale Fisheries.

The value of whale products, nearly all of which was obtained by Norwegian interests, rose from £4,720,000 in 1923 to £6,560,000 in 1927, while the dividends distributed by three of the leading Norwegian Whaling companies for the past four years have averaged respectively 45 per cent., 23½ per cent., and 57½ per cent. per annum.

Activities of the Company will in the main be devoted to the operation of floating factories which are large ocean-going steamers equipped with oil extracting, refining and storage plants. Two vessels are being converted and will be in readiness for the ensuing season in September.

We understand that a public issue will shortly be made by the British and Norwegian Whaling Co., Ltd.

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Cutting from *Liverpool Journal of Commerce*
Issue dated 2.5.28

WHALING INDUSTRY.

BRITISH INTERESTS—A NEW COMPANY.

With regard to the recent announcement that important British interests are engaged in completing an organisation for taking a prominent part in the profitable whaling industry, we understand that a company—the British and Norwegian Whaling Co., Ltd.—has been formed for this purpose. The board of the company consists of:—Sir Norman Alexander Leslie; Lord St. John, of Bletso, D.L.; Sir Herbert Morgan; Sir Richard Mathias, Bart., D.L.; Svend Foyn Brunn, M.P. (Norway); Anton von der Lippe; Anders Jahre (Counsellor to the Norwegian Government on the recent Commission on Whale Fisheries).

Of latter years the whaling industry has become practically a monopoly in the hands of prosperous Norwegian interests, whose operations are mainly devoted to reaping the rich harvests of the Ross Sea, and areas in the Antarctic opened up by Ross, Scott, and other British explorers. It is interesting to note that the value of whale products—nearly all of which was obtained by Norwegian interests—has risen from £4,720,000 in 1923, to £6,560,000 in 1927, while the dividends distributed by three of the leading Norwegian whaling companies for the past four years have averaged respectively 45 per cent., 23½ per cent., and 57½ per cent. per annum.

The activities of the company will in the main be devoted to the operation of floating factories, which are large ocean-going steamers equipped with oil extracting, refining and storage plants. Each floating factory is attended by a fleet of whale chasers. By this means catches of whales are expeditiously dealt with at sea, instead of being brought many miles to land stations. For this purpose two suitable vessels are to be acquired, the liners *Opawa*, of 9,000 tons, late of the New Zealand Shipping Company, and the *Athenic*, of 12,000 tons, from the White Star Line. The vessels are being converted into floating factories and will be in readiness for the ensuing season, which commences in September. We understand that a public issue will be made by the British and Norwegian Whaling Co., Ltd.

Telephone: HOLBORN 3120. Telegrams: BOOKSTALLS, ESTRAND, LONDON.

Subsidiary Secretary
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Strand House, London, W.C.2.

PRESS-CUTTING DEPARTMENT.

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Cutting from *Daily News*

Issue dated

1.5.28

WHALING COMPANY FORMED.

A few weeks ago we reported that British interests were preparing to go into the whaling industry, which is said to be very profitable.

The British and Norwegian Whaling Company, Ltd., has now been formed and is, we understand, to make a public issue shortly. Its directors are: Sir Norman A. Leslie, Lord St. John of Bletso, Sir Herbert Morgan, Sir Richard Mathias, Messrs. Sven Foyn Brunn (a Norwegian M.P.), Anton Fonder Lippe, and Anders Jahre, Counsellor to the Norwegian Government on the recent Commission on whale fisheries.

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Cutting from

Issue dated

5/5/28

WHALE OIL.

OSLO, May 3.—The International Whale-Oil Pool represented by the D.N.F. of Oslo has purchased 80,000 to 100,000 tons of whale-oil (representing 75 to 80 per cent. of the total world production for the season 1928-29) for delivery April-August, 1929, at a total cost of between two and three million sterling.—*Reuter.*

D, LONDON.

ON,

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Cutting from *Observer*

Issue dated

13.5.28

PROFITS OF HARPOONING.

(From Our Own Correspondent.)

OSLO, May 9.
Few occupations tax the nerves harder than whale-hunting, but few occupations pay better. When the whale-hunting fleet recently returned from the Antarctic after a nine months' stay, the leading harpooner had earned a "normal" income of about £7,000 (130,000 kroner). In addition to this sum he had a contract giving him £4 (75 kroner) for each whale he killed. During the nine months he had killed 300 whales and his "extra income" amounted to £1,200 (22,500 kroner). Hardly one man in a thousand may hope to be a real good harpooner. It is upon his ability that the result of the expedition largely depends, and though his profit may seem high, it is modest compared with the profit he brings to the expedition.

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Cutting from *Fishing News*

Issue dated

5/5/28

Is Whaling Profitable?

A report by a small sub-committee of the League of Nations Economic Committee states that "so much capital is involved in modern whaling that a company must kill a considerable number of whales in order to make a profit, and if hunting becomes unprofitable it will stop long before the whales are exterminated."

It appears that whales will have a new lease of life, and the introduction of exploding harpoon guns, floating factories and "mother ships" is not to mean their extermination.

SOUTH SEA WHALING.

New British and Norwegian Company Formed.

Recently it was announced that important British interests were engaged in completing an organisation for taking a prominent part in the whaling industry. A company—the British and Norwegian Whaling Co., Ltd.—has now been formed for this purpose.

Of late years the whaling industry has become practically a monopoly in the hands of Norwegian interests, whose operations are mainly devoted to reaping the rich harvests of the Ross Sea and areas in the Antarctic opened up by Ross, Scott, and other British explorers. The activities of the new company will, in the main, be devoted to the operation of floating factories—large ocean-going steamers equipped with oil-extracting, refining and storage plants. Each floating factory is attended by a fleet of whale chasers. By this means catches of whales are expeditiously dealt with at sea instead of being brought many miles to land stations.

Two vessels are to be acquired: the liners "Opawa" (9000 tons), late of the New Zealand Shipping Company, and the "Athentic" (12,000 tons), from the White Star Line. The vessels are being converted into floating factories, and will be in readiness for the ensuing season, which commences in September. A public issue will shortly be made by the British and Norwegian Whaling Co., Ltd.

IN THE ANTARCTIC WITH A NORWEGIAN WHALER.

(No. 4).

[By Dr Sepp Backer.]

WHEN WHALES MIGRATE
TO WARMER CLIMES:
YOUNG LEFT BEHIND
THE ICE BARRIER!

"HOME-SICK" AND NOT
A LITTLE ENVIOUS:
LATE WORK FOR ROSS
SEA ADVENTURING.

All the boats that venture into the Ross Sea are well provisioned, it is true, sufficiently so to maintain the crews of 2-300 men over the winter, but the survival of an iron ship under the severe ice pressure is problematic. The "Aurora," a specially built ice-ship, was able to pass the winter of 1915/16 wedged in the ice of the Ross Sea, but a 15,000 ton iron steamer would certainly go to the bottom.

There is another factor, however, that brings the whaling season to an early close. The Blue Whale only visits the Ross Sea during the Antarctic summer, when its food, the plankton, is produced in enormous quantities. It migrates yearly to this "feeding place." But when the pancake ice forms on the surface, the plankton descends into deeper water and ceases to propagate. The whales must perforce migrate northwards to the coasts of Africa and South America, their breeding places.

What a difference the Ross Sea made, could readily be seen from the condition of the whales. At the beginning of the season the blubber-layer was only four inches thick, towards the end it had swollen to 8-10 inches, entirely due to the rich feeding. All our harpooners agreed that nowhere else, from Alaska to South Georgia and Africa, were the whales so rich in blubber as in the Ross Sea. It was quite remarkable also, that not a single small whale was met with during the entire three months, and the harpooners supposed that the whales left their young behind on the other side of the barrier ice when they migrated into the Ross Sea.

In the beginning of March we lay in the north-western part of the Ross Sea, close to the edge of the fast pack-ice. Although the temperature had fallen 20 degrees (F.) below freezing point and ice-cold winds of strength 10-12 swept up from the south, we still made good catches and these days of severe work really saved the expedition from financial loss. If the Nielsen-Alonso had followed the example of the Sir James Clark Ross and left the whaling grounds in the end of February, the company would scarcely have covered its expenses. These last few days were thus of the utmost importance and our manager, Hermann Berntsen, carried on the fishing to the last limit. Never before had a boat worked so late in the Ross Sea and many of us were not a little "home-sick" when the "Ross" and "Larsen" with their flotilla of whalers passed by on their way north.

The work went on 14 days longer everyone giving of his best, working overtime to clear the decks and keep the pots boiling. The harpooners had a particularly rough time in those stormy days, but they never failed to return with their booty. At noon on March 12 the "Pol IV" delivered up its 150th whale, and Berntsen came on board the mother-ship to learn the amount of oil obtained, and he then gave orders to stop fishing. In the course of the day the other whalers returned and the last whales were flensed and boiled down in record



BLOCKS OF BLUBBER.



JAWS OF WHALE HAULED ON DECK.

time. The total catch for the season was 453.

After getting things more or less in order the mother-ship and whalers turned their heads northwards and we bade farewell to the friendly penguins. These extraordinary creatures obviously liked our company and assembled in masses wherever we went. What their attitudes implied, astonishment or contempt, it was difficult to say, but they seemed to be asking silent questions all the time.

The voyage through the pancake ice and all the way back to Hobart was exceedingly rough and stormy, the wind sometimes reaching hurricane strength. Several times the boats were obliged to turn round and keep head to the waves for some hours. A huge breaker came on board "Pol I" and carried away the iron door of the galley aft. Once beyond the fogs of the polar circle, however, the icebergs became smaller and the wind and seas more tolerable. On March 27, we arrived safely in Hobart. This time, much to the disappointment of the crew, the mother-ship was not permitted to come alongside the quay. To those not used to it, whale oil has a nasty smell and we anchored well out in the roadstead to spare our good friends. But the southerly winds were blowing all the time, carrying the smell right across the town, and it is to be feared we were not quite so welcome

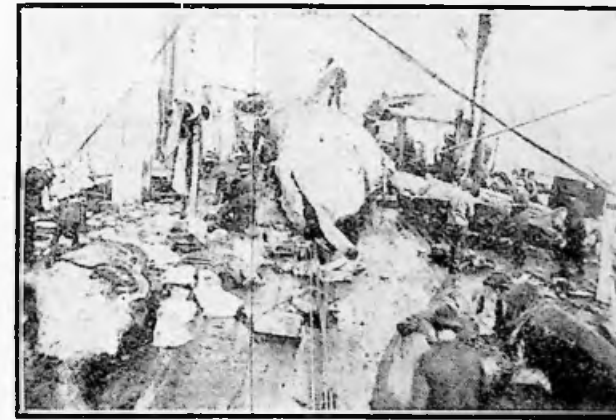
as on the first occasion. Our stay was quite short, to lay in a fresh store of provisions and especially fresh water.

On going south we had taken in a supply of 4000 tons of water and this just sufficed—with care and strict rationing. Washing with fresh water was only allowed on Sundays and one had no reason, of course, to be nice about one's appearance. As salt water and razors do not agree with one another, I gave up trying to shave. It is curious what a difference that makes to one's personality, inwardly as well as outwardly. I felt

to await the return of the mother-ship in the following season. Then we set out for Sydney.

Sydney was *en fete* when we arrived—but not for us! The Duke and Duchess of York were spending a few days there during their Australian tour and the city with its beautiful surroundings was gaily beflagged. At night also, the illuminations on the ships and all round the fine harbour made a magnificent spectacle. Our "funny ship," as the Sydneyites called it, did not take part, however, in the celebrations. We were there strictly on business, to fill up the bunkers with coal for the long voyage to Europe.

This time our course lay round South America and not through the Panama Canal. It may seem hardly credible, but for 62 days on end we had no sight of land. We were so far to the south that we encountered once more the fogs and icebergs of the Antarctic. Cape Horn was rounded without our being aware of its presence. Those were by no means idle days. The crew were kept busy repairing the damage of the whaling season. Our ship looked for some time as if it had been in a sea fight, some of the lifeboats had practically disappeared, and more than one of the steam-winchies were out of action. The carpenters and engineers took



BLUE WHALE ON DECK : 100 ft. Long.

far more important with a beard and yet, as soon as fresh water was available, off it came—comfort is better than importance!

A few days before reaching Hobart the last fresh water tank sprang a leak from some cause or another and everything—soup, meat and drink—all tasted salty, sufficiently at any rate to produce a constant thirst. The first fresh water we got in Hobart was better than beer or wine. Here also the fruit harvest had just been gathered in and we purchased hundreds of boxes of apples and pears. The lack of green food (perhaps one should say "vitamines") had led to various disorders among the crew, mild cases of scurvy and beri-beri, and the fruit was most acceptable. It may be mentioned that we ate quite a lot of whale meat during the voyage and I, for one, found it better than I had expected. It is not very different from beef, but a great deal depends upon the way it is cooked.

At Hobart, about 20 of the crew, attracted by the land and the climate, decided to try their luck in Tasmania, and took leave of the expedition. The four whalers were also left behind here for the winter under charge of eight men,

some weeks to repair the damage, while the sailors and whalers were busy with paint and varnish until the vessel looked as clean and trim as the numerous passenger steamers we met on the equator.

For nine months nearly, the men had been away from home with hardly any news of their wives and children. Our wireless had been sending out and receiving messages, it is true, and in January, whilst still in the Ross Sea, the operator had succeeded in maintaining direct communications with England.

[Previous articles appeared on April 7, 14 and 21.]

[To be Continued.]

IN THE ANTARCTIC WITH A NORWEGIAN WHALER.

(No. 5).

[By Dr Sepp Backer.]

EXTERMINATION OF THE
WHALE IN THE SOUTH
SEAS LOOKED UPON AS
IMPOSSIBLE.

NORTH SEA ARGUMENT
APPLIES: TRAWLERS
CAN NEVER EXHAUST
ITS GREAT SUPPLIES.

The achievement of our operator in maintaining direct communications between the Ross Sea and England during nine months was praised in the newspapers at the time, but family news was lacking until the South Atlantic was reached. Then greetings came in frequently and at least a dozen of the fathers on board were informed of new arrivals within the family circle.

In the beginning of June we reached the Channel and were able once more to feast our eyes on the land. On a warm, bright Sunday we steamed past the white cliffs of Dover and Gris-Nez, and on the following night arrived off the Hook of Holland. When we turned out next morning, the "Nielsen-Alonso" was already fast alongside the pier at Rotterdam, and we saw the great tanks that were to receive the oil we had brought from such a distance.

This was the end of our voyage, and to one person at least it had been brimful of incident and novel experience from beginning to end. The company that sent out the expedition were more concerned, however, with the financial results, and a brief reference to this side of the matter may be of some interest.

The oil is, of course, the most valuable product of the whaling industry. After extraction from the blubber it is of a clear yellow or dark brown colour, according to quality, and is stored in tanks on board in the fluid condition. At the chemical works on land this fluid oil is purified by various means, and the best quality goes to form a new chemical compound, solid, glistening white and quite odourless stearine. In this form it is made up in sacks and sold to the soap and margarine works. At the present time the price of whale oil is about £29 per ton.

The hardened whale oil is largely used in the manufacture of candles, soap and lard substitutes. The inferior oils are used for a variety of purposes, in the softening of leather, as lubricants, and in the tempering of steel. All parts of the whale are now turned to some use, as bone meal, cattle food, manure, and so on; all except the hide. Numerous efforts have been made to turn this into a useful form of leather, and it may be tanned like any other hide, but it is too brittle for ordinary purposes. Some use may be found for it in the future.

The amount of oil obtained from a whale varies with the species and also with the season of the year, and even with different individuals. In northern waters the Blue Whale is reckoned to yield about 50 to 60 barrels; in the Ross Sea we obtained an average of about 86 barrels—substantial evidence of the rich feeding grounds. Altogether, our booty was about 37,000 barrels of oil. During the same season the "Sir James Clark Ross" only obtained 22,000 barrels. The "Ross" was not fitted up like our boat,



Carrying the blubber forwards: A typical scene on the deck of a "Mother" ship.

however, and often had to stop work owing to rough weather, which was exceptionally bad in the 1926, 27 season. The new method of fishing on the high seas thus proved its superiority, and a great future is predicted for it in whaling circles.

About 430 of the whales taken belonged to the Blue Whale species; some 20 only were Finners, the commonest species in the North Atlantic. No other whalebone whales were seen. The Killer (Orca) is fairly common in the Ross Sea, but was of no use to us. The most successful harpooner was Bernitsen, our manager, but Hutten and Osen were not far behind, and the total number of whales taken must be considered quite satisfactory when it is remembered that one of our boats, "Pol J," had exceedingly bad luck the whole time and finally had to stop fishing.

Nevertheless, the yield in oil for the whales caught was far from satisfactory. At least 3000 more barrels should have been obtained. This meant a loss of £6000 to £10,000, and there is no doubt that the work on board was faulty. For this the captain, who was a sailing and not a whaling captain, was responsible. In the following season, 1927/1928, the "Nielsen-Alonso," under charge of a whaling captain, returned from the Ross Sea with 65,000 barrels of oil.



THE AUTHOR, IN ARCTIC GARB.

note the difference. In the old days the whale fishing was pursued by small vessels, and a single whale would just about cover its expenses. Hence the fishing could be continued practically to the last whale. It is a very different matter with the present-day methods; even a land station, like those in Scotland, worked under the most economical conditions, requires at least 250 whales yearly. If this number is not reached, or if the price of whale oil falls below a remunerative point, the companies cease working, as happened in 1921, and the whales obtain a respite.

An expensive expedition to the Ross Sea, like that of the "Nielsen-Alonso," requires at least 350 whales to cover its expenses. And one can quite safely say, that if this number is not reached, the fishing will cease of itself. The use of smaller boats and less expensive methods in such a distant sea is out of the question. An extermination of the whale population of the southern seas is thus impossible. We may freely admit that their ranks are being decimated, but that leaves more room and food for the remainder. When the limits of remunerative fishing have been reached, many thou-

sands of whales will still remain to propagate their species. What the actual stock of whales may be, we do not know, but the numbers taken yearly show no decrease; in fact, they show a steady increase from year to year, and we may thus reckon upon a continuation of the fishery for some time to come.

Further objections raised against the whale fishery, the destruction of young and spawning whales, etc., do not apply to the Ross Sea. As already mentioned, the whales there are feeding and in prime condition, no small or young among them. Whatever restrictions may be thought of for the protection of the spawning whales in the South Atlantic, they can obviously have no applicability to the Ross Sea. Here the physical and economic conditions afford sufficient protection for the whale, and none better could be devised.



Whale fast to a line. Being towed towards the mother ship, where it will be heeled up the stern-slip for treatment.

It is of interest to note that this is the same argument that the steam trawlers of England have long used in regard to the North Sea fisheries and which is now almost generally recognised to be the truth. There never was and never could be any danger of the exhaustion of the North Sea fisheries from the side of the steam trawlers. The danger, if any, comes from smaller and more economical boats which are able to continue fishing long after the steam trawlers have found it impossible to make a living. The economical conditions thus impose a limit on the fishing of the steam trawler, whilst the physical conditions limit the activities of the smaller craft. How far these conditions co-operate to maintain the stock of fish is too big a question to be dealt with here, but it is interesting that the great fishers of the sea, the trawlers and whalers, hold the same opinions.

[Previous articles appeared on April 7, 14, 21 and 28.]

[Concluded.]

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A FAMOUS WHITE STAR SHIP SOLD.

THE White Star Line has sold one of the best known ships of its New Zealand service, the Athenic, to the recently formed British and Norwegian Whaling Company, who propose to employ her as a floating depot in South Seas. She was built in 1901 by Harland and Wolff, of Belfast, for the joint service which they maintained with the Shaw, Savill and Albion Line, and replaced the earlier but equally well-known Ionic. Later the new Ionic and the Corinthic were built as sister ships, the three of them being considerably shorter than the one-class ships of the Medic type on the Australian run, although they had the same engines and speed. In most respects they were improvements on the earlier Gothic of 1893, but by that time New Zealand prices were coming down and their speed was reduced.

With the familiar four masts and one funnel of which the White Star Line used to be so fond they were fine-looking twin-screw ships of 12,250 tons apiece, propelled by quadruple expansion engines of 4,800 i.h.p. at a speed of 13 knots. The Athenic had refrigerated space for 100,000 carcasses of mutton and also special accommodation for fruit and dairy produce. In addition she carried 94 passengers in the saloon, 84 in the second-class and 186 in the third, although she soon proved herself so popular that this passenger accommodation was considerably increased.

As a new ship she was put under the command of Lieutenant C. H. Kempson, R.N.R., who was one of the most popular of their passenger men, and she ran as regularly as clockwork on the service between London and Wellington. As her owners' service was a very essential supply run she was left to them in the early days of the war and the first real excitement that she had was in February, 1916, when she was diverted to Santa Cruz to pick up the British prisoners who had been captured by the German raider Moewe and sent into port in the prize steamer Westburn. In 1917 she was taken up under the Liner Requisition Scheme and sent to various quarters of the globe.

After the Armistice she carried home a number of demobilised New Zealand troops. In the early summer of 1920 she saved a number of lives from the wrecked American steamer Munama, for which her crew were afterwards decorated by the U.S. Government. Essentially a ship built for comfort, she has proved an excellent investment for the White Star Line during her long life, and the fact that she is now considered suitable for conversion into such a hardly treated vessel as a whaling depot in the Antarctic is a magnificent tribute to her Belfast builders.

FATE OF THE WHALE.

Hunting Methods Which May End in Its Extinction.

"The whale is disappearing rapidly from the seas of the world," said Dr. J. Travis Jenkins, superintendent of the Lancashire and Western Seas Fisheries, speaking at a luncheon of the Manchester Rotary Club yesterday. "Being a mammal which has taken to the sea, not a fish, the whale must come to the surface to breathe, and so falls an easy prey to the hunter. Furthermore, the female whale carries its young for ten or twelve months before birth, and suckles it after birth; and although it is forbidden by law to hunt a whale accompanied by a calf, it is impossible for the hunter to determine beforehand whether the whale is pregnant or not.

"In the early days, of which Herman Melville wrote, the whale was hunted in open boats with hand lances and harpoons: but the species hunted by the old whalers are now very rare. The modern whaler pursues the much bigger and faster fin-whales, with equipment which really gives the whale no chance. He goes in a small steamer, some hundred feet in length, on which is mounted a gun firing a harpoon which weighs fifty or sixty pounds. The harpoon contains an explosive charge, and when it strikes the whale a second explosion releases three barbs which embed themselves in the whale. Firmly secured, the whale is then towed back to factories on shore.

"Though its natural enemies are few, there is a serious prospect of the disappearance of the whale. The only place where it is still numerous enough to be hunted with real profit is the South Atlantic."

BULK SHIPMENT.

(FROM A CORRESPONDENT.)

A development of recent years, which has had far-reaching consequences, has been the conveyance of cargoes of oil in bulk by steamer.

To-day large shipments of soya bean oil, rape oil and linseed oil to Great Britain from the Far East and the Continent are a regular feature of commerce. Whale oil has been imported in bulk to Liverpool and London in this fashion from the whaling stations of the Falkland Islands, South Shetlands and South Georgia for many years, but the extension of this mode of conveyance to vegetable oils is comparatively recent. Bulk shipments of palm kernel oil, groundnut oil and other seed oils are made regularly from Hull, Liverpool and London to the United States. The saving in handling charges, in the cost of packages and in the conveyance of empty packages, together with the elimination of losses due to leakage occasioned by the older methods of conveying oils in barrels, casks or drums represents a very real saving.

During the past year the first cargo of pilchard oil in bulk has been shipped from British Columbia to Europe. The conveyance in bulk of oils and fats which may set to a solid during transport and require melting out at the port of arrival before discharge is possible, presents difficulties not encountered with oils which readily retain their fluidity, but the experimental stago of bulk carriage of palm oil has been passed successfully and during last summer it was announced that Messrs. Elder, Dempster and Company, Limited, had made provision for carrying palm oil in bulk and in some new cargo ships ordered by the company, similar provision had likewise been made.

Extract from
TIMES EDUCATIONAL SUPPLEMENT.
London.

28 APR 1928



MEMORIAL TO A FAMOUS EXPLORER.

The scene at the unveiling of the memorial erected over the grave of Sir Ernest Shackleton, the famous explorer, at Grytviken, South Georgia. The inscribed headstone is a rugged block of unpolished gray Aberdeen granite. Mr. Arnold Hodson, Governor of the Falkland Islands, performed the ceremony.

Penang, Straits Settlements.

28 APR 1928

Date

TRIBUTE TO A GREAT EXPLORER.

SHACKLETON MEMORIAL IN SOUTH GEORGIA.

Amid the snow-capped mountains and kaleidoscopic glaciers there was an impressive ceremony at South Georgia Island when a memorial erected to the memory of Sir Ernest Shackleton, the explorer, was unveiled at the village of Grytviken by Mr. Hodson, the Governor and Commander-in-Chief of the Falkland Islands.

The Governor was assisted by Commander Alison, the Resident Magistrate of South Georgia, and the crews of all the whaling ships in South Georgia waters. The British residents and managers of the whaling companies on the island attended the ceremony. A Guard of Honour was provided from the crew of the Governor's ship, the William Scoresby.

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Cutting from LIVERPOOL JOURNAL OF COMMERCE.

Issue dated

19.6.28

LINER AS WHALER.

MERSEY CONTRACT FOR CONVERSION WORK.

As already announced in *The Journal of Commerce*, the White Star Australian liner *Medic* is to be converted into a whale oil carrier. This important contract has been secured by Messrs. Grayson, Rollo and Clover Docks, Ltd., against competition from not only the large repairing centres of the United Kingdom, but also from Continental ports. This can be taken as an indication that the Mersey shiprepairers are, as usual, well to the forefront when extensive work of this nature has to be dealt with. Messrs. Grayson, Rollo and Clover Docks, Ltd., are placing the vessel in one of their private docks in Birkenhead for the necessary alterations, which will take about three months to complete.

Issue dated

21 JUN 1928

Shipping Supplement

LINER AS WHALER.

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Cutting from

Issue dated

9 JUN 1928

WHALE'S JAW-BONE.

A bone 21ft. long, the thickness of a man's body, and weighing 7cwt., was found yesterday by workmen excavating 10ft. below ground level in Globe-street, Wapping, E.

A British Museum official identified it as the lower jaw bone of a Finland whale.

Other finds included an engrave pistol, old clay pipes with bowls of thickness of a pencil, green and blue pottery, the skulls of animals, and quantity of bones, some of which were charred.

M Portugal 2. No.

From The General Press Cutting Association, Ltd.

ATLANTIC HOUSE.

45-50, HOLBORN VIADUCT, E.C.1.

TELEPHONE HOLBORN 4815.

Cutting from the

Address of Publication

Issue dated

PORTUGUESE 1902 LOAN.

Baring Brothers and Co., Ltd., notify that 1,165 bonds of £19 18s. each of the Portuguese Government 3 per Cent. Loan, 1902, Third Series, amounting to £23,183 10s., together with an equal number of special non-interest bearing bonds of £6 12s. 8d. each of identical numbers amounting to £7,727 16s. 8d., were drawn at Lisbon on May 15 for payment on July 2.

Cutting from the

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At Home of Foreign Affairs on behalf of Portugal, the Dutch Minister in Lisbon, Dr. Haerdt, with.—Reuter.

Cutting from

Issue dated

21.7.28

Anyhow, Lady Killesnoe has created a principle, but it is so easy to improve. This really might have been the golden opportunity for the men in question. I would have sent her husband to speak ascertained who brought the girls, she been Lady Killesnoe, after she had lot of entertaining observed that had she time to reflect. A peccress who does a been more felicitous had she had more right thing in a way that might have

V. H. SMITH & SON,
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Cutting from *Yorkshire Observer*
dated *14-7-28* (*Bradford*)

WHALING SEASON.
WIRELESS EQUIPMENT FOR SOUTH GEORGIA FLEET.

Wireless has been so valuable to whaling and sealing fleets that the Southern Whaling and Sealing Co., Ltd., are making important additions to the existing Marconi installations of their fleet for the coming season.

During the last two seasons good use was made by the whale catchers of the wireless telephones with which they are fitted. These sets are operated by the gunners, and enable the individual ships of the fleet to keep in touch with each other and with their headquarters at South Georgia and South Shetlands. Their efficiency with unskilled attention was demonstrated when the Southern Queen was unfortunately lost at the end of last season through striking a submerged iceberg. A call by telephone brought the fleet of whale catchers hurrying to her assistance, and all hands were taken off the sinking ship.

The Southern Empress is the new floating factory ship for the South Shetlands, and will be accompanied by three whale catchers. They will be equipped with telephone sets and direction finders, by means of which they will find their way back to the factory ship in fog or snow storms, which normally cause considerable delay in whale catching. There is always a fear of losing the "mother" ship in fog when no wireless is carried, and the assurance of being able to find her in any weather by the direction finder reduces considerably the time wasted in waiting and also the anxiety in the strenuous life of these fleets.

The Southern King is attached to the South Georgia headquarters, carrying out the materials, stores, and men for the season and returning with oil. At the headquarters a telephone set similar in power to that carried by the whale catchers is installed, which will enable the factory ship to communicate with the whale catchers. Four whale catchers are attached to the headquarters, each of which carries a wireless telephone.

The Southern King and Southern Empress carry more equipment than the rest of the fleet because of their different duties. In addition to the telephone equipment short-wave transmitters are installed which, it is anticipated, will keep these two ships in communication with the British Post Office stations from the Antarctic, thus placing them in practically direct communication with the owners. Quenched spark transmitters for working with other ships and with local coastal stations during the voyage are installed, and also the latest type of wireless direction

(Continued in next column.)

A MISSIONARY AND A WHALE.

TO THE EDITOR OF THE TIMES.

Sir,—I read the interesting letter in *The Times* of May 31 on "Whales and Whalers," and recollected meeting a friend of my late father, who was staying with him. I cannot remember his name, but he was a missionary to the Southern Whaling Fleet. He told me of the following experience that he had had:—

Whales, as is generally known, have such small throats that they could not possibly swallow a man, but there is one kind which has large throats. My father's friend had been so often overboard that he could hold his breath longer than most men. One day, while they were fishing, he fell overboard into the shoal, and was swallowed by a whale. Luckily he was seen to fall, and the whale was harpooned. It is a fact that when a whale is harpooned it at once evacuates the contents of its stomach, and the missionary came to the surface and was saved. This is the only time that I have ever heard of a man being swallowed by a whale—except Jonah.

Yours faithfully,
S. E. CAMPBELL.
Rosemead, Windsor.

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Cutting from *Times*
Issue dated *11. 6. 28*

NAVAL VISIT TO THE FALKLANDS.
(FROM A CORRESPONDENT.)
PORT STANLEY (FALKLAND ISLANDS), JUNE 9.

H.M. destroyers Amazon and Ambuscade, which arrived at the Falklands on June 4, left here on Thursday for Chile, after a much appreciated and most successful visit.

A sports programme, previously arranged by challenge, was carried out in its entirety and keenly contested. The Colony won the shooting, rowing, golf, and billiards competitions, and the Naval men were victorious at football and boxing. The performance of a pantomime and dances added to the general enjoyment. The ships' officers were entertained at Government House.

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Cutting from *Morning Post*
Issue dated *19. 7. 28*

An Admirable Crichton

His Excellency the Governor and Commander-in-Chief of the Falkland Islands and their Dependencies (Mr. Arnold Wienholt Hodson) is a man of many parts. This makes him very popular in these remote islands, eight thousand miles away from the Capital of the Empire, which until the war were little in the limelight.

The Islands have a population of about 6,000, and since his appointment as Governor

in 1926, Mr. Hodson has more than doubled the Defence Force, and provided facilities for rifle shooting, so that now there are expert marksmen who have come to Bisley and hold their own in some of the Imperial competitions.

This outpost of Empire is not particularly well off in regard to theatres and other places of amusement, and the Governor, in order to provide some entertainment for the Islanders, has written plays and had them "costumed" and staged. Sailors, when they call at the port, are invited to enjoy with the Islanders the entertainment thus provided. The Governor has given an address in the Cathedral and written books of travel. As a soldier he has distinguished himself, and at Bisley he just missed finding himself in the "King's Hundred." He is still a young man.

June 21, 1928

THE FIELD, THE COUNTRY GENTLEMAN'S NEWSPAPER

43

1055



SITE OF THE NEW BRIDGE IN THE FALKLAND ISLANDS: (1) THE EARLY STAGES OF CONSTRUCTION



(2) THE FINISHED STRUCTURE

BRIDGE BUILDING IN THE FALKLANDS

THE CONSTRUCTION of a bridge over the large stream in the north "camp" of the East Falkland known by the old Spanish name of the Arroyo Malo has been recently completed by the Public Works Department of the colonial administration. The successful

accomplishment of the work marks the beginning of a new era under the progressive governorship of Mr. Arnold Hodson, C.M.G., and it is hoped that before many more years are past this hitherto trackless colony will be crossed by main arteries between the principal stations which serve as the headquarters of the sheep-farming industry. In the meantime bridges are a primary necessity. It happens at present not infrequently that long detours are necessitated to circumvent unfordable rivers and arms of the sea, or that weary waits are occasioned by sudden floods or by the rise of the tide. A bridge here may mean the saving of many hours to a tired horse and rider, or the passage without loss of large flocks of sheep heavy with wool for shearing.

It is to meet needs of this description, primarily, that the Government of the Falkland Islands has built the Arroyo Malo bridge over the river between Teal Inlet and Douglas Stations. At the same time, with an eye to the future, the bridge has been constructed so as to carry light motor lorries or Citroen caterpillar cars, the use of which is spreading rapidly in the colony. The stream lies in a long deep valley, set in the midst of rolling moorland. At the point where it is now spanned its width is 140ft., and its depth varies from a few inches in times of drought to as many feet after heavy rain. The current is normally rapid, and in winter the water often rushes down in a tempestuous torrent. The banks are not high, seldom rising to more than six or eight feet, and during the winter are subject to overflowing. The principal difficulties to be overcome in the construction of the bridge were the

transport of materials and the setting of the foundations of the concrete piles. All materials, including steelwork, timber, and cement, had to be conveyed by raft upstream for a distance of five miles, and though the general level of the water was the lowest recorded for several years it was almost impossible to stand and work in the middle of the river bed on account of the force of the current.

Despite these natural obstacles, the work from start to finish was completed in five weeks. The bridge itself is a girder bridge of the bowstring type, and was designed and supplied by the Horsey Company of Horsey, Shropshire, with the advice of the Engineering Department of the Crown Agents for the Colonies, who had had experience with similar bridges in Nigeria. The span of the steelwork is 80ft., the remaining 60ft. between bank and bank being crossed by side approaches made of timber, with which material the bridge is decked throughout its length. The construction was carried out by Mr. G. Roberts, the newly-appointed Colonial Engineer, and a team of locally recruited and trained labour, to all of whom great credit is due. The bridge was informally opened for traffic by Mr. Roberts on February 29th, when he drove over it in a caterpillar car.

Romance attaches all the world over to the building of a bridge, and our excuse for inditing these lines must be the thrill cast upon us even here, in this somewhat strewn country, by the touch of that ever blithe sprite.

Stanley, Falkland Islands.

J. M. ELIAS.

PORTUGUESE EXCHANGE.

Beneficial Effect of New Decree.

CONTROL SLIGHTLY RELAXED.

A Decree was recently promulgated by the Portuguese Government, and published in the "Diario do Governo" of May 26 (1st series No. 119), with a view to easing the restrictions in force regarding the purchases and sale of exchange in favour of exporters who import foreign raw materials which enter into the manufacture or preparation of their exportable products. In forwarding the Decree to the Department of Overseas Trade, His Majesty's Consul at Lisbon (Mr. A. H. King) writes:—

"There has been some divergence of opinion as to the interpretation of Article 2 of the Decree, but I am authoritatively informed that an exporter-importer is at present able to secure the return of 25 per cent. of his export paper on presentation of the required documents.

"The present position, therefore, is that an exporter-importer is better off than formerly, inasmuch as he is now legally entitled to have returned to him 25 per cent. of his export paper for the purpose of paying for imports entering into the manufacture or preparation of his exports. Before the passage of this Decree it was not difficult, in practice, to secure the return of a similar proportion, although it could not be demanded as a matter of right. Banks were, however, willing to concede this privilege to old or favoured clients.

50 PER CENT. RETURNED.

"Under the new Decree exporter-importers will not only retain 25 per cent. of their export paper, but, if they enjoy friendly and close relations with their bankers, will obtain the return of the remaining balance of 25 per cent., amounting altogether to 50 per cent. It will be seen, therefore, that the Decree is a step in the right direction, and, if coupled with a helpful attitude on the part of the bank, will considerably assist the exporter.

"There are, of course, some banks who will reserve to themselves the balance of 25 per cent., to which they are by law entitled, but it may safely be said that it will only be for the purpose of disposing of it elsewhere, either to more favoured clients or at a rate in excess of the official exchange. I am informed that the Bank of London and South America is returning the whole 50 per cent. to its clients, and this will, I think, be the policy adopted by other reputable banking institutions.

IMPROVING EXCHANGE.

"The publication of this Decree has created a good impression, and has caused the value of the escudo to harden considerably, quotations having fallen within the last fortnight from 114 to 105 to the £. A fair amount of sterling was released by holders who feared further depreciation of the £ in terms of escudos.

It should be borne in mind that the provisions of the new Decree refer only to exporters who require foreign raw materials. Other exporters and importers do not come within its scope, although very naturally propaganda is now on foot to induce the Government to make other concessions. Whether anything more can be done at present is conjectural, for the difficulty is fundamental, having its roots in the adverse trade balance."

The following is a translation of the Decree:—

The Government have had before them various representations submitted by concerns interested in exportation, who are, therefore, directly affected by the question of exchange, regarding which several measures have been suggested with a view to lessening the burdens which fall upon them by reason of the payment of duties, and the reservation to the State of 75 per cent. of export exchange, more especially when such exporters are at the same time importers of raw material entering into the preparation or manufacture of their exportable products.

The Government holds definite opinions regarding exports, which it is necessary to revive and develop as much as possible, and it is with this object in view that measures are being taken, and will continue to be taken, by the various Ministries. It is considered that the development of exportation will result in the re-establishment or equilibrium of our economic balance, and, in conjunction with other mea-

asures to be taken opportunely, the solution of the monetary and exchange problems.

SUFFICIENT GOLD.

The Government at present disposes of sufficient gold to meet its obligations, and can, therefore, partially alleviate its demands on exporters in respect of exchange, to whom, on the other hand, it guarantees whatever cover they may require in respect of imports, which bankers shall be compelled to furnish out of the higher proportion of exchange which is now to be reserved to them.

In order to dispose of the possibility of differences with the Customs—which have arisen only occasionally since the abolition of the table of average values—the State is prepared to bear whatever losses may arise out of the adoption of the values agreed to by the interested parties in their settlements with the Bank of Portugal.

When the opportunity occurs, the Government will endeavour to approach to a normal regime, free from excessive regulation and expedients. To this end measures have already been taken to permit exportation to resume its activity without delays and inconveniences.

In this sense, under the powers conferred upon me by No. 2 of Article 2 of Decree No. 2,740 of November 26, 1926, by virtue of Article 1 of Decree No. 15,331 of April 9, 1928, and on the proposal of the Ministers of all the Departments:—

TEXT OF LAW.

I hereby decree the following to have the force of law:—

ARTICLE 1.

Values declared for clearance by exporters and re-exporters shall not be lower than those agreed upon between the competent Department of the Bank of Portugal and the interested parties.

(1) The Bank of Portugal shall communicate monthly to the Directorate-General of Customs the values agreed upon with the exporters, and the Directorate-General shall draw up a table which shall continue in force during the following month in the Custom-houses of the Continent and adjacent islands.

(2) Should changes in values be of sufficient importance to justify the step, the table in question may be modified by order of the Government before the expiration of its validity.

ARTICLE 2.

Of that proportion of the value of the exports or re-exports not reserved to the State, but which is required to be delivered to banks or bankers, the latter must concede 50 per cent. to the exporters at the official buying rate of exchange for payment of imported goods employed by the exporters in the preparation or manufacture of the goods which they export, without prejudice to the terms of Article 6 of Decree No. 8,439 in regard to the remaining part.

(1) Exporters must prove the necessity for exchange at the time of purchase by the submission of legal documents endorsed by the Inspeccao do Comercio Bancario.

(2) A bank or banker failing to comply with the terms of this article shall suffer the penalties laid down in Article 15 and its paragraphs of Decree No. 15,316 of March 24, 1928.

ARTICLE 3.

The proportion of the value in foreign currencies derived from exports and re-exports to be placed at the disposition of the State in accordance with the final paragraph of Article 4 of Decree No. 8,439 of October 21, 1922, shall be reduced to 50 per cent., as from the day immediately following that on which this Decree is published.

ARTICLE 4.

Legislation to the contrary is revoked.

Colonial Secretary
W. H. SMITH & SON,

Standard House, London, W.C.2.

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Issue dated

Killing Off the Whales.

One hundred and nine personally-conducted Galapagos tortoises, some of them large enough to carry men on their backs, recently arrived at the Bronx Zoo, New York. The leaders of the exploring party had observed that wild dogs were sucking the eggs of the turtles on their native heath and that the species seemed destined to extinction; they therefore rounded up the unwilling creatures and escorted them to the Zoological Garden, where dogs are kept in leash and humans, instead of eating turtle's eggs, devote their efforts to hatching them. The Zoo, unfortunately, has neither adequate quarters nor a favorable climate, but it has distributed them in subtropical havens where their perpetuation is assured. The race of Galapagos tortoises may thereby have been saved for the edification of future generations.

The sympathetic custodians of the zoos have no quarters adequate for the entertainment of another animal which seems even more certainly headed for extinction—the good old whale.

Few of us ever see a live whale, but everyone who crosses the ocean lives in hopes. A world without whales would have lost much of its romance. There are still giraffes and elephants, to be sure, and, fortunately, both of these incredible animals breed in captivity; but, after all, what is a mere seven-ton elephant or an eighteen-foot giraffe compared to a seventy-foot mother whale, with a head longer than the whole body and neck of a giraffe, a sort of steam-hole in her forehead, and, beside her in the sea, a nursing baby, itself some thirty-odd feet long?

A reconstructed dinosaur is no more unbelievable than an actual whale; yet this generation, which spends hundreds of thousands of dollars in sending expeditions to search the stony wastes of remote Asia for relics of creatures already extinct, thinks only of killing more whales for the petty reward of their oil.

The Biscay whale, which once supported most of the male population of Bayonne and Biarritz, is all but extinct; the Greenland right whale, which once sent a fleet of whalers to Captain Wilkins' Spitzbergen every summer, is rare; Galapagos, the home of the mighty tortoises, was once the flourishing centre of a whaling industry which destroyed the source of its own wealth, and even the Antarctic, whence a whaling ship recently returned with the oil of six hundred whales, is becoming dangerous to the giant of the animal kingdom. There seems to be no place for the whale in a world of steamships and explosive harpoons.

Despite all our wealth we have not yet produced a millionaire rich enough to fence off an adequate whale park in any of the seven seas. Our grandchildren will have to be content with Galapagos tortoises.

Cutting from

Issue dated

HISTORY IN POSTAGE STAMPS.

MANY NEW ISSUES.

Another episode in the American War of Independence is commemorated on a special issue of United States postage stamps which has just been made in connexion with the 150th anniversary of the breaking up of Washington's winter encampment at Valley Forge, Pennsylvania.

The incident that forms the subject of the design of the new stamp is the familiar one of Washington kneeling in prayer in the snow, with beneath it the motto which has for so many years adorned the United States coinage, "In God We Trust." Across the top of the design runs the dedication "Valley Forge, 1778-1928." Of the face value of 2 cents and printed in red, the Valley Forge stamp was first put on sale at post offices in Pennsylvania on May 26, the total issue being 50 million copies.

Three years after the actual date of the millenary, commemorative postage stamps are to be issued in Yugoslavia this autumn in honour of the 1,000th anniversary of the founding of the native kingdom of Croatia. They will consist of three values only, each to be sold at a premium in aid of the erection of a memorial church at Duvno. A picture of the proposed basilica will furnish the design of the 50 + 50 para stamp printed in deep green. The 1 dinar plus 50 para red will bear the likeness of King Tomislav of Croatia wearing his crown, whilst the 3 + 1 dinars blue is to present twin portraits of King Alexander of Yugoslavia and King Tomislav. Recess printed at the State Printing Works, Vienna, these stamps are uniformly inscribed "1,000 Jahre Kroatisches Königreich, 925-1925."

A notable event in the history of our own times is recalled by the decision by the Governor of the Canal Zone (Panama) to issue on September 1 definitive postage stamps of 1 cent and 2 cents denomination dedicated to the work of Generals G. W. Goethals and C. W. Gorgas in connexion with the construction of the Panama Canal. General Goethals, who, as the chief engineer of the scheme, carried the bold project to a successful conclusion in the face of almost insuperable difficulties, appears on the 2 cents stamp, and General Gorgas, the chief sanitary officer, whose fight with the malaria plague made this consummation possible, upon the 1 cent. Both stamps are to be engraved and printed by the Washington Bureau, and they will be the first per-where hitherto stamps of either the Panama Republic or, latterly, those of the U.S.A. have alone circulated with the addition of distinctive overprints.

According to a correspondent of the *Philatelic Journal of Great Britain*, the tiny British dependency of South Georgia, situated 800 miles E.S.E. of the Falkland Islands, is about to be provided with postage stamps of its own in place of those of the parent Colony. A sub-agency of the Falkland Islands Post Office, using the stamps of that Colony, has been in operation at South Georgia since December 3, 1909. Previous to July 23, 1910, letters from South Georgia were postmarked on arrival at Port Stanley, but since that date special cancellations have been supplied to the South Georgia Post Office. A special stamp issue for the island was contemplated so far back as 1921, when four values were indented for by the local postmaster—viz., 1d., 1d., 2d., and 2½d. The project was shelved at the time, but now seems likely to materialize.

New issues of air-post stamps are impending in Holland and Uruguay. The former, comprising the denominations of 40 and 75 cents, is to be taken into use on the opening of the Amsterdam-Batavia air mail service at the end of June. The latter embraces two separate sets of five denominations each, one for local use and the other to defray air-post fees on correspondence transmitted over the Transatlantic system.

Issue dated

Whales and Whalers.

I hear of a new British company being formed to catch whales. The industry used to figure in our boyish books of adventure at the time when whales were precariously hunted with the whaleboat and the harpoon.

About 30,000 whales may be killed in a single season. There has been an impression that the species was doomed to extinction. But to judge from a report of the Economic Council of the League of Nations this is not so. England might easily be more in evidence on the whaling grounds.

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AND, LONDON.

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Cutting from *Liverpool Journal of Commerce*
Issue dated *30.5.28*

The Falkland Islands are frequently spoken of collectively as Little Scotland, and the term was amply justified to-day when the Pacific liner Orita arrived in Liverpool. She carried nearly 100 passengers from Punta Arenas and Port Stanley, F.I., and the Doric was very much in evidence. Several of her passengers had been many years away from home, whilst others, notably Messrs. G. Bonner and A. Morrison, make the voyage at least once a year. Amongst the passengers who disembarked was a detachment of marines under command of Lieutenants J. Lopez and A. Verdijo, part of the complement of the Chilean destroyers now building in England.

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Cutting from *Edinburgh Evening Dispatch*
Issue dated *31.5.28*

WHALES SPOIL FORTH FISHING.

Elusive herring shoals, believed to be attributable to the presence of whales, some miles northward of the Firth of Forth, have resulted in very limited quantities of fish being netted for several days, and this has created an extraordinary fluctuation in prices, these having varied from 20s. to 100s. per cran.

So frequently has a large section of the fishing fleet fished blank that many of the crews have temporarily abandoned operations, while to add to their troubles, fleets of nets have been much damaged by steamers passing to and fro at night.

9. 4. 28

ON INNOVATION AT BISLEY

Johore and 'Morning Post' Trophy

SULTAN'S SERVICES TO EMPIRE

Team to Compete for the First Time

By a Military Correspondent

BISLEY CAMP, Sunday.

The rifle shooting carnival to-morrow definitely assumes an Imperial character. It is the day appointed for detachments of the far-flung outposts of Empire to compete for the "Morning Post" (Junior Kolapore) Imperial Trophy.

A peculiar interest attaches to this prize, since, by way of appreciating the services of the Military Forces of the Sultan of Johore, the Council of the National Rifle Association (already announced in the "Morning Post") decided to consider as eligible to shoot for the prize the representatives of the Sultan's troops who are visiting this country for the first time.

They are Major Yahya, Capt. M. Long, Lieut. Othman, and Lieut. U. Alan. Major the Hon. Dato Abdullah, the Prime Minister of Johore, is now on a visit to London, and to complete the team, has agreed to come to Bisley and officiate as captain.

It was in 1915 that the Sultan, complying with the urgent request of British military authorities, sent a force to Singapore to quell a mutiny there. In the execution of this duty the father of Captain Long, one of the team, was killed.

The Johore troops did other valuable service for us during the war. Hence the concession to admit other than H.M. troops, which the members of the Johore Military Forces greatly appreciate.

The Sultan has been informed, by cable, of the Council's decision. All the teams had previously approved the recommendation.

FALKLAND GOVERNOR'S RECORD

The visit of a team from the Falkland Islands is primarily due to the Governor, Mr. Arnold Hodson, an enthusiastic marksman who shot for the "Morning Post" trophy for Uganda in 1926, the year when the competition was instituted, and will this year shoot for Falkland Islands.

Since Mr. Hodson has been Governor of the Falkland Islands, he has increased the membership of the Rifle Club there from 60 to 500, improved the facilities for shooting, and strengthened the Defence Force.

This competition is already a feature of the Imperial programme. In three years it has come to have a world-wide reputation. This is proved by the representative teams that will engage the targets. They are: Ceylon, Federated Malay States (the holders), Kenya, Falkland Islands, China (British Treaty Ports), Johore, Nigeria, Straits Settlements, Uganda, and Gold Coast.

The principal event which concluded the shooting at the long ranges was the International contest. The "Irish Eight" fighting for the honour under adverse circumstances have been congratulated on their plucky performance.

It is so long since Ireland last won the International shield that few now realise there was a time when "the distressful country" won that notable event more often than either of her rivals.

Of late years, the absence of facilities for long-range shooting, alike in Northern Ireland and in the Irish Free State, has more and more restricted the personnel of the team to Irishmen resident on this side of the Channel, while the remarkable development of long-range marksmanship at Oxford and Cambridge, so conspicuous a feature in recent years, has naturally done more for the English and Scottish teams than for the Irish.

ANCIENT GLORIES REVIVED

Yet for one brief period in this year's contest the ancient glories of the "Irish Eight" were surprisingly revived. When the first half of the 900 yards range had been fired, Ireland was leading Scotland by 12 points and England by 13, and, although at the end of that range that advantage had been lost, Ireland still "tied" Scotland with 561 points, while England had scored 556. On form, Scotland were the probable winners and their final success justified anticipation.

Considering that one of the Irish rifles came to grief and that the rest of the team had consequently to carry a score of 178, it was no small achievement to average 200 points a man under the trying weather conditions which prevailed.

Mr. Maurice Blood has so often headed the Elcho score that his 212 was only what might have been expected. Major D. L. McSweeney (late of the Machine Gun Corps), with 207 proved that fine shooting at the long ranges was not incompatible with the winning of the Grand Aggregate, and Dr. Jack Sellers, of Blackburn, showed again that marksmanship is hereditary. Major Sir Richard Barnett, M.P., the captain of the "Irish Eight," shared with Colonel John Hopton, of the "English Eight," the distinction of shooting in the international match for the 36th year.

For once in a lifetime Colonel Hopton placed one of his shots on the wrong target. Had it not been for this contretemps, there would have been only two points between the scores of the two veterans.

The Bishop of Guildford was the preacher in the umbrella tent this morning. The service was attended by Admiral of the Fleet Earl Jellicoe and members of the Council of the N.R.A.

UNIVERSITIES' LONG RANGE MATCH.

The "Humphry" Cup was won by Oxford University with an aggregate of 804. Cambridge University had held the prize for three years after seven successive wins by Oxford. Cambridge scored 797. Details:

	Winnings: Oxford University	
Cadet D. W. Malcolm	900	1,000
Cadet V. E. G. Harris	74	62-203
Cadet A. G. Palin	68	66-202
Cadet W. S. Gooden	69	62-200
	73	60-199
	283	271 250 804

STOCK EXCHANGE

Second-Lieutenant R. N. Barker, late 7th Nottinghamshire and Derbyshire Regt., won the first prize of £10 (Class "A") in the Stock Exchange event with an aggregate for the three ranges of 101. Sgt. J. Aichinson, late of the 4th King's Own Scottish Borderers, also scored 101. He takes second place in consequence of having a lower score at the longer range. The "highest possible" aggregate was 105.

CLASS "A"

	200	500	600	Ttl.
2nd Lieut. Barker, late 7 N. and D.	34	53	34	101
Sgt. Aichinson, late 4 K.O.S.B.	34	34	33	101
P.O. Thwaites, R.N.	35	52	55	100
C.S.M. Enslie, Canada	35	52	55	100
Lt.-Col. D. Campbell, B.A. and S.H.	35	52	55	100
Major F. Richardson, Canada	34	53	55	100
Sgt. Richards, late R. North Devon	35	52	55	100

Scores of 99: Lieut. Norton, late Queen's West., Lt.-Colonel Marchmont, 1st London R., Major E. G. Monte, late London Scottish, Miss B. Radcock, South London R.C., C.S.M. Jewar, late Queen's Edinburgh, Major Elliott, late Somerset R.F.A., Wing Commander Wells, R.A.F., Lieut. Lancaster, Shanghai, Major J. Holby, late E. Yorks R., Corp. J. W. Wallford, late

(Continued in Next Column.)

(Continued from Preceding Column.)

Welch R. Q.M.S. King, late R.M.A., and P.O. Swire, R.N. There were 25 scores of 98.

Class "B"—Leading scores: C.P.O. Scott, R.N., 99; Lieut. Lancaster, Shanghai, 99; Lieut. Jenkins, late East Lancashire, 98; Lieut. E. A. Marsh, Cambridge University O.T.C., 97. Scores of 96: Corp. J. R. Williams, 4th Royal West Kents; Officer Cadet J. J. F. Russell, Camb. University O.T.C.; P.O. A. Clark, R.N.; Major P. A. Edwards, late Indian Army; Sgt. J. Blake, Jersey; Lieut. G. J. Hearn, South Africa; and Lieut. Voisin, Royal Jersey L.I.

Class "C"—Lieut. Lancaster, Shanghai, 99; Officer Cadet Simpson, London Univ. O.T.C., 98; Lieut. C. M. Jenkins, late E. Lancs R., 98; Lieut. Palmer, Hants R.E., 97; Lieut. Cpl. Marsh, Cambridge Univ. O.T.C., 97; Officer Cadet A. Clarke, Cambridge Univ. O.T.C., 96; P.O. Clarke, R.N., 96; Captain H. Bamford, R.A., 96; Lieut. Voisin, Jersey, 96.

WIMBLEDON CUP (S.R.)

Seven shots each at 600 yards.

Class "A"—Scores of 35 made by Major E. L. Parnell, late 15th London; Lieut. H. W. Bishop, Canada; Lieut. G. Harrison, H.M.S. Excellent; Lieut. W. T. Norton, late Queen's Westminsters. The order of merit of the above competition will be decided on Tuesday. Scores of 34 made by Lieut. Barker, 7th North and Derby R.; C.S.M. Enslie, Canada; Capt. F. O. Webb, late Suffolk; Sgt. Marett, Jersey; Capt. D. Bisset, Guernsey; Cpl. Cook, 4th T.B. Essex R.; Col. Langford Lloyd, R.A.M.C.; Lt.-Colonel A. F. Marchmont, 1st London.

Class "B"—Scores of 33: Corp. Peattie, London Scottish; Officer Cadet Russell, Cambridge Univ. O.T.C.; Co. Sgt. Godley, late 6th Hants; Sgt. Faggeter, Royal Tank Corps; Pte. F. Le Drulle, Jersey; Lieut. Cpl. Williams, 5th R.W. Kents; Lieut. Lancaster, Shanghai; and C.P.O. Scott, R.N.

Class "C"—Lieut. J. Palmer, Hants R.E., 34. Scores of 33: Corp. Peattie, London Scottish; Officer Cadet Russell, Cambridge University O.T.C.; Pte. Le Drulle, Jersey; Lieut. Lancaster, Shanghai; and Officer Cadet Simpson, London O.T.C.

"CLEMENTI-SMITH MEMORIAL" AGGREGATE

Open only to members of rifle clubs.

Won by Mr. A. G. Fulton, North London R.C., with 105. Next best scores: Lieut. C. A. Sutherland, Perth R.C., 102; Captain T. S. Smith, Midland Counties R.C., 101; Mr. W. Warner, Barclays Bank, 101; Mr. J. White, Canada, 101; Commissioned Gunner C. W. Beere, H.M.S. Excellent, 101; Lieut. C. L. Stevens, United Hospitals, 101; Commander A. W. Brooks, North London R.C., 101; Captain D. Bisset, Royal Guernsey Light Infantry, 101; Officer Cadet W. S. Gooden, Oxford University O.T.C., 101; Lieut. R. N. Barker, Grimsby, 101.

THE "TIMES" CUP

Seven shots each at 200 yards.

Lieut.-Colonel W. F. Maclean, late, R.A.M.C., 35; R.Q.M.S. H. J. Webb, Herts Regt., 35; C.P.O. W. H. King, late R.N., 34; Captain G. E. Johnson, late H.A.C., 34; C.S.M. H. V. Northcote, late 6th Manchester, 34. The order of merit of these five competitors will be decided on Tuesday.

There were 38 scores of 34 in Class "A." The leading competitors were: Lieut.-Colonel R. J. Cox and Lieut. A. E. Martin, late R.A.S.C.; Major F. Richardson, Canada; Sgt. Stapleton, Roy. Marines; P.O. Swire, Roy. Navy; C.Q.M.S. J. White, Canada; Lieut. J. Andrews, 17th London R.; Capt. H. O. Cousins, late Army Cyclist Co.; Lieut. C. M. Jenkins, late East Lancs R.; S.M. R. Kiddie, Canada; Captain W. F. King, North London R.C.; and Lieut. W. O. Lancaster, Shanghai R.A.

Class "B"—Scores of 34 made by P.O. Frost, R.N.; Lieut. C. M. Jenkins, late East Lancs R.; Lieut. Lancaster, Shanghai R.A.; Captain A. G. Castle, South Africa; Tel. S. S. Maynard, R.N.; and Mr. J. Anderson, Edinburgh Citizens.

Class "C"—Scores of 34: Officer Cadet A. W. F. Cliffe, Lond. Univ. O.T.C.; Marine F. H. Pittall, R.M., P. O. Frost, R.N.; Lieut. C. M. Jenkins, late East Lancashire R.; Lieut. Lancaster, Shanghai R.C.; and Mr. J. Anderson, Edinburgh Citizens.

"DAILY MAIL" (Seven shots at 500 Yds)

Nine competitors "tied" with a highest possible 35. They are Lieut. C. A. Sutherland, late Black Watch, C.Q.M.S. W. Huxtable, late Devon R.G.A., Q.M.S. G. R. King, late R.M.A., Cpl. W. A. Whitlsey, late 3rd V.B. Warwick, Lieut. R. Congreve, Princes, late 2/7 Hants Light Inf., Lieut. J. Pearce, R.A.F., Lieut. W. Fielding, late The Queen's, Lieut.-Colonel D. Campbell, 8th and S.H. and Sgt. W. H. Richards, late Royal North Devon Hussars (now Artillery). The order of merit of the above competitors will be decided on Tuesday.

Class "B"—Scores of 34: P.O. Clarke, R.N., Major P. A. Edwards, India, Lieut. R. E. B. Voisin, Jersey L.I., C.S.M. J. Smith, 8th and S.H., Lieut. C. M. Jenkins, late 6th Lancs R., C.P.O. Scott, R.N., Lieut. H. P. Du Cros, West Yorks, Pte. P. R. Macklin, late 25th Middlesex, and Gunner W. H. Lattin, late Sussex Artillery (Vols).

Class "C"—Scores of 34: P.O. A. Clarke, R.N., A.B. A. J. Sheppard, R.N., Lieut. Voisin, Jersey, Sgt. F. King, R.A.F., Lieut. C. Jenkins, late 6th Lancs R., Sgt. B. Gasson, R.M., and Lieut. Du Cros, West Yorks R. There were 42 scores of 34 and 119 of 35.

R.N.V.R. INTER-PORT (S.R.)

Won by London Division, with a score of 348. Next best scores: Tyne Division, 341; Ulster, 329; Sussex, 313; Clyde, 306; Mersey, 297; Bristol, 266.

R.N.V.R. Inter-Port (Revolver)—Won by Sussex Division.

SMALL-BORE MEETING

Earl Roberts' Cup (National Championship).—A. Traies, Wimbledon Park, 790.

The "Times" Cup.—G. C. M. Wilcox, Addiscombe, 297.

"Daily Sketch" (Ladies) Trophy.—Miss M. E. Foster, Frimley, 197.

S.M.R.C. Cup.—Bicester, 298.

Astor Gold Medal.—G. H. Sibring, Bicester, 298.

Silver Medal: W. Fraser, Inverness, 297. Bronze Medal: A. Mackenzie, 297.

Vickers Shield.—1, A. E. Henderson, Admiralty, 393; 2, S. F. Charles, Addiscombe, 393; 3, G. Langden, Exmouth, 393.

Grand Aggregate.—1, G. Langden, Exmouth, 1,375; 2, S. F. Charles, Addiscombe, 1,372; 3, A. Traies, Wimbledon Park, 1,372.

Mappin Shield.—Wimbledon Park "B", 37 hits.

"R" Shield: Ham and Petersham "B", 390.

Chayeston Cup.—1, Addiscombe, 2, Inverness.

Lee Cup.—Guildford Grammar School "A", 722.

Colechester Grammar School, 721.

Astor Trophy.—Alexandra Palace, 1,152.

International Shield.—England, 2,911; Scotland, 2,881; Wales, 2,834; Ireland, 2,712.

Queen Alexandra Cup.—London, 2,433; Suffolk, 2,379; Inverness, 2,363; and Yorkshire, 2,354.

Cutting from

Liverpool Echo

Issue dated

25. 5. 28

WHALING WAYS.

How Modern Trade Is Organised.

RADIO PROGRAMMES!

WIRELESS TO AND FROM LIVERPOOL.

"ECHO" ARTICLE.

The old-timers of the ancient industry of whaling, could they but come to life again and see the wonderfully complex organisation of modern whaling, would probably be somewhat disdainful.

Whalers in these enlightened days do not take their lives in their hands as did the hardy men of fifty or sixty years ago, who hunted the leviathan of the sea from their open rowing boats and often took an odds-on chance of emulating Jonah.

Whale fishing in the past has provided some of the most thrilling and romantic narratives of maritime history, but with modern methods most of the danger and romance has been eliminated. Even so the story of whaling to-day is an interesting one, and the following particulars, given in an interview with Mr. N. C. Watt, managing director of the Southern Whaling and Sealing Co., will enlighten many who hitherto have had little conception of the magnitude and complexity of the organisation involved.

The whale is hunted in sturdy steel-built oil-fuel vessels, the average dimensions of which are 136 feet over all, 26 feet beam, and 13 feet depth, with a horse power of 1,300, and a speed of 13 knots. On the fore part of the vessel is a 3.8 inch muzzle-loading harpoon gun, from which is fired a harpoon 4½ feet in length and 120 lbs. in weight. The head is filled with a charge of gunpowder, fired by a time fuse two seconds after discharge.

KILLED BY EXPLOSION.

Invented by a Norwegian, one Sverre Foyn, in 1865, this type of harpoon, together with the introduction of steam, has done much to revolutionise the old methods of whaling and eliminate risks to the crews. Immediately behind the harpoon head are four barbs, which open out with the recoil of the bursting charge and are embedded firmly in the strong ligamentous fibres of the blubber. The harpoon is attached to a stout line giving a length, if necessary, of 720 yards.

The old tendency of the lines to break through sudden stress is overcome by an ingenious arrangement of blocks and springs, which act as shock absorbers, and enables the stress to be nicely graduated. The explosive harpoon is a deadly weapon, and if the whale has been struck in a vulnerable position it usually dies immediately.

When the animal is dead it commences to sink, and is rendered buoyant by the simple expedient of inflating the abdominal cavity by pumping air into it from the engine-room, an operation which resembles the inflation of a huge balloon.

It is not customary to return to the base with each individual animal caught, and the whale is accordingly left floating, carrying a flag on a high pole, until the day's hunt is over, when the whole catch is collected. At South Georgia the carcasses are dealt with at a shore station; but at the South Shetlands this is impossible, and floating factories are utilised.

Telephone: HOLBORN 3120.

Telegrams: DOORSTALLS, STRAND, LONDON.

FLOATING FACTORIES.

A floating factory consists of a converted steamship fitted with immense derricks, elevators, digesters, boiling pots, oil tanks, and other necessary equipment. The factory ship is moored in a convenient sheltered harbour, and the carcasses are brought alongside by the actual "catchers." The blubber is stripped and hauled inboard in sections, which are cut into smaller pieces by hand, and fed down shutles to chopping machinery on the deck below, afterwards being passed on to huge boilers to be reduced to oil.

The carcass still remains to be dealt with, and as a fat blue whale may measure anything up to ninety feet in length and weigh up to 120 tons—the tongue alone weighs six tons—it will be appreciated that the task is a gigantic one.

The carcass is hauled in two portions to the after deck by derricks capable of raising fifty tons, and the meat and bone are cut by steam driven saws and fed to the digesters, where the oil is extracted by cooking.

A good specimen may yield as much as twenty tons of oil, worth approximately £400, and a factory ship in a season may deal with as many as 500 whales. The residue remaining after the oil extraction is made into high class cattle food and bone meal, for which there is a ready market.

WIRELESS COMMUNICATION.

In addition to her extensive machinery and crew of 120 men the factory ship carries oil and coal, provisions for herself and attendant catchers sufficient for eight months, and a variety of essential stores.

The attendant catchers, three in number, spread out fanwise from the factory ship when hunting, and are in constant communication with the latter and with each other by means of wireless telephony. The parent vessel is also fitted with Marconi short-wave telegraphy, by means of which the head office in Liverpool is able to keep in direct communication with the expedition 8,000 miles away, and receive a reply to a message within a few hours.

The wireless installation also helps to cheer the men during their long absence, as the wireless programmes from European stations may be heard quite distinctly.

The whaling fleets arrive in the Antarctic early in October, and operate until mid-April, when they return home for repairs and reconditioning. In addition to a monthly wage, the catchers are paid an extra sum for every whale caught, and the factory hands a share on every ton of oil produced. The gunner may make a large sum in a season, and upon his skill and knowledge depends the success or otherwise of the expedition.

Telephone: HOLBORN 3120.

Telegrams: DOORSTALLS, STRAND, LONDON.

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Liverpool

Issue dated

25. 5. 28

Lord Meath received a congratulatory telegram from the Governor of the Falkland Islands on the occasion of Empire Day.

Telephone: LONDON 3120.

Telegrams: BOOKSTALLS,
ESTRAND, LONDON.

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Imperial and Foreign News.

WHALES AND WHALERS.

THE NORWEGIAN INDUSTRY.

(FROM A CORRESPONDENT.)

The report of the Economic Council of the League of Nations on the possible necessity for international protection of marine fauna, issued this spring, has directed attention to the whale-fishing industry, since the whale is the most difficult of the marine animals to protect and the one oftenest believed to be in danger of extermination.

There are no figures available for the industry as a whole, but Norway, which controls about 60 per cent. of the world's production, had engaged in the trade in 1926 29 companies with a total capital of 53,000,000 kroner (£2,900,000) and a fleet of 134,000 tons. Though other countries, chiefly Britain and Japan, are engaged in whale-fishing, it is primarily a Norwegian industry. This is natural, for it was the experiments of Svend Foyn (1809-1894) which made modern whaling possible. Continuous fishing for three centuries had almost destroyed some species of whales, especially the "right whale" and the "bow-head." The old hunting method, the whale boat and the hand-harpoon, so vividly described in "Moby Dick," was a very inefficient weapon for use against the fierce and swift "fin" whales, the Rorquals, who were safe till Svend Foyn invented the grenade-harpoon, which exploded in the body of the whale. Unfortunately, the "fin" whales usually sank when killed, and to salvage them it was necessary to beach them on islands, such as South Georgia.

This limited the range of fishing, and the next step was the use of large steamers as floating factories, which moved from port to port during the season. Finally the "factories" became so large that they were independent of harbours, kept at sea during the whole season, and made the fishing truly pelagic. These "floating factories" in recent years have become very large vessels, many of them over 12,000 tons, and one, the C. A. Larsen (since wrecked), of 17,000 tons. The expense of a whaling voyage under such conditions is very great, and it is this factor that the League report relies on to prevent extermination, as whales may become too rare to be worth the great expense of hunting and yet be numerous enough to be in no danger of extinction.

THE NORWEGIAN PORTS.

The headquarters of the Norwegian whale-fishing are the three towns of Tönsberg, Sandefjord, and Larvik, all within easy distance of each other on the Oslofjord. It is here that the "floating factories" return to refit after the fishing season; the smaller vessels of the Antarctic fleet, which is by far the most important, are laid up at Montevideo.

During their period in the home port, the "factories" are thoroughly overhauled to ensure that they shall be fit to face the rigours of Antarctic voyaging. All shipyards and workshops in the three towns are running at full capacity, and the offices of the owners are humming with activity. The 30,000 people of the towns are all, directly or indirectly, interested in the fishing. The prospects of the coming season and the results of the last are eagerly discussed by a population to which whaling is the traditional means of livelihood. The old whalers discuss the great achievements of the past, the new methods in use, the habits of the whale, and the future of the industry. As the time for departure of the fleet draws near, the only topic discussed is the whale. In the streets one overhears "blubber," "oil," "harpoon," the whole terminology of the fishing.

At last the fleet sails for the Antarctic. The whales, which spend the autumn and winter off the coasts of South America and South Africa, move south to summer in the Antarctic, returning north in the autumn to breed. In a good year 30,000 of them fall victims to the Norwegian whalers.

Apart from the Antarctic, the Norwegian whalers, forbidden by a law of 1904 to hunt off their own coasts, hunt in a few places in the North Atlantic. More important is the hunting-ground off the French Congo, and some hunting is also done off Kamchatka, Peru, and the West Coast of Australia. In 1926 two companies with floating factories began work off the Mexican coast.

The economic basis of the industry is threefold—oil, whalebone, and guano. The world-production of whale oil in 1926 was about 200,000 tons (as against 130,000 tons in 1913), the value being about £5,900,000. Its chief use is as a substitute for vegetable oils, especially in the manufacture of margarine, and its price, therefore, depends on the state of the vegetable oil market. However, a new "hardening" process, now being used in several Norwegian factories, has made for an increased stability in price. Whalebone prices vary so greatly that it is considered doubtful how far it is worth while marketing it. Guano, the third product of the fisheries, commands a practically unlimited market and fairly stable prices.

THE FUTURE OF WHALING.

To the sea-faring people in the Oslofjord whale-fishing is the more attractive because of its uncertainties and dangers. The rapid changes of fortunes, the hardships and risks of a craft that no invention can rob of its danger and its romantic side, appeal to the livelier spirits of the three towns. They are familiar with all the whaling grounds, from Norway to the Antarctic, from West Australia to Kamchatka. The Norwegian whale-fishers do not fear the extinction or limitation of their industry. During the War, many companies withdrew from the fisheries, but since 1919 there has been a very rapid recovery.

The slackening in fishing during the War gave the whales the benefits of a close-season, but in spite of the intensive fishing of the past few years the reports for last season show no diminution in the number of whales. Some international regulation may be necessary and some is, tentatively, recommended by the League Report. Much will depend on the results of the investigations which various Governments, notably the British, are conducting into the life history and habits of the whale, as well as on the results of the work of the International Council for the Exploration of the Sea in Copenhagen. Treaties to protect cows and calves during the breeding season are possibly desirable, but there seems no immediate need for drastic measures to salvage or limit one of the great adventurous industries of the world.

THE WORLD OF SCIENCE.



THE COLORATION OF WHALES.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Infancy of Animals," "The Courtship of Animals," etc., etc.

the beasts, and they shall teach thee; the air, and they shall tell thee." Of animal coloration has always been. There be some, it is true, who there is no problem: that the coloration is no significance. I am not of that might one say that the teeth and the beak and claws of no meaning! Doubtless there are and beasts whose coloration is as "neutral," inasmuch as at present at any rate, to it in any way affects their there are others whose appearance at once arrests the eye of the striking contrasts of their bodies display. Now a spotted hide presents a challenging attention. And, moreover, changing with the most dis-

I have recently had the good fortune to examine, in the flesh, an adult male of the Greenland white whale, or Beluga (Fig. 1), as well as heads of juveniles (Fig. 2), and they have furnished me with some very interesting information. Beluga, I should remark, is a native of Arctic seas, though it occasionally drifts as far south as our own shores. The earliest record of

Are these mere vagaries, mere idiosyncrasies of coloration, or have they any definite relation to the environment of these several creatures? The difficulties of arriving at any satisfactory explanation are many. The Chinese Lipotes of the Tung-ting lake is, as I have said, of a pale wood-brown colour; it is practically blind, and lives on fish. Living side by side



FIG. 1. A WHALE THAT SUPPLIES US WITH BOOTLACES: THE GREENLAND WHITE WHALE (BELUGA).

The Greenland white whale, Beluga, is the species which, with the narwhal, furnishes us with bootlaces. In no other whales is the hide of a texture suitable for dressing as leather. Unlike that of most of the Cetacea, the dorsal fin is represented only by a low ridge.

its occurrence in British waters dates as far back as 1793, when two young specimens were washed ashore in the Pentland Firth. Since then only six others have come to us. The most striking feature of this animal is its coloration, which, when fully adult, is of a uniform creamy white. This seems appropriate enough for a native of Arctic seas, till we reflect that it does not, like the Polar bear, stalk about on the snow. This, and the Chinese *Sotalia sinensis*, are the only wholly white whales; though some others, like the Chinese Lipotes and the South American *Pontoporia*, are of a pale buff-colour. If Beluga were the only cetacean of Arctic waters, we might suspect that his whiteness had some relation to his peculiar environment. But the gigantic Greenland right-whale is black, though, it is to be noted, it occasionally develops white patches.

More than this, however, the Beluga, when young, is black, or, at any rate, of a dark slate colour (Fig. 2). At what stage of its growth depigmentation takes place is at present unknown. What is more important is the discovery of the factors which have brought about the change. As a preliminary to this investigation it will be useful to review the coloration of the whale tribe in general. As a rule, these animals may be described as black as to their upper parts, and white as to the under-parts—as, for example, in the common porpoise and the rorquals. The common dolphin and the white-sided dolphin are similarly coloured, but with streaks of ochreous yellow on the flanks. The North American Cope's dolphin, of the genus *Prodelphinus*, is black spotted with white.

The white-beaked dolphin has, as its name implies, a white snout; the lesser rorqual has a conspicuous band of white across the flipper; while the enormous flipper of the hump-back whale is wholly white, save for a few "scribbles" of black. The Antarctic Commerson's dolphin is pure white save for the head, top of the back, dorsal fin, tail-flukes, flippers, and a large oval patch on the belly, which are black—a most remarkable coloration, and quite inexplicable. A tendency to whiteness with advancing age is seen in many species of whales. In Cuvier's beaked whale, for example, the adults have the head and fore-part of the body pure white. Not knowing this, I once mistook two of these animals which I saw at sea, off Wexford, for belugas, thinking that the black appearance of the hinder part of the body was an illusive effect of the sunlight. When, some years later, I had an opportunity of examining a freshly stranded specimen, I realised that this was the animal I had mistaken for a beluga! The bottle-nosed whale, *Hyperoodon*, in like manner with advancing years develops a white head and shoulders. That ferocious beast, the "killer-whale," has a large brownish-white patch above and behind the eye, and another at the top of the back, behind the dorsal fin.

with it is the little Meomeris, which is also practically blind, lives on small crustacea, and is of a uniform black! Of what advantage is it to the hump-back whale to have a white flipper, or to the lesser rorqual to have a white band across the flipper?

At the present moment we have no answer to these questions. But we are by no means justified in jumping to the conclusion that these very distinctive markings are meaningless. We must await a more intimate knowledge of these animals in relation to their environment. In regard to the depigmentation of Beluga it is worth noting that we have a parallel in that most interesting bird, the gannet. The



FIG. 3. WITH TEETH WIDER APART THAN THOSE OF DOLPHINS AND PORPOISES: A BELUGA'S JAWS.

The teeth of Beluga are fairly large, but are placed much wider apart in the jaw than is usual in dolphins and porpoises, which, however, display a remarkable range in the number and size of the teeth, which are all alike in shape—mere "pegs."

downy nestling is pure white. The immature bird, in its first and several succeeding plumages, is black with white spots. The adult reverts to a pure white livery. Why? Why, again, is it that the whale tribe never develop patches of bright colour—red, blue, green, and so on? But they never do.

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WHALES AND WHALERS.

The Norwegian Industry: Extinction Not Regarded as Imminent.

The report of the Economic Council of the League of Nations on the possible necessity for international protection of marine fauna, issued this spring, has directed attention to the whale-fishing industry, since the whale is the most difficult of the marine animals to protect and the one oftenest believed to be in danger of extermination.

There are no figures available for the industry as a whole, but Norway, which controls about 60 per cent. of the world's production, had engaged in the trade in 1926 29 companies with a total capital of 52,000,000 kroner (£2,900,000) and a fleet of 134,000 tons. Though other countries, chiefly Britain and Japan, are engaged in whale-fishing, it is primarily a Norwegian industry. This is natural, says a correspondent of the "Times," for it was the experiments of Svend Foyn (1808-1894) which made modern whaling possible. Continuous fishing for three centuries had almost destroyed some species of whales, especially the "right whale" and the "bow-head." The old hunting method, the whale boat and the hand-harpoon, so vividly described in "Moby Dick," was a very inefficient weapon for use against the fierce and swift "fin" whales, the Rorquals, who were safe till Svend Foyn invented the grenade-harpoon, which exploded in the body of the whale. Unfortunately, the "fin" whales usually sank when killed, and to salvage them it was necessary to beach them on islands, such as South Georgia.

A Limited Range.

This limited the range of fishing, and the next step was the use of large steamers as floating factories, which moved from port to port during the season. Finally the "factories" became so large that they were independent of harbours, kept at sea during the whole season, and made the fishing truly pelagic. These "floating factories" in recent years have become very large vessels, many of them over 12,000 tons, and one, C. A. Larsen (since wrecked), of 17,000 tons. The expense of a whaling voyage under such conditions is very great, and it is this factor that the League report relies on to prevent extermination, as whales may become too rare to be worth the great expense of

hunting and yet be numerous enough to be in no danger of extinction.

The headquarters of the Norwegian whale-fishing are the three towns of Tonsberg, Sandefjord, and Larvik, all within easy distance of each other on the Oslofjord. It is here that the "floating factories" return to refit after the fishing season; the smaller vessels of the Antarctic fleet, which is by far the most important, are laid up at Montevideo. During their period in the home port, the "factories" are thoroughly overhauled to ensure that they shall be fit to face the rigours of Antarctic voyaging. All shipyards and workshops in the three towns are running at full capacity, and the offices of the owners are humming with activity. The 30,000 people of the towns are all, directly or indirectly, interested in the fishing.

The Sole Topic.

The prospects of the coming season and the results of the last are eagerly discussed by a population to which whaling is the traditional means of livelihood. The old whalers discuss the great achievements of the past, the new methods in use, the habits of the whale, and the future of the industry. As the time for departure of the fleet draws near, the only topic discussed is the whale. In the streets one overhears "blubber," "oil," "harpoon," the whole terminology of the fishing.

At last the fleet sails for Antarctic. The whales, which spend the autumn and winter off the coasts of South America and South Africa, move south to summer in the Antarctic, returning north in the autumn to breed. In a good year 30,000 of them fall victims to the Norwegian whalers.

Apart from the Antarctic, the Norwegian whalers, forbidden by a law of 1904 to hunt off their own coast, hunt in a few places in the North Atlantic. More important is the hunting-ground off the French Congo, and some hunting is also done off Kamchatka, Peru, and the West Coast of Australia. In 1926 two companies with floating factories began work off the Mexican coast.

The economic basis of the industry is threefold — oil, whalebone, and guano. The world-production of whale oil in 1926 was about 200,000 tons (as against

130,000 tons in 1913), the value being about £5,000,000. Its chief use is as a substitute for vegetable oils, especially in the manufacture of margarine, and its price, therefore, depends on the state of the vegetable oil market. However, a new "hardening" process, now being used in several Norwegian factories, has made for an increased stability in price. Whalebone prices vary so greatly that it is considered doubtful how far it is worth while marketing it. Guano, the third product of the fisheries, commands a practically unlimited market and fairly stable prices.

Future of Whaling.

To the sea-faring people in the Oslofjord whale-fishing is the more attractive because of its uncertainties and dangers. The rapid changes of fortunes, the hardships and risks of a craft that no invention can rob of its danger and its romantic side, appeal to the livelier spirits of the three towns. They are familiar with all the whaling grounds, from Norway to the Antarctic, from West Australia to Kamchatka. The Norwegian whale-fishers do not fear the extinction or limitation of their industry. During the war, many companies withdrew from the fisheries, but since 1919 there has been a very rapid recovery.

The slackening of fishing during the war gave the whales the benefits of a close-season, but, in spite of the intensive fishing of the past few years the reports for last season show no diminution in the number of whales. Some international regulation may be necessary and some is, tentatively, recommended by the League Report. Much will depend on the results of the investigations which various Governments, notably the British, are conducting into the life history and habits of the whale, as well as on the results of the work of the International Council for the Exploration of the Sea in Copenhagen. Treaties to protect cows and calves during the breeding season are possibly desirable, but there seems no immediate need for drastic measures to salvage or limit one of the great adventurous industries of the world.

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Daily News

Issue dated

28.4.18

BOUVET ISLAND CLAIMS.

A further Note from the Norwegian Government on the subject of Bouvet Island in the South Atlantic, was received at the Foreign Office yesterday, writes our Foreign Affairs Correspondent.



It will be remembered that following upon a concession granted by the British Government to a Norwegian whaling company to establish a station on the island, Norway protested that the first landing

on Bouvet was effected by Norwegian subjects and that it was therefore in her possession.

The claim was rebutted by Great Britain, which was able to show that the Norwegian landing had been anticipated by this country by 100 years. Publication of the Oslo Government's reply will depend on its being made known in Norway.

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Manchester

26.7.20

No More Whales?

Few people have more knowledge of the Antarctic than Douglas Mawson, and as he says on this subject has to be treated very seriously. Therefore it is noteworthy that he has joined the people who believe that the present state of the whaling industry is exceedingly dangerous, and that it will result in the extermination of the whale. Most certainly the slaughter of whales has been increasing rapidly within the last few years with improved methods, and the obsolete liners which are now being converted into depot ships will increase the toll.

But of even greater importance than this increased efficiency of the killing methods is the fact that the old-time sanctuaries of the whales are being invaded by these pelagic hunters, and there is no doubt that they are now penetrating the breeding grounds and are taking a heavy toll there. On the other hand, it is difficult to accept a definite statement on this subject when we do not know the exact habits of the whales, nor have we the slightest idea of their real numbers. Therefore the work now being done by the old Polar ship Discovery, which will shortly be sailing from London on another voyage of observation in the Antarctic, is obviously of the greatest importance

to the industry and to those who have put their money in it.

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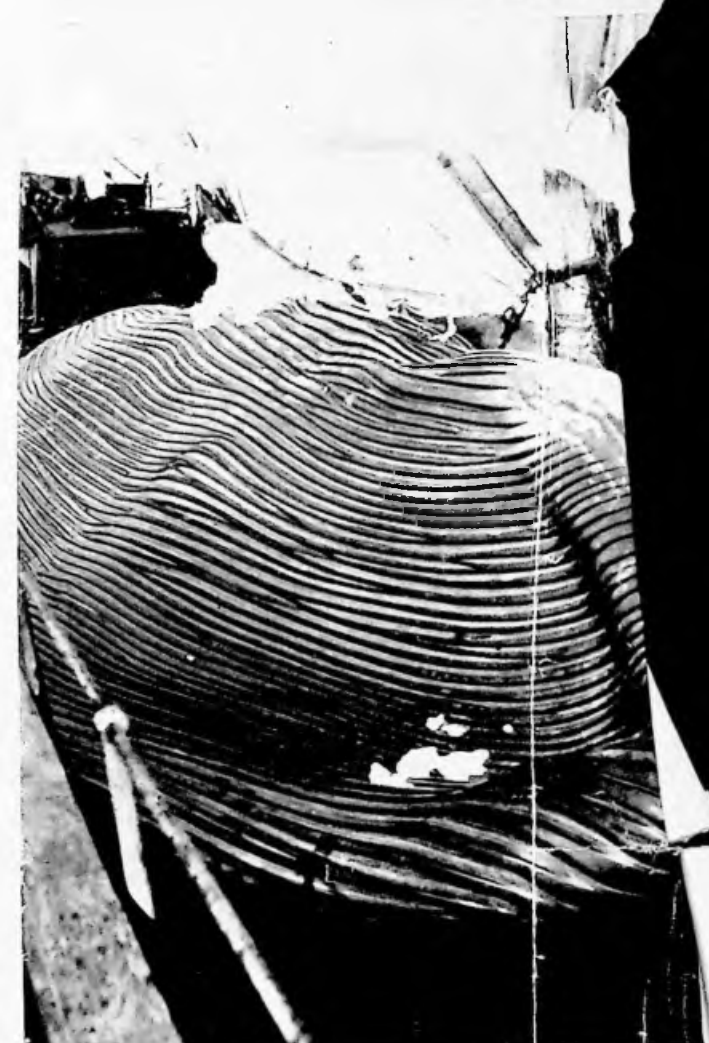
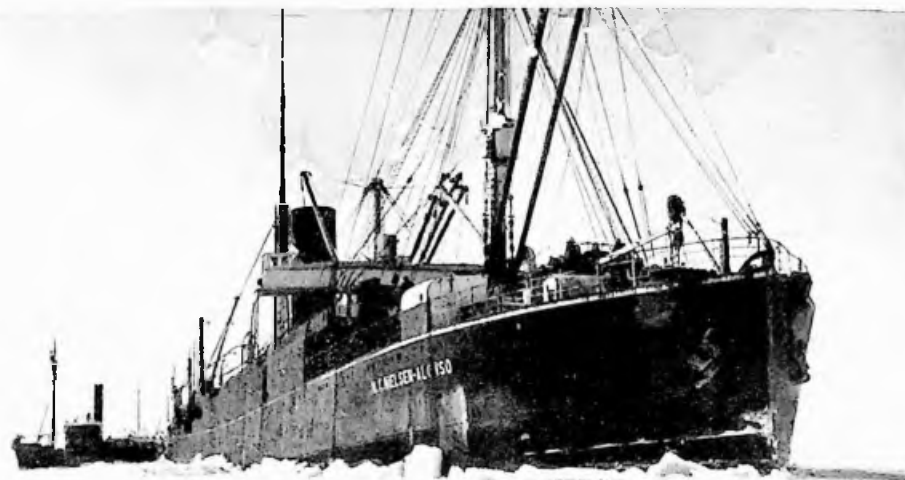
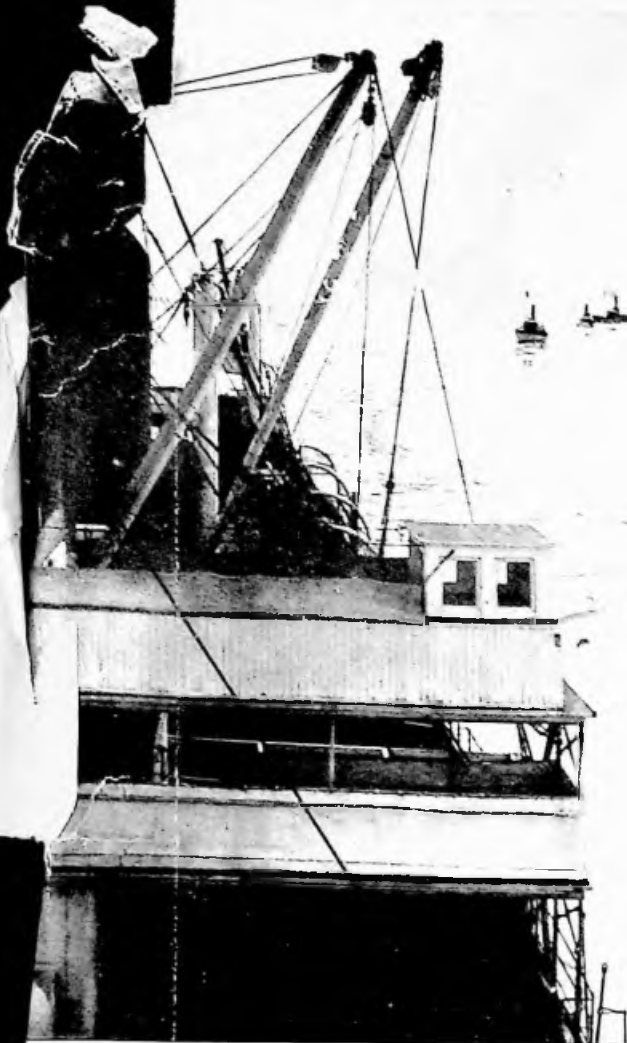
Issue dated

26.4.18 Dundee

Interesting facts regarding whale fishing appear in the report of a Subcommittee of the Economic Committee of the League of Nations which has been studying the problem of the protection of whales, seals, and other marine fauna. The report emphasises the immense progress made in methods of whaling, especially since 1868, when the invention of the exploding harpoon gun made it possible for the first time to hunt the largest species of the fin whales. The introduction of floating factories, which during the hunting season were stationed at one port or were moved from port to port along the hunting area, enabled whalers to go farther afield. More recently large "mother ships" of anything between twelve and seventeen thousand tons have been sent with the whaling fleets, so that there is no need for whales to be brought ashore at all. Instead they are taken on to the deck of the ship, and the fullest possible use is made of their products. This form of whaling, which in many waters is the only possible method, has given rise to the fear that many species of whale might be exterminated.

WHALING IN THE WATERS OF THE ANTARCTIC.

A Series of Pictures Giving a V. a Impression of the Many Activities that are Undergone in the Pursuit and Commercial Preparation of the Gigantic Marine Mammals in the Frozen Waters of the Ross Sea



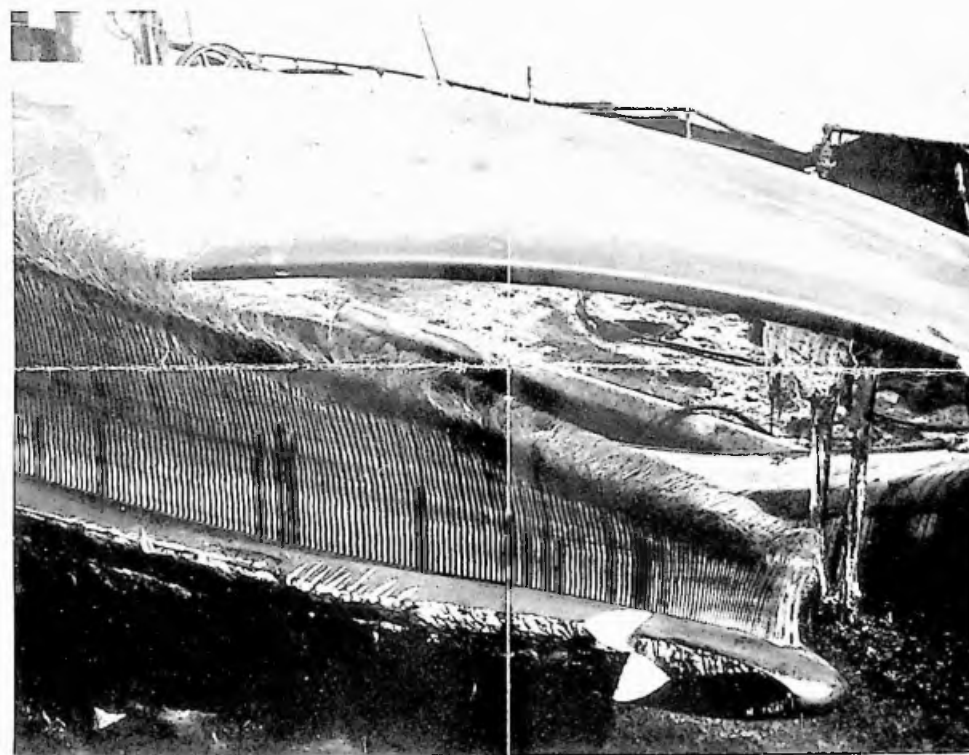
JAMMED IN THE ICE: The 14,000-ton mother-ship impenetrably blocked in the frozen sea. Despite the most strenuous efforts, the whole fleet remained becalmed for two days and nights, caught fast in the pack-ice. Saws of specially hardened steel were, however, operated with successful effect.

A RECORD CATCH: A group of five whales moored on one side of a whale-chaser; a similar number was tethered to the other side of the boat. The striking appearance of the great mammals is a phenomenon that takes place only after death. The whales are inflated upon capture and towed back to the base, where they are cut up.

PASSAGE THROUGH THE ICE: An impression from the bridge of the front of another mass that forces her through the pack-ice—practically impenetrable in navigation in the Antarctic. The fleet on this particular trip consisted of five small boats and the large mother-ship.



DESTRUCTION: Tearing the whale blubber. A saw is hauling upwards while the crew operate with knives, a perilous occupation.



THE LAWS OF A WHALE: An impression of the triangular "baleen" (sometimes called "whalebone"). These are 6 in. wide and 6 in. in length in the front of the mouth to 2 ft. 6 in. at the back. The whale strains off the water, the baleen through these places, retaining the fish.



THE CHARGE OF THE MOTHER SHIP: To force a passage through the pack-ice, the heavy craft drives at full speed.

THE BELLY OF A WHALE: A remarkable picture of one gigantic marine mammal lying upside down on the deck of a whale-chaser. This view shows the whale in a deflated state just before it is cut up into chunks of a size that can be handled.



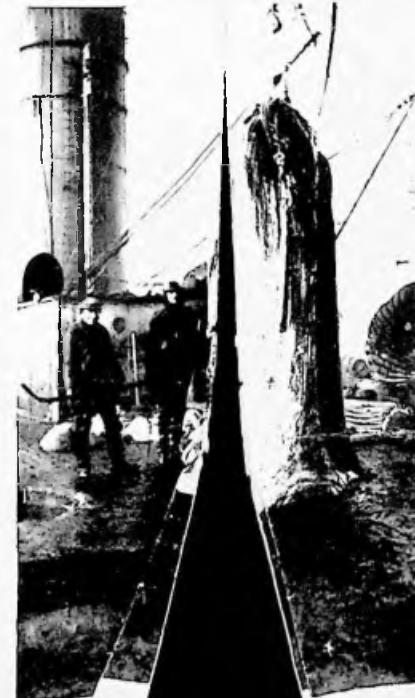
HUNK OF BELL'S SPEC: A huge portion of blubber from the whale. This is hauled up on deck and repaid in pieces.

Ross Sea—well known to Britons on account of its association with the Shackleton expedition—is also a sea of great commercial importance. Whaling interests exist in its frozen waters. Starting from the South Island of New Zealand, fleets of whale-chasers—comprising as many as 14,000 tons with perhaps half-a-dozen much smaller boats—plough through the great fields of pack-ice to pursue



READY FOR THE BOIL: Blocks of blubber ready to be put into the huge cauldrons. The cutting up is dangerous, as the strips of blubber weigh 20 tons.

their mammalian prey in the smooth and open water between the pack-ice and the Great Ice-Barrier, a series of huge cliffs formed by innumerable glaciers that periodically calve off, to be reinforced with fresh glacial ice from the polar regions. It is a remarkable fact that whales, which of course have to rise frequently to the surface to "blow," can get through the pack-ice, which is so solid that sometimes a fleet gets firmly wedged in it for two or more days and

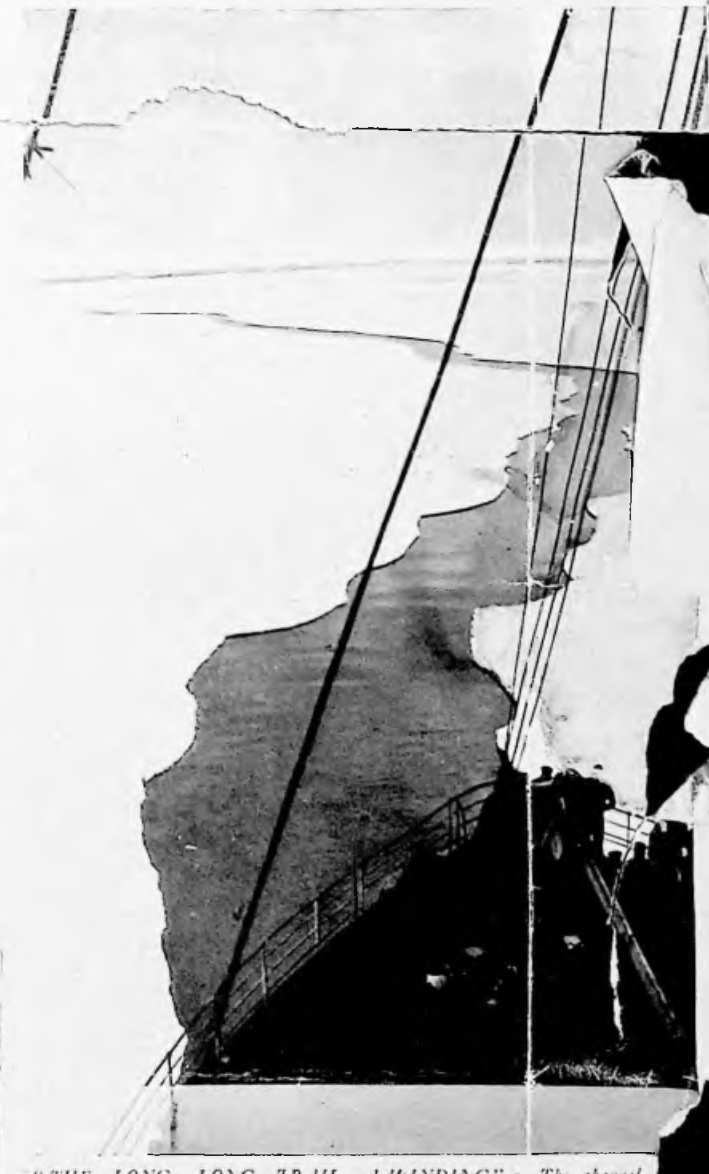


ANTIPE! A "Harvey" whale.



CARNAGE ON THE DECK: The huge blocks of blubber, which have been cut up in "flensing boats," or punts, at the ship's side.

can be extricated only by the use of saws of finely-tempered steel. After the whales are caught, they are inflated and towed until the end of the cruise, when the blubber is cut up. This is done in punts, or "flensing boats," and it is a dangerous pursuit, for the strips of blubber weigh as much as 20 tons and they have been known to break and crash down on the crews. Three "flensing boats" were broken on the cruise illustrated above. Finally the blubber is boiled down.



"THE LONG, LONG TRAIL A-WINDING": The channel cut by the mother-ship through the pack-ice which was between 3 ft. and 4 ft. deep.

The great drawback to whaling, to the layman, is the odour of incipient putrescence that pervades everything—an inescapable stench that clings to even after a course of Turkish baths. It is, perhaps, fortunate that it is abundant only in the Arctic, for in the Torrid zone the "perfume" would be unendurable. Mr. Cutcliffe Hyne quotes a true instance of a firm of product specialists with the very appropriate name of "Snellie and Nelly."

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Cutting from *Star*

Issue dated *1. 8. 28*

WHALE WRECKS LAUNCH.

A whale crashed across a pleasure launch off the Queensland Coast, says the Exchange from Melbourne. The launch was smashed up and sank, but fortunately the dinghy broke away and floated.

Three men got aboard and after a precarious five-mile journey with one oar, were rescued by another launch.

Two men were seriously injured through being struck by the whale.

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Issue dated *11 8 28*

SLAUGHTER OF WHALES IN THE FAROES.

SCENES OF REVELRY.

(FROM OUR CORRESPONDENT.)

COPENHAGEN, AUG. 10.

Reporting the capture of whales in the Faroes, a telegram to *Politiken* says huge schools of whales have been driven into Westmannhavn, where they have been trapped in nets. About 400 have been killed. The whales made a violent resistance to capture and smashed ten whale boats, but none of the crews was seriously hurt.

From all the neighbouring islands people are coming to buy the whale meat and blubber, and the harbour presents a wild and strange aspect, the shore being crowded with men cleaning the carcasses. Many animals harpooned but still living are drifting confusedly in the blood-stained sea, where a large flotilla of boats is ready to capture them. This otherwise quiet and idyllic bay is a welter of people. There is open house everywhere and the dancing halls are overcrowded with revellers, who shout the refrain "Merry boys, the killing of whales is our delight."

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Cutting from *Star*

Issue dated *9 8 28*

500 WHALES CAUGHT.

Good Day's Fishing By Faroe Islanders.

An enormous school of whales appeared yesterday off Westmannhaven, in the Faroe Islands (about 170 miles north-west of the Shetlands), and a hastily organised drive by islanders, Reuter says, resulted in the capture of 500 of them.

Good Day's Work.

Since the catch represents hundreds of tons of oil and whalebone, the islanders have every cause to be pleased with their "hasty" day's work. Smaller shoals are often taken; they are driven by boats into the shallows and slaughtered in dozens. Fishermen's stories in the Faroes must be exceedingly "tall" to out-rival truth.

Man has waged unceasing war against the whale to win its valuable oil and bone. The whale is reported to have won the first round by swallowing Jonah, but man has since so decisively gained the supremacy that only 10,000 or 12,000 of the species are believed to be left, and the danger of extinction has been debated by a Geneva sub-committee.

Scientific expeditions have been organised from time to time to solve such problems as:

Are whales polygamous?

What is their birthrate?

How long do they live and what is their mileage?

Do they sleep, and, if so, where and when?

Died on a Lorry.

Their descents on British coasts are rare. Last year 140 rare False Killer whales were stranded at Dornoch Firth, Scotland. They were regarded at first as a public nuisance, but then turned out to be of great scientific value, and skeletons were distributed to museums all over Britain.

An attempt to bring a whale by lorry from Mablethorpe, Lincolnshire, down the Great North Road to London, and keep it alive until it reached the National History Museum, failed with 30 miles to go. The whale hopelessly "spouted" all the way down, then gave its expiring gasp.

The case was investigated by the R.S.P.C.A., but there was no prosecution.

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Issue dated *11 8 28*

Whaling Research.

I HEAR THAT the Discovery Committee have decided to build a steamer for research work with regard to whales in the Antarctic.

The Discovery's engines are reported to be not powerful enough for the work. She has been lying up in the West India Dock, and it is not certain whether she will make another trip when Lieut.-Comdr. Chaplin, R.N., leaves next month on his survey expedition to the islands near South Georgia.

Lieut.-Comdr. Chaplin is a very popular officer, and has received a large number of applications to join his survey party.

Cutting from

Lloyds List

Issue dated

15.8.2

Work on Whaling Vessels.

In the absence of very much in the way of new construction work, the annual overhaul of whaling craft and a number of important conversions have been providing welcome employment for some of the Norwegian shipyards. During the last few months several large vessels have been acquired for use as depot ships, whale oil carriers, or as floating oil refineries, and although some of the conversion contracts have been obtained by British shipyards—the *Medic* on the Mersey and the *Athenic* on the Tees—others are being carried out in Norway. The Norwegian whaling industry not only provides employment for some thousands of Norwegian seamen, harpoon gunners and other specialists, as well as for those who are engaged in the offices of the whaling companies in Tønsberg, Sandefjord, and the other coast towns which are its headquarters, but it is so typically a national industry that existing or new whaling companies seem to experience no difficulty at all in raising the capital needed for acquiring a 15,000-ton vessel for conversion to a floating refinery, the necessary whale-hunting craft, and for fitting out the whole expedition. The first of the expeditions are now leaving Norway for the Antarctic, and the shipyards are hastening to complete their work. More attention is now being given to what is known as "pelagic" whaling, and although the equipment of vessels which are to engage in this may be more costly in the first place it is obvious that an expedition that can operate independently of a shore base and that does not even need a quiet harbour in which the flensing of the whales can be carried on, has a much wider field of operation.

In addition to this, the pelagic expeditions do not incur the expense of acquiring licences, which those operating in territorial waters have to bear. Owing to several expeditions being sent out this year for the first time, there will be considerably more material engaged in the coming season than previously. Thus, of the expeditions which are being fitted out at Sandefjord there is the new refinery *Torodd* (ex cable steamer *Colonia*), of about 11,500 tons deadweight and with a tank capacity of 50,000 barrels. She is provided with a haulage slipway aft, and will operate in a pelagic manner. The tanker *San Nazario* has been converted into a refinery, named *Thorhammer*, and will operate pelagically without licence with four whalers. The *C. A. Larsen* (now repairing on the Tyne) and the *Sir James Clark Ross* will again proceed to the Ross Sea. The *Lancing* and *N. T. Nielsen Alonso* are leaving Larvik for pelagic fishing, and the refinery *Solstreif*, which has been overhauled at Akers mek. Verksted, Oslo, is going to South Shetland. This latter shipyard has been engaged in the extensive work of converting the *Antarctic*, which will be capable of carrying some 60,000 barrels of oil. The *Antarctic* and the slightly larger *Pelagos* (ex *Athenic*) will each operate pelagically with five whalers. The conversion of the *Frango* into a refinery has been entrusted to the Fredrikstad mek. Verksted, the work being similar to that carried out on the *Sir James Clark Ross*. When it is remembered that a conversion job is usually a matter of £100,000 or so, and that each new whaler (of which many have been built in this country and in Norway during the last year or two) may cost about £20,000, it will be seen that the whaling industry provides a considerable amount of shipyard work, apart altogether from the annual overhaul which in the case of vessels operating for months on end in ice is frequently a serious and expensive matter.

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Lloyds List

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29.8.28

THE WHALING INDUSTRY.**APPROACHING RECORD SEASON.**

The departure of the whaling expeditions which have been fitting out in Norway during the summer has commenced. On one day last week no less than four expeditions left Tønsberg, namely, the floating refineries *Antarctic* and *Anglo Norse* and the transports *Busen* and *Coronda*. The crews of these four vessels number about 1000 men. The *Radioline*, *Peder Bogen*, *Southern King* and *Harpon*, as well as the whaler *Star XI*, had previously left Sandefjord, and last week the refineries *Orn II*, *Falk*, *Srend Foyen I*, *Thor I* and *Torodd* left that port, together with the whalers *Thor Major*, *Thor Junior* and *Thor Senior*. The refineries *N. T. Nielsen*, *Alonso* and *Lancing* have already left Larvik, and the *Solstreif* is expected to leave this week.

Altogether, states the "Norges Handels og Sjøfartstidende," no less than 112 vessels will participate in the coming season's whaling for Norwegian account, namely, 84 whalers, 21 floating refineries and four transports. In addition, a fair amount of cargo tonnage will also be required for the transport of coal. Four shore stations will also be operating. The A/S Tønsbergs Hvalfangeri will have a land station, three whalers and the transport *Busen*; the Hvalfanger A/S Vestfold will have a land station, five whalers and the transport *Peder Bogen*. Bryde & Dahls Hvalfangerselskap A/S will have the floating refinery *Thor I*, three whalers and the transport *Thor Minor*, and is also sending the refineries *Thorhammer* and *Pythin*, with six whalers, to Bouvet Island.

South Shetland will be the headquarters of several expeditions, including the *Ronald Amundsen*, with three whalers; the floating refineries *Hektor*, *Ronald* and *Maudie*, and a shore station, with 11 whalers; the floating refinery *Torodd*, and three whalers; the refineries *Falk* and *Orn II*, with six whalers; the refinery *Srend Foyen I*, with three whalers, and the *Solstreif*, with three whalers. The steamer *Frango* and a whaler will be attached to the last-named expedition.

The floating refinery *Orwell* and three whalers will operate from South Orkney, and the *Anglo Norse*, with three whalers, will work from South Sandwich. In the Ross Sea the floating refineries *C. A. Larsen* and *Sir James Clark Ross* will operate with ten whalers, and the *N. T. Nielsen Alonso* will have four whalers. The *Lancing* will operate pelagically with four whalers. The new Tønsberg companies "Antarctic" and "Pelagos" are each sending one refinery, *Antarctic* and *Pelagos* respectively, and four whalers, and the A/S Ishavet, Sandefjord, is sending out a refinery, and two whalers. The A/S Africa, Tønsberg, is sending to the South Seas an expedition consisting of the refinery *Strömhus* and four whalers.

Tel.

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Cutting from

DAILY EXPRESS

Issue dated

10 AUG 1928

500 WHALES CAPTURED.

COPENHAGEN, Thursday, Aug. 9.
A great school of whales appeared yesterday off Westmannhaven in the Faroes, and a hastily organised drive by the islanders resulted in the capture of 500 of them.—Reuter.

Telephone : HOLBORN 3120.

Telegrams { BOOKSTALLS,
ESTRAND, LONDON.

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REFERER

Issue dated

12 AUG. 1928

BRITAIN TO LOSE FALKLAND ISLANDS!

Astonishing Proposal from the Argentine.

PARIS, Saturday.

An announcement regarding the future of the Falkland Islands which has been made by the Argentine Legation here to-day is certain to cause much astonishment in Britain, since it concerns a proposal for Britain to hand over the islands to Argentina.

The ownership of the group, near which a great British naval victory was won during the War when Admiral von Spee's squadron was defeated, has been disputed for years by the Argentine, and in the statement issued to-day it is declared that a solution has been considered by Dr. Jose Leon Suarez, Professor of International Law at Buenos Aires.

Dr. Suarez' proposal is that the British Government should hand over the control of the islands to the Argentine before 1933, when the centenary occurs of British occupation and when an arbitration conference will be held at Washington.—B.U.P.

NOTE.—The Argentine claim has been that Britain made a promise when Lord North was Foreign Minister to hand over the islands to Spain, which was done, but the British, it is alleged, took forcible possession once again in 1833.

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TIMES

Issue dated

10 8 28

Reuter's Copenhagen Correspondent says :—
An enormous school of whales appeared on
Wednesday off Westmannhavn, in the Faroes,
and a hastily organized drive by islanders
resulted in the capture of 500 of them.

Telephone: HOLBORN 3120.

Telegrams {BOOKSTALLS,
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Cutting from

Scotman

Issue dated

28.8.18

Edinburgh

WHALES AND WHALING.

IN SCOTTISH WATERS.

A RECORD OF CATCHES.

THE invention of the harpoon gun about 1865 by the Norwegian Svend Foyn, or perhaps its re-invention—for it appears that such an instrument was used in whaling in Irish waters a hundred years previously—gave a new impetus to whaling by making practicable the capture of the active Finner whales even in exposed waters, with the result that a great modern industry, based on Svend Foyn's method, is now prosecuted all over the world; and the possibility that this industry, by reason of its intensity, may bring about its own collapse has recently been directing more than ordinary attention to the study of the life history of whales and of their economic utilisation.

Scotland has had a long and honourable connection with whaling, but the old Arctic fishery conducted by means of the hand harpoon had already reached its closing phase when, in 1903, the new method was introduced from Norway. To control the new industry in Scottish waters a system of licences was introduced in 1908, and the licensees have been required to keep full records of their operations, including particulars of every whale captured. The information so assembled is a great advance on the scanty details previously available regarding whales frequenting British waters, which were gathered chiefly from isolated specimens stranded on our coasts.

No whaling was conducted in Scottish waters during the war, nor in 1919 nor 1921, but for the remaining fourteen years of the period 1908-1927 the total number of whales taken and landed in Shetland and Harris was 6817. The species represented were, in order of the frequency of their occurrence, the Common Finner (*Balanoptera musculus*, L.), the Sei-whale (*B. borealis*, Less.), the Blue-whale (*B. Sibbaldi*, Gray), the Sperm-whale (*Physeter macrocephalus*, L.), the Nordcaper (*Balaena biscayensis*, auctt.), the Humpback (*Megaptera longimana*, Rud.), and the Bottlenose (*Hyperoodon rostratum*, Mull.).

Of the last named, only 26 specimens—8 male and 18 female—have been landed. The species appears to be fairly common in the Scottish whaling area, but is not hunted to any extent owing to its small size; those taken measured from 13 to 26 feet in length. Ten out of the 26 were taken in the month of June, and nearly all on the more northerly grounds.

The Humpback is also inconspicuous in the records, the number landed being 35, of an average length of about 42 feet for each sex. The Humpback is a comparatively rare species in British waters.

THE BLUE WHALE.

The largest whale taken off the Scottish coast is the Blue whale, also known as Sibbald's Rorqual, which appears to be identical with the "sulphur-bottom" of the east coast of North America, and perhaps also with the very large "sulphur-bottom" of the Antarctic fishery. The latter sometimes exceeds 100 feet in length; the largest Blue whales landed in Scotland—two females—have reached 90 feet, while the average length has been about 71 feet. The majority have been taken in an area lying off the west of St Kilda, and the season of capture has been spread over the months June to September. The Blue whale feeds on small crustacea, called "krill" by the Norwegians, as does also the Nordcaper, and there is a certain correspondence in the comparative abundance year by year of the two species.

The Sei whale is a species which figures much more prominently in the returns, the captures for the period 1908-1927 (14 years' fishing), totalling 1722. Lately, however, Sei-whales have been comparatively scarce, the average number taken annually during the last six years being only 30, against nearly 200 earlier. Males have slightly predominated, forming 54 per cent. of the total. The average length of the males was 43 feet, and of the females 44 feet, while the largest taken was a male of 64 feet.

The Fin-whale, or Common Rorqual, is evidently the most abundant in Scottish waters, and during the period covered by the statistics has constituted two-thirds of the Scottish catch, the number taken being 4582. The catch has remained fairly constant from year to year, and males and females have been about equal in number. The Common Finner is larger than the Sei-whale, the average length recorded for males being 60 feet, and for females 62 feet, with a maximum of 26 feet. For the last two years a record has been kept of foetuses observed, and it is surprising to find that the mothers were almost all over 60 feet in length, the smallest being 56 feet.

A detailed examination of all the records, illustrated by sketch maps, showing the place of capture, as well as by tables and diagrams, and accompanied by a bibliography of earlier references to the various species, has been undertaken by Professor D'Arcy W. Thompson, C.B., F.R.S., and is published by the Fishery Board for Scotland, under the title "On Whales Landed at the Scottish Whaling Stations during the years 1908-1914 and 1920-27," price 2s. 6d. (post free 2s. 7d.) from any bookseller, or H.M. Stationery Office, 120 George Street, Edinburgh.

A CURIOUS HISTORY.

The "Nordcaper" of the Norwegians or "Sarde" of the old Basque whalers has scientifically a curious history; for a long time its existence as a distinct species was denied, and when again recognised about 70 years ago it was thought to be almost extinct. The species has, however, yielded 69 individuals (35 male, 34 female) to the Scottish whalers since 1908, although latterly captures have been few. Nearly all were taken in June and July. Years of comparative scarcity and abundance appear to be connected with variations in the Gulf Stream: in years when the Atlantic overflow to the north-east is strongest, the species does not appear to linger on our coasts. The sizes of those captured averaged about 46 feet for males and 49 feet for females, or about the size of the Greenland "right" whale, which formed the quarry in the earlier fishery. An examination of the records of place and date of capture off Scotland and comparison with records from other areas show a northerly migration on both sides of the Atlantic in the summer from a winter haunt in temperate waters about the region of 40° N.

The weaving into romance of the story of the capture in the South Seas of the sperm-whale—the "Cachalot" of the old Basques—has probably made the name of this whale the most familiar. The species does not breed in Scottish waters, and practically all the individuals taken, as well as those stranded at intervals on our coasts, have been males, apparently young bulls which have been driven out of the herd. The 75 taken have mostly been of approximately equal size, ranging about 54 feet in length, only four exceeding 60 feet. The length of the largest, however, was 75 feet. The chief area of capture was well out to the west, in the neighbourhood of Rockall, and the period from June to August, although it is probable that more might be taken in September if weather conditions did not curtail operations so far from the Harris base.

62
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clipping from *Financial Times*
date dated 28/8/28

HEKTOR WHALING.

ENGLISH HOLDING COMPANY
TO BE FORMED.

FROM OUR OWN CORRESPONDENT.

OSLO, 27TH AUGUST.
At an extra-ordinary general meeting held here yesterday of the Hektor Whaling Company, controlling interest in which has been acquired by an English group, it was resolved to establish an English company, to be called "The Hektor Whaling Company," with an Ordinary share capital of £250,000. This new company will be in addition to the existing Norwegian concern, two business partners of which are to have seats in the English company's management.

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clipping from *Daily Telegraph*
dated 19.9.28

WHALE FISHERIES.

TO THE EDITOR OF "THE DAILY TELEGRAPH."

SIR—With reference to the article on "Harvest of Whale Fisheries" in THE DAILY TELEGRAPH of Sept. 14, Mr. E. G. Boulenger is in grave error with regard to the figures he mentions dealing with the estimated number of whales in the Antarctic. From the official British Government returns, based on a period of eight years, 348 whalers have captured in excess of 70,000 whales. This gives a catch of over 8,600 whales per annum.

If we are to believe the report of Dr. Suarez of a catch of only 1,500 whales per annum (from the Antarctic alone), seeing that the report referred to above deals with the catch from the Southern Seas, it is rather ridiculous for Mr. Boulenger to speak of these figures and to estimate the extermination of the whales in face of the fact of the catch as quoted in the official Government returns.—
Yours, &c.,

FRED. STEEL.

Albemarle-street, Piccadilly, Sept. 14.

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clipping from *Daily News*
dated 29.8.28

Sea Beasts YOU May Meet

By A DEEP SEA FISHERMAN.

The drowning of two London men on the Essex coast, who met their death in battling with a small shark, is a grim reminder that the thrill of meeting sea monsters is by no means confined to those who bathe in the waters of the tropics.

Those of us who trawl up and down the wild coast line of Britain can tell tales of adventure and derring-do worthy to rank beside the magic annals of a "Moby Dick," but, lest you should dismiss such stories as the mere extravagances of a fisherman, I will keep only to the experiences and opinions of the most reputable of land lubbers.

Each bathing season brings its quota of "terrible encounters." What of the gentleman at a South Coast resort who awoke the other morning to find a stranded whale peering at him through the folds of his beach tent?

Then there was the 21-foot whale washed up on the shores of Cornwall in a January storm this year; and the classic whale of two autumns ago which ran aground in Lincolnshire and lived so many days that it almost reached London alive—an official of the South Kensington Museum made the great but unsuccessful effort of transporting it upon a large lorry; and the giant dolphin harpooned, with much excitement, no further away from London than Battersea.

A Thames Whale-Hunt.

After which I may tell you that I myself was chased by a whalish monster when fishing one summer night in a small boat off the west coast of Ireland. We ran before it across the breakwater and into the shelter of a narrow creek—ultimately we ran beside it; its evil, round back shining under the drippings of our frantic oars. When we reached shallow water it turned and left us with great churnings of the peaceful, moonlit water. If it had chosen to turn any sooner, under the keel of our tiny boat, I should not be here to tell this tale.

But the western waters are a fruitful place for sea monsters. Sometimes they are a serious menace to the deep sea fisherman, for they drive the smaller fish inland in panic-stricken shoals. I have known the shores of Southern Ireland and Cornwall literally strewn with mackerel and herrings which had fled landwards to escape the voracious jaws of a school of grampus.

The grampus, or "killer" as he is



The Grampus or Killer-Whale.

often called, is a truly fearsome beastie. He is one of the largest and most ferocious of the dolphin family. He has a mouth like a knife-saw and a great black fin that sticks up out of the water as he cuts through it at incredible speed. He devours not only small fish but the seal and the porpoise if they should cross his angry path. Fortunately he is not often to be found near the foreshore; but it is on record that one of these unpleasant gentlemen troubled the River Ouse last year for some weeks, and was finally washed ashore at Howdendyke.

Jelly-fish may be harmless enough, but I have seen them in tremendous shoals off the coast of Yorkshire, great rainbow coloured specimens wide as an open umbrella and with poisoned stinging streamers trailing after them. I do not think I should like to encounter them in an early morning swim. There is something about their appearance that is unpleasantly reminiscent of the octopus.

The Kindly Octopus.

In spite of his sinister reputation, however, the octopus when you meet him in British waters is quite a harmless fellow. He is seldom larger than a good sized grape fruit, with arms little more than a foot in length. Some years ago there was a plague of these creatures off the Sussex coast. The only danger he brings to the swimmer is that of panic, for even if he clutches you with one of his arms his intentions are entirely honourable.

A much more harmful bathing companion is the wolf fish—or "rock salmon" as he is known when he comes cooked to our tables. He has powerful and numerous teeth, and it is recorded that one one occasion a "wolf" on board a trawler took the heel off a fisherman's boot.

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Cutting from

Daily News

Issue dated

31.8.1888

SHIP THAT HAS NO STERN.

STRANGE MANX-LIKE CRAFT.

ONE OF THE WORLD'S CRACK WHALERS.

From Our Special Correspondent.

CARDIFF, Thursday.

Sailormen down here are rubbing their eyes and invoking their saints over a strange craft that has come among them. It is a ship without a stern, and it looks as if it had been guillotined at one end.

Only an iron lattice door with a two-foot mesh is there to keep out the following seas.

In the Bute-street cafes where seamen congregate this ship, the Antarctic, is the chief topic of conversation, for she is one of the world's crack whalers.

and the latest thing in factory ships. She carries a crew of 200 giant and moustached Norwegians.

The Antarctic is lying in Queen's Docks, filling up with 10,000 tons of bunker coal to take her on her next voyage to South-East Georgia.

I climbed aboard this queer Manx-like craft this morning, and heard from First Officer Ree a romantic story. The Antarctic was formerly the Upava, in the New Zealand meat trade. Now her cargo is meat of a different kind. Before her ten months' cruise off Georgia is over the Antarctic will literally have swallowed 1,000 whales, which will have been converted into 60,000 barrels of purest oil at the nice figure of £5 a barrel.

A GREAT FACTORY.

This £300,000 worth of whales will have all been hauled up through the gateway which takes the place of the stern.

A long slipway 22-ft. wide, provides an easy "running" for the whales which are hauled up by giant winches. On the after-deck the blubber is cut out, the carcass being dealt with forward. In the hold are 22 huge boilers where the blubber and carcass is melted down, destined to go into margarine.

The hold resembles a great factory in itself.

First Officer Ree has a great respect for whales, which he regards as being the brainiest denizens of the deep.

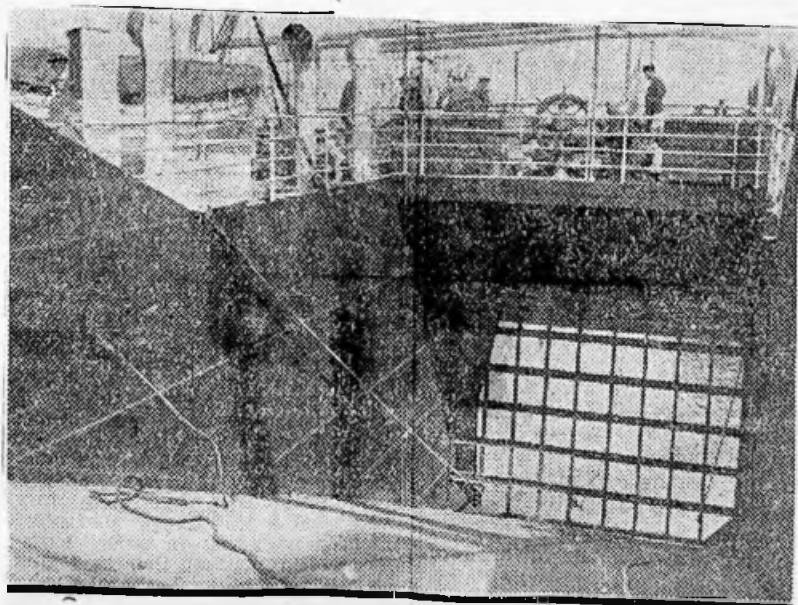
"Yes, yes," he said to me, "whales are very clever. That is why it is no good fishing in the same waters two seasons in succession. They remember and sheer off to other waters. Perhaps they do not return then for three or four years. Then you must go into sea after them."

Cardiff is becoming one of the best known ports to whaling men.

TEN MONTHS' CRUISE.

Two whalers are now here, while at Barry there are four, and another at Newport. Two leviathans—they will be the biggest whalers afloat—will be here shortly after the tasks of converting them from liners into factory ships is completed.

An up-to-date factory ship of 15,000 tons on a ten months' cruise requires a large amount of coal. Cardiff and its go-ahead neighbours are out to offer every encouragement for them to come here and stimulate the bunker coal business.



The specially constructed stern of the ship showing the slipway by which the whales are drawn on to the deck.

The Whaling Industry.

WHALES, and with them whale-fishing, have, it is generally believed, been shifting their quarters during the present century from the Northern to the Southern Hemisphere, on their way to extinction. The very weapons, and men and methods, that have of recent years brought into the markets of the world in greater quantity than ever before the oil and other products of the members of this great branch of the cetacean family, have served but to assure and to accelerate the doom of the race. Whatever substance of truth there may be in this statement, the whale seems likely to remain for many years to come a profitable and a fairly common object of pursuit even in Northern waters, where it has been longest and most persistently persecuted and slaughtered. According to a report issued by the Scottish Fishery Board on "Whales landed at the Scottish whaling stations during the years 1908-14 and 1920-27," the captures from bases on our coasts, practically confined to Shetland and Harris, run up to several hundreds annually. As the title of the report indicates, the whaling industry was for obvious reasons, suspended during the years of the war. It has been renewed again mainly as an outcome of Norwegian enterprise, and the number landed in the remaining fourteen years figures out at the impressive total of 6817, or, on an average nearly 500 a year. It is well known that even under modern scientific conditions of whaling, by no means all the whales that are killed or wounded to the death in the operations are brought to land. The figures quoted however, may be thought to provide some *prima facie* evidence that whales, and in particular the great Fin-whale, or Common Roqual which has furnished more than two-thirds of the Scottish catch, is in danger of being hunted out of existence. This danger has been more prominently to the front in the Southern waters, which are now the chief areas of whaling operations; and special investigations have been made, and special regulations put in force, with the view of preventing what would be regarded, from the point of industry as well as of natural history, as a catastrophe. It has already been observed that whaling enterprise, alike in

As the Fishery Board report notes, the remarkable development of Norwegian whaling during the last half-century has followed upon, and in great measure has been the effect of, the invention and application to whale hunting of a Norwegian instrument of destruction, the Sven Foyn, or harpoon-gun, which has rendered entirely obsolete the former hand-thrown harpoon; and, operated by swift steamers furnished with other modern appliances, can be used with deadly effect and to profitable purpose in regions where the old Dundee and Peterhead whalers, who once held almost a monopoly of the pursuit in the Greenland and other seas, had to give up work owing to the scarcity of whales. Now, it appears, whale fishing can be practised successfully off our own shores; but, except as an investment, Scottish skill and Scottish enterprise are "no longer in it." Many interesting problems are suggested and placed in the way to solution by the researches in which Professor D'Arcy Thompson and other investigators have been engaged, including those relating to the breeding places and the life-history of the different species of whales that, in spite of the modern whaler and his harpoon-gun, still frequent our seas in considerable numbers; and to the influence on their movements of changes in the volume and direction of the Gulf Stream. Among the other questions that may be thought to arise is that of how far these activities of foreign whalers are threatening the extermination of these the hugest and not the least interesting of the inhabitants of our adjoining seas; and also whether, if the industry can be pursued within reasonable limits and without this risk, it is not possible for Scottish whalers to come alive again and share in its profits and excitements.

Northern and in Antarctic waters, has now passed for the most part into Norwegian hands, and this observation applies, and even applies especially, to operations from bases, such as the Falkland Islands dependencies and the Outer Hebrides and Shetland, that are under the British flag. Thus, according to the evidence collected by an Inter-Departmental Committee, nearly three-quarters of the world's supply of whale oil was contributed by Norwegian companies—some of them, it is true, supported by British capital—working from British dependencies in the South Atlantic or on the fringe of the Antarctic Ocean; and in those seas the number of whales killed annually is reckoned, not by hundreds, but by thousands, and yielded in the year 1911 not less than 306,000 barrels of oil.

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Cutting from *Evening News*

Issue dated *19. 10. 28*

WHALES AND WHALING.

Records of Modern Scottish Industry.

The invention of the harpoon gun about 1865 by the Norwegian Svend Foyn or, perhaps, its reinvention—for it appears that such an instrument was used in whaling in Irish waters a hundred years previously—gave a new impetus to whaling, by making practicable the capture of the active Finner whales, even in exposed waters, with the result that a great modern industry based on Svend Foyn's method is now prosecuted all over the world; and the possibility that this industry by reason of its intensity may bring about its own collapse has recently been directing more than ordinary attention to the study of the life history of whales and of their economic utilisation.

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The "Nordcaper" of the Norwegians or "Sarde" of the old Basque whalers has scientifically a curious history: for a long time its existence as a distinct species was denied, and when again recognised about 70 years ago it was thought to be almost extinct. The species has, however, yielded 69 individuals (35 male, 34 female) to the Scottish whalers since 1908, although latterly captures have been few. Nearly all were taken in June and July. Years of comparative scarcity and abundance appear to be connected with variations in the Gulf Stream: in years when the Atlantic overflow to the north-east is strongest the species does not appear to linger on our coasts. The sizes of those captured averaged about 46 feet for males and 49 feet for females, or about the size of the Greenland "right" whale, which formed the quarry in the earlier fishery. An examination of the records of place and date of capture off Scotland and comparison with records from other areas show a northerly migration on both sides of the Atlantic in the summer from a winter haunt in temperate waters about the region of 40 degrees north.

The weaving into romance of the story of the capture in the South Seas of the Sperm whale—the "Cachalot" of the old Basques—has probably made the name of this whale the most familiar. The species does not breed in Scottish waters, and practically all the individuals taken, as well as those stranded at intervals on our coasts, have been males, apparently young bulls which have been driven out of the herd. The largest whale taken off the Scottish coast is the Blue Whale, also known as Sibbald's Rorqual, which appears to be identical with the "Sulphur-Bottom" of the east coast of North America, and perhaps also with the very large "Sulphur-bottom" of the Antarctic fishery. The latter sometimes exceeds 100 feet in length; the largest Blue Whales landed in Scotland—two females—have reached 90 feet, while the average length has been about 71 feet.

The Sei Whale is a species which figures much more prominently in the returns, the captures for the period 1908-1927 (14 years' fishing) totalling 1722. Latterly, however, Sei Whales have been comparatively scarce. A detailed examination of all the records, illustrated by sketch maps, as well as by tables and diagrams, has been undertaken by Professor D'Arcy W. Thompson, C.B., F.R.S., and is published by the Fishery Board for Scotland under the title, "On Whales Landed at the Scottish Whaling Stations During the years 1908-1914 and 1920-1927," price 2s 6d (post free 2s 7d) from any bookseller or H.M. Stationery Office, 120 George Street, Edinburgh.

Telephone: HOLBORN 3120.

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Cutting from *Daily Telegraph*

Issue dated *13. 9. 28*

WHALING COMPANY.

ANGLO-NORWEGIAN SCHEME.

OSLO, Wednesday.

The *Tidens Tegn* states that arrangements are being made for British and Norwegian capital to be invested in the whaling industry, the object being to form a mixed Norwegian and English holding company, the shares of which will be introduced on the London market.

Norwegian national interests will be secured by an arrangement similar to that of the Swedish Match Trust, with A and B shares.

The leading part in the formation of the new company, which will be known as the Viking Company, is being played by M. Johan Rasmussen, of Sandefjord, the chairman of the Norwegian Whalers' Association. *Reuter.*

Telephone: HOLBORN 3120.

Telegrams: BOOKSTALLS, ESTRAND, LONDON.

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Cutting from *Star*

Issue dated *12. 9. 28*

NEW WHALING COMPANY.

It is reported in Oslo, says *Reuter*, that arrangements are being made for British and Norwegian capital to be invested in the whaling industry, the object being to form a mixed Norwegian and English holding company, the shares of which will be introduced on the London market.

The leading part in the formation of the new company, which will be known as the Viking Company, is being played by M. Johan Rasmussen, of Sandefjord, the chairman of the Norwegian Whalers' Association.

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Telegrams [BOOKSTALLS,
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Cutting from

Times

29 " 34

Issue dated

BISHOP DE JERSEY

The death occurred at Bristol yesterday, at the age of 68, of Dr. Norman Stewart de Jersey, who until the beginning of the year was Bishop of the Falkland Islands.

Born on January 3, 1866, the son of Mr. Carey Brock de Jersey, of Grange Lodge, Guernsey, he was educated at Elizabeth College, Guernsey, Marlborough, and Pembroke College, Cambridge. His first curacy was at Bristol, and after three years at St. Mary's, Kilburn, he was appointed chaplain to the missions to seamen for Bristol, Avonmouth, and the Channel. This post he held for 21 years, and during that time he was active in many good causes in the city. He was vice-president of the Bristol Sailors' Home, chairman of the Bristol Discharged Prisoners' Aid Society, a member of the council of the Nautical School, and chaplain to the training ship *Formidable*. During the War he served as chaplain in H.M.S. *Albion* from 1914 till 1916, and with the Tenth Cruiser Squadron from 1916 till 1918. Thirty-four years ago he was one of the founders of the Bristol City and Marine Ambulance Corps, in which he always took the greatest interest. He was appointed an honorary canon of Bristol in 1918.

In May, 1919, the Archbishop of Canterbury nominated him to the Bishopric of the Falkland Islands, which had been vacant during the War. This huge diocese comprises the whole of Western South America with the Cathedral at Stanley, Falkland Islands. During his episcopate he held four triennial synods of his clergy and elected lay delegates at Valparaiso, Chile, where he lived when not travelling. He won the affection not only of his clergy but of the large number of British scattered in the various Republics by his activity and generosity. He was a liberal contributor to the Araucanian Mission of the South American Missionary Society. Last year he came home on furlough in indifferent health, and after lying ill for some time in London was brought in October, 1933, to a nursing home at Clifton. His health, however, did not improve, and in January last he was compelled to resign as from last April. The Bishop was unmarried.

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Cutting from *Review & Advertiser*
Issue dated *7-9-28* *Dundee*

BRANDING THE WHALE

Dr Stanley Kemp, director of the Discovery Whaling Expedition, answered recent criticisms.

He said that the work of the expedition came under three heads. There was a marine biological station in South Georgia, where for four seasons past systematic observation had been made on whales.

The second was at sea, where the Discovery and another ship, working under difficult conditions, had secured data of a kind which had never before been possessed.

The third line of investigation was the marking of whales with a view to tracing migrants.

That work was largely experimental, but in the two main divisions results had been very pleasing. The results might not be as great as they might expect, but to complain that results had not been supplied in the first year was unfair.

A resolution was passed expressing confidence in, and satisfaction with, the work of the expedition.

PASSENGER ACCOMMODATION

A considerable body of local employed, and some overtime but everything had been within contract time, and the dock which the Medic had her yellow funnel some ten weeks ago with the black and distinguishing marks of her Hektor.

Save that she had been repainted she carried a new direction bridge, there was little out of the extensive work which had been done. Internally, however, it was necessary that in many respects which left the dock was entirely that which had entered the ship. The insulated spaces had been removed to make way for the dining-saloon, staterooms, passenger accommodation, fitted out to keep with the requirements of a utilitarian ship. While these operations were proceeding occasion was taken to overhaul the engines, and although no attempt was made to alter the speed or horse-power, the work done should serve to add to the life of the machinery generally. To the 684,481 cubic feet of carrying capacity of the Medic there has been added approximately 65,000, making a total of something like 749,480 cubic feet.

In place of the excellent upholstered chairs and finely decorated apartments built to please the eye of a long-distance passenger, she has now mess rooms for 150 or more men, who are to be taken out to the harpooning stations, there to be transferred to the various ships which will carry out such operations. Her ordinary capacity for coal-carrying is now 101,824 cubic feet, a total of fuel in tons of 4,690.

Eighteen oil tanks with a total capacity of about 8,000 tons, have been fitted, each tank being equipped with the usual steel hatches, expansion trunks, and inspection hatches. On the bridge is now installed the latest type of wireless direction-finder, while to each of the eighteen tanks there is a pipe line by means of which oil will be transferred from the whalers. In addition, she is now fitted out with a large workshop with machinery and apparatus, such as lathes, slotting, boring and drilling machines, and oxyacetylene burning and electric welding plants. In the course of conversion 475 tons of new material have been introduced into the ship.

The Hektor will be stationed at South Georgia to act as parent ship to the small whalers, and she is, if not actually the biggest, at least one of the largest vessels so engaged.

During the past few days several large whaling ships arrived at Cardiff for coal before proceeding to the South Polar for the whaling season. The whaler, of over 12,000 tons, is shortly

HEKTORIA, EX MEDIC.

LINER TO DEPOT SHIP.

DETAILS OF CONVERSION.

THE sailing of the Norwegian ship Hektor, formerly the Medic, of the White Star Line, from the Mersey on Saturday last marked the successful completion of a contract which redounds to the credit of the Mersey shiprepairing firm, Messrs. Grayson, Rollo and Clover Docks, Ltd. Entering the Birkenhead dry dock on the 18th June, she emerged on Friday last outwardly little altered, but inwardly changed from a liner into a whaling depot ship.

The Medic was well known on Merseyside; she had regularly sailed from the Mersey to Australian ports, and must have taken out thousands of emigrants to the colonies. Of 12,222 tons register, she was built by Messrs. Harland and Wolff in the year 1899. Her dimensions are 550ft. length, 63ft. beam, and 39ft. depth, and she is propelled by quadruple-expansion engines driving twin screws, giving her a speed of about 12 knots.

In her extensive dining-room was seating accommodation for 191 passengers, and as she was intended for trade between England and Australia, she had very large cargo space, as well as insulated holds for the carriage of frozen meat. Her bunker capacity was 2,368 tons, and cargo space 684,481 cubic feet.

With the amalgamation of the Australian Commonwealth Line with the White Star it was felt that the Medic, notwithstanding that she had given good service up to then, had grown out of date, and when she was placed on the "For Sale Market" negotiations were entered into with Messrs. N. Bugge, of Tonsburg, who acquired her for use as a whaling depot ship. Out of several tenders received for her conversion, they accepted that of Messrs. Grayson, Rollo and Clover Docks, Ltd., who agreed to the restriction imposed that the work must be completed by September 1st.

During the past few days several large whaling ships arrived at Cardiff for coal before proceeding to the South Polar for the whaling season. The whaler "Maid of Norway", of over 12,000 tons, is shortly

[illegible]

THE WORLD OF SCIENCE.

CONCERNING BRITISH WHALES.

P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Infancy of Animals," "The Courtship of Animals," etc.

WE are often told that there are better fish in the sea than ever came out of it. With certain reservations, I am inclined to agree. Just now I am thinking more especially of whales, and British whales at that. As a result of investigations started some years ago by Sir Sidney Harmer, during his official connection with the British Museum of Natural History, it has been clearly shown that many species hitherto regarded as excessively rare are, after all, more often in our waters than we had reason to suspect on the evidence of past records.

For some years past the stranding of any cetacean on our shores has been reported at once to the British Museum by the Coastguard of the locality; and some portion, or even the whole animal, is sent up. By this means only can identification be made certain, for one whale is very like another to those who have not made a special study of these creatures. In this way most valuable additions to our knowledge of the marine animals of our waters is obtained—valuable from the Natural History point of view, and valuable as throwing more light on the conditions which obtain in the world whence come our food-fishes. For an analysis can be made of the contents of the stomach, whereby the food of these creatures can be definitely ascertained. This is a matter of more than academic interest, for it is found that not a few are cuttle-fish eaters, and cuttle-fish take toll of our food-fishes.

There is another aspect of this theme of the food of whales on which, as yet, we know nothing. And this is the relation of that food to the form of the stomach. For the whale tribe are remarkable for the complexity of this organ, which exceeds even that of the ruminants. The typical stomach, it should be remarked, is practically an enlargement of the lower

important respects, all associated with the strange habit of regurgitating the food and chewing it again. This has come about because a large quantity of food has to be taken at a time, and its digestion can only take place slowly when the creatures have found sanctuary from the danger zone, which is the feeding ground.

But why should the whales, which are all carnivorous, need a complex stomach? It has been

are found only in birds, not in flesh-eaters. He is worth tackling. But when the other day my dissection by a fine female specimen of a Risso's grampus. At once as a very rare visitor to our not to be so rare as was supposed are not frequent. Not the least of this animal, which in its individuality is most black above, but is of a dark lead colour into white below. But such are always marked by long lines and rings, as if made of suckers of large cuttle-fish apparently do not die in struggle, wherein the grampus are flung round the the captor, and in their succeed in inflicting wounds leave no mark. Similar markings are the flanks of mesocephalus, Sowerby's whale, which a squid-eater.

The general appearance of a grampus may be gathered from accompanying photographs. In many respects it resembles the pilot-whale, but it is not related. It has a small forehead, and small flippers. The

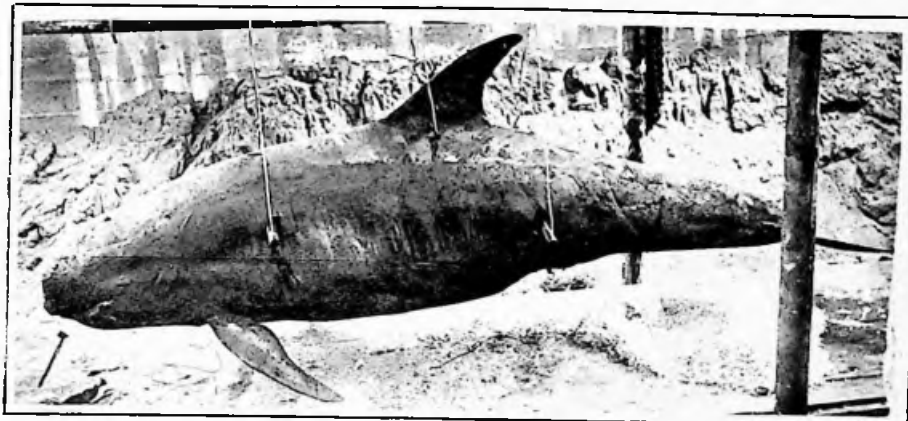


FIG. 1. NOT SO RARE IN BRITISH WATERS AS WAS FORMERLY SUPPOSED: THE GRAMPUS (OR RISSO'S GRAMPUS).

In many respects the grampus, known also as Risso's grampus, recalls the pilot whale; but it lacks the great swollen forehead, and has much shorter flippers. It is also smaller, not exceeding thirteen feet in length; while the pilot whale attains to a length of twenty feet.

suggested that they also are ruminants. A moment's reflection will show the absurdity of this suggestion. The baleen, or whale-bone whales, show this same complex stomach, containing four or five compartments, and it is certain that they have no need to "chew the cud," for the food they swallow is already in a state of mincemeat. Many of the "toothed-whales" have, singularly enough, no teeth, and long, narrow jaws, reducing the mouth cavity to a shape and size which would make "rumination" impossible.

Why, again, should these animals show such surprising differences in the form and number of these stomach compartments in the different species? In some of the "beaked whales," which include the giant sperm-whale, *berardius*, *ziphius*, and the bottle-nosed whale—ranging from thirty to sixty feet in length—there may be as many as sixteen compartments. We cannot attribute this to the fact that these are all "squid-eaters," for there are a number of other species, like *Pseudorca*, the pilot-whale, and the grampus, which are also largely squid-eaters. The narwhal and the beluga, or white whale, also make squids no inconsiderable part of their diet; but they do not display the complexity in this matter of the stomach seen in the beaked whales. Whether, in short, the food be minute crustaceans or large fish, the stomach in all cases displays this complex system of chambers, for which no adequate explanation has yet been found.

It has been stated that whales swallow stones, to enable them to break up their food, after the fashion of the stones in the gizzard of a bird. It has fallen to my good fortune to dissect a wider range of cetaceans than most men, and I have never yet found stones in the stomach, though I have taken out whole, as well as partly digested, fish of large size. "Gizzard-stones"

noticed, is very large. It seems to be determined by the body is driven through, is rather an inference than a fact. It is, however, to be noticed that the fin is commonly associated with the like formation of the body immediately of the tail-flukes. Now in the sperm-whale as in the huge sperm-whale, there is no doubt in the killer-whale, that wolf may attain to a height of a few feet. Here is a matter which be studied by the builders of aeroplanes. It might prove as productive as the study of flight in birds the designer of aeroplanes.

Finally, a word as to the word "grampus." Is it, as has been derived from "grand poisson," have it, "gras poisson"?



FIG. 2. A CONTRAST TO THE TOOTHLESS UPPER JAW: THE LOWER JAW OF A GRAMPUS, WITH FOUR PAIRS OF TEETH AT THE END.

Teeth are entirely wanting in the upper jaw, though vestiges may be found in the newly born young. In the lower jaw no more than four pairs remain, at the end of the jaw. In the pilot whale there are from eight to twelve pairs of teeth in each jaw.

end of the gullet. Here the food swallowed is softened and prepared for its transfer, presently, to the intestine, where the processes of digestion are completed.

In a number of animals which are vegetable feeders, as in the sloth, the manatee, and the ruminants—oxen, antelopes, and deer—the stomach, instead of forming a single large chamber, is divided up into a number of compartments. In the ruminants these chambers differ one from another in many



FIG. 3. WITH VIBRISSEAE (MARKED BY INSERTED BRISTLES) SUGGESTING DESCENT FROM A LAND CARNIVORE: THE HEAD OF A BABY GRAMPUS.

Young animals—before birth—have been described as transverse among the cetacea. In this specimen—just born—the snout bears inheritance from some land-dwelling carnivore. Bristles have been inserted through the vibrissae to make their position more apparent.

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Cutting from *Western Mail*

Issue dated *14. 9. 18*

* NORWEGIAN WHALING *

BRITISH CAPITAL IN NEW UNDERTAKING.

The Oslo newspaper "Tidens Tegn" on Wednesday announced that an Anglo-Norwegian concern, to be known as the Viking Company, is under formation to acquire a majority holding in the leading Norwegian whaling companies.

In view of the widespread concern caused by the Hektor Whaling Company passing entirely under British control, a determined attempt is now being made to prevent a similar occurrence in the present instance. The "Tidens Tegn" makes the suggestion that the most satisfactory basis will be to make use of this British capital on the same basis as the Swedish Match Company makes use of foreign capital—by creating a special class of shares with no or strictly limited voting rights.

The feeling is growing in Oslo that whaling is such a typical Norwegian industry that it should not be allowed to pass under foreign control except as a last resort if capital is otherwise unobtainable.

Cutting from *Sunday Times*

Issue date

WIRELESS ERA IN ANTARCTIC.

WHALING FLEETS USE THE TELEPHONE.

FROM OUR OWN CORRESPONDENT.

CAPE TOWN, Saturday.

It has been a fashion with poets and would-be poets to term the Antarctic "the Great White Silence." This privilege is fast coming to an end, for the whaling and sealing fleets that are about to put out are, almost to a ship, equipped with the wireless telephone.

By this means they will not only keep in touch with each other, but the "mother" ships will also carry short-wave transmitters, which will keep them in communication with British Post Office stations. They will thus be always in practically direct contact with the owners.

With these adequate and up-to-date methods of "ringing-up" all concerned—and only "the old school" regret the swift march of science—the outlook for the whaling season is decidedly prosperous. The telephone sets will be operated by the gunners, and each ship will be in touch with her sisters and with headquarters at South Georgia and the South Shetlands.

The Southern Empress, which will be accompanied by three whale catchers, is the new floating factory ship for the South Shetlands. In addition to telephone sets, the whale catchers carry direction-finders by which they will find their way back to the factory ship in fogs or snowstorms, which otherwise would cause not only anxiety but serious delay.

Attached to the South Georgia headquarters will be the Southern King, now about to put out with materials, stores, and men for the season, returning with oil. Both these "mother" ships carry a mass of up-to-date equipment.

Though some of the romance may be departing from whaling in the Antarctic, science is assuredly making a hard life safer and a little easier.

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Cutting from *LIVERPOOL JOURNAL OF COMMERCE*

Issue dated *15. 9. 18*

* THE FUTURE OF WHALING. *

THE money that has been spent on the conversion of the White Star liner Medic, once one of the crack ships on the Australian trade, into the whaling depot ship Hektor is a sign that the recent remarkable conversions of liners and tank steamers into pelagic whalers have not altogether altered the aspect of the industry. When the first of these pelagic whalers came out, with her ability to haul the whole whale inboard so that the work might be done at leisure without giving anything to the sharks and without paying any export dues to the Government of the Falkland Islands and their dependencies; it was generally believed that this would be the method of whaling in the future, the Ross and Weddell Seas being very suitable for its operations and being until then practically untouched by the whalers. Yet here is a lot of money being spent for a ship that is to work out of South Georgia in the old way, being content to pay the export dues on which the Falklands Government relies for its revenue. It would appear that the South Atlantic whaleries are not so near extinction as we have been led to believe. If there is any money left in them, the Hektor is certainly the ship to win it, for she has been magnificently fitted for her purpose, her old passenger accommodation having been converted into comfortable resting space for the 200 men who will form the crews of the small whale-catchers which she will mother. Their life is as hard as any that is to be found at sea nowadays, and the rest and comfort afforded by the old White Star ship will not only be appreciated, but will also tend to keep down the sick list. The Medic is not the first White Star liner that has been converted for this purpose, a previous one being the Runic, which did many years' whaling service as the Guvernoren before she was converted back into a cargo ship during the war, and as the Norwegian Imo was involved in the collision which caused the disastrous Halifax explosion.

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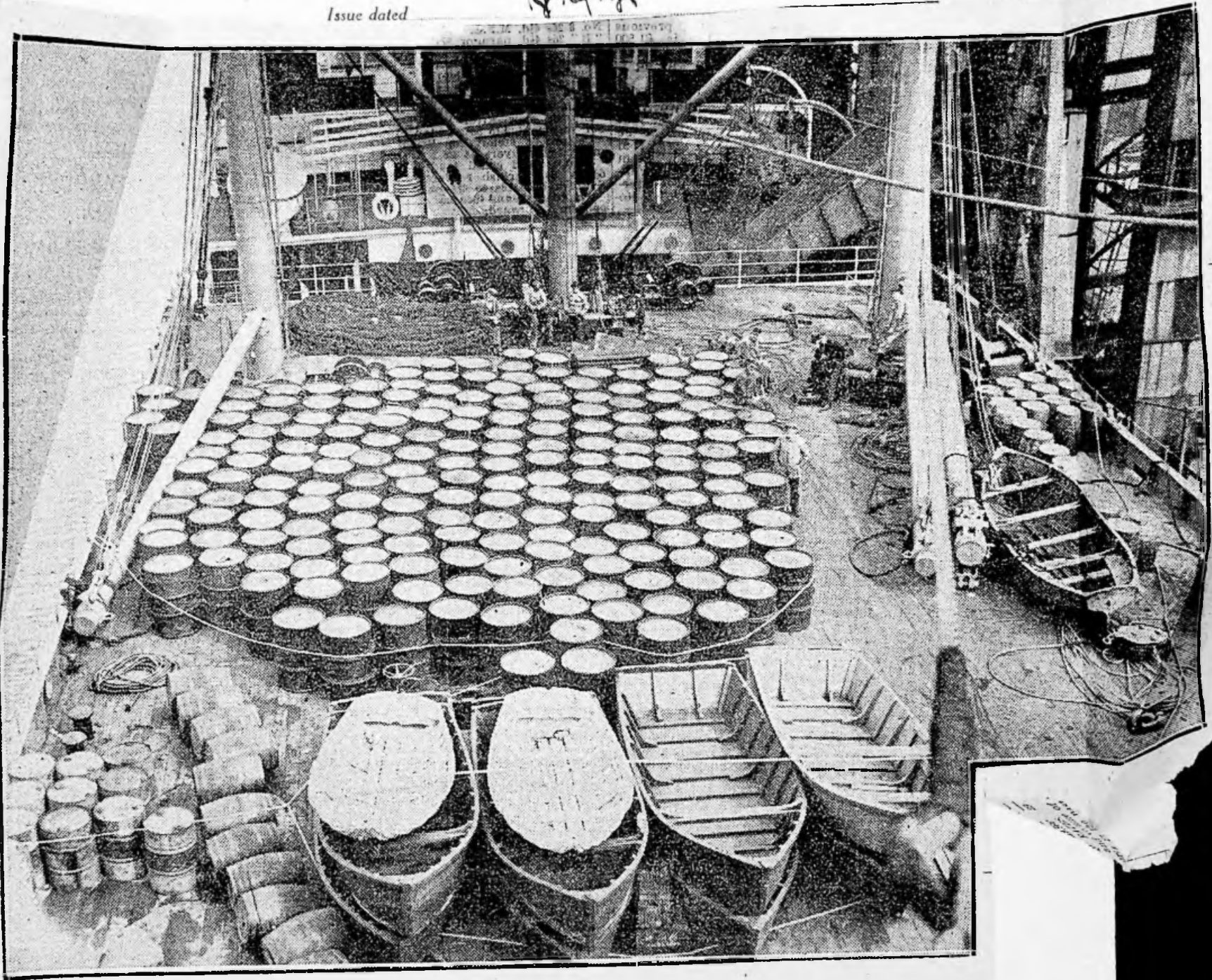
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Cutting from

Western Mail Cardiff

Issue dated

18.9.28



ONE OF THE DECKS of the Southern Empress, the largest whaler ever docked at Cardiff. The barrels in which the oil is stored are shown, together with the whaling pontoons.

[Western Mail photo.]

LARGEST WHALER IN THE WORLD.

ARRIVAL AT CARDIFF FOR COAL.

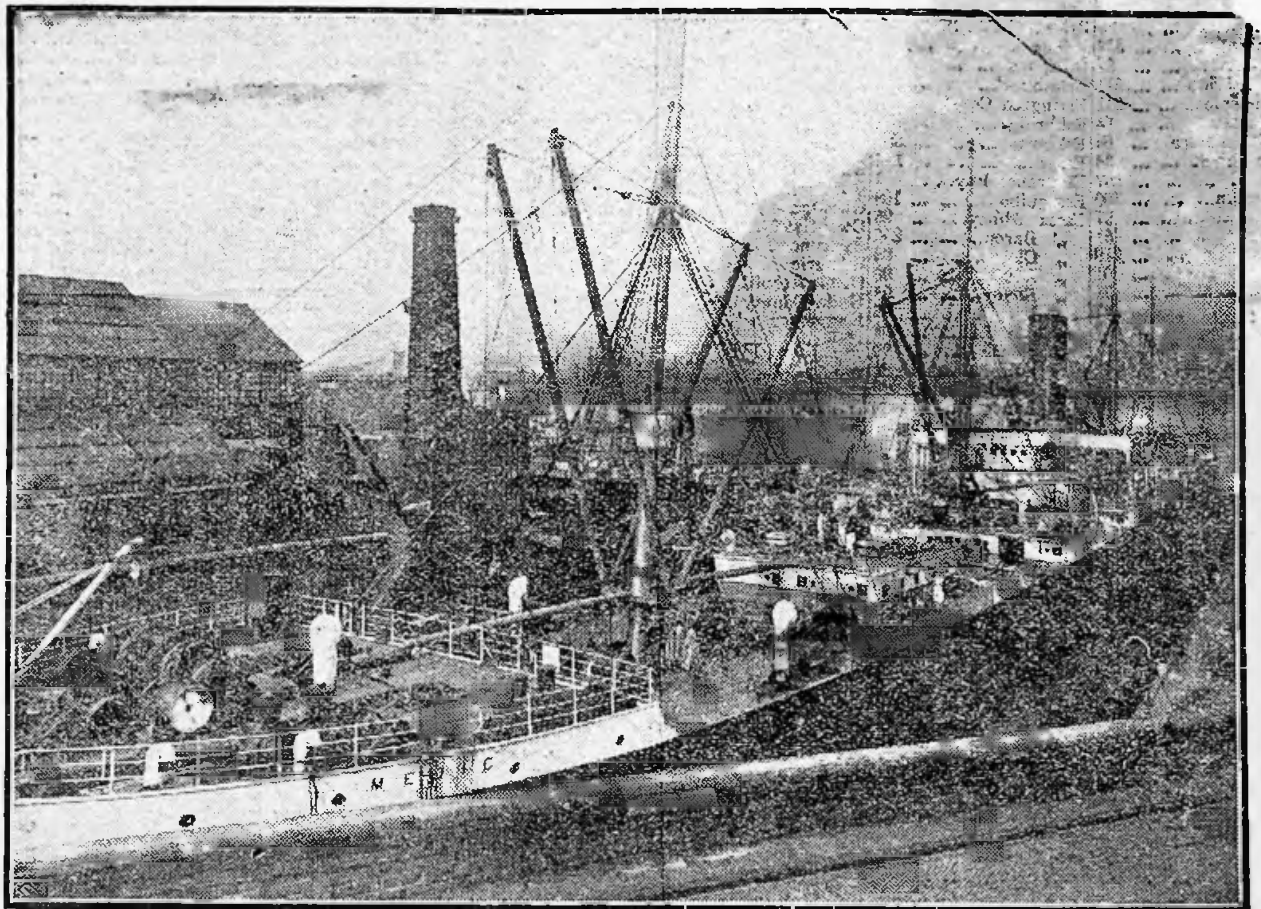
The largest parent whaling steamer to dock at Cardiff has arrived in the Queen Alexandra Dock. She is the Southern Empress, of 7,700 tons net register, with a deadweight capacity of about 18,000 tons, and is equipped with the most modern machinery for the extraction of oil.

The vessel, which is owned by the Southern Whaling and Sealing Company (Limited), is registered at Stanley, Falkland Islands, and was built and engined by Messrs. W. M. Doxford and Sons (Limited), being launched at Sunderland in 1914.

The Southern Empress will ship 4,500 tons of Welsh coal and some 3,000 tons of fresh water for the use of the small whalers.

Several other big whalers are also coming to South Wales in the immediate future.

HEKTORIA, EX MEDIC.



The Norwegian whaling depot ship Hektoria, formerly the White Star liner Medic, in dry dock at Birkenhead, where her conversion has been carried out by Messrs. Grayson, Rollo and Clover Docks, Ltd.

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Cutting from *Truth*

Issue dated

5-9-28

Waste on Whales.

In 1920 an Inter-Departmental Committee of Research and Development in the Falkland Islands appointed a "Research Ship Committee," with the idea of studying the habits of whales for the benefit of the fishery. This Committee purchased the barque *Discovery*, famous by her association with the South Antarctic Expedition, for £5,000. She was "reconditioned" upon a luxurious scale, and within three years £130,320 had been spent upon her. It was then decided that she was unsuitable for the work. A little vessel was ordered at a cost of £34,308, a preposterous price for a craft of just over 100 tons. A further £10,000 was spent upon a cruising station in South Georgia. In 1926 the Research Ship Committee issued a report—the only one thus far—in which it was confessed that the results were very meagre. I am glad to see that Sir Robert Donald has drawn attention to this waste of money, which the poor little colony can so ill-afford. He points out that the Germans, in their Meteor Expedition, have shown how marine biological research should be carried out—at one-tenth the cost.

Cutting from

Birmingham Post

Issue dated

5-9-28

Whaling Research in the Antarctic.

An interesting feature of the British Association meetings next week will be a paper by Dr. Kemp, the zoologist, on recent scientific observations of the habits of whales made by the research ship *Discovery* in the Southern Ocean. More than a year has passed since the expedition made a preliminary report, and a further two years' cruising has provided much fresh data. The *Discovery*, Captain Scott's old ship and one of the few surviving Dundee whalers built to withstand ice, is refitting now in this country for next year's expedition. Results inevitably are slow, because the purpose of the expedition is to observe the habits of whales at all seasons of the year with a view to the framing of a proper scientific scheme of preservation. It is in the interests of the whaling industry that fishing should be regulated so that the creatures shall not become extinct in the Antarctic as they have in northern waters. Great Britain, as owner of the Falkland Islands and other whaling bases, has undertaken the necessary research, and the cost is borne by special taxation on whaling companies of all nationalities operating in those seas. Dr. Kemp's paper will give a foretaste of a report now in preparation that will justify all the labour and expense of the *Discovery* expedition.

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Cutting from

Missouri Herald

Issue dated

7 9 28

TRACING THE WHALE

At the afternoon session three papers were read dealing with the work of the Discovery expedition at whaling stations in the

Antarctic, but before they were presented Dr Stanley Kemp, director of the research expedition, replied to allegations which had been made against the work. He said that there had been a certain clamour for results, but those who had dealt with the economic aspects of zoology would understand that such a clamour was to be expected. The work of the expedition was concerned mainly with whaling and might be considered under three heads. In the first place they had a marine biological station situated in South Georgia, where, for four seasons, systematic observations had been made on the whales brought into the whaling stations. From this work they were learning very many important facts, some of them entirely new and some of them in corroboration of what had been found out before, all of them of the utmost importance from the economic point of view.

A MIGRATION PROBLEM.

The second line of their work concerned the two ships Discovery and William Scoresby, and its object was to study the environment of whales on the same lines as had been done at the smaller fishing work in the north. That work was not too easy in these southern latitudes. The weather was frequently extremely bad, and if, on all occasions, they had not been able to carry out a full programme, on other occasions they had been conspicuously successful. The working up of these results was a matter which took a considerable time, and it must be many months before the final results were published. The third line of their work was that of marking whales with a view to tracing their migration. The first attempts in that direction were not very encouraging, but the difficulties had now been very largely overcome. In the course of next season they would extend that work, and he hoped that before long they would learn not only that many marked whales were traversing the ocean but that some of them had been taken in the course of commercial operations.

Until they knew that the whale mark was retained in the blubber by perfectly direct evidence for a period of at least a few months the whole method must be regarded as experimental. Looking, however, to the results as a whole, it might be said that in the two main lines of their work they had achieved very substantial progress, and in the third they hoped for success in the near future. Purely scientific results, of course, were not their main object. Their principal aim was to obtain data which would be of immediate value in the economic study of whaling problems. Even in pure zoological results he thought they had had considerable success. They would remember it was 20 years before the Challenger reports were fully completed, and the results of the German expedition of 1895 were still incomplete. They hoped to employ one of the whale catchers to assist them in the marking of whales. The committee had decided not to recommission the Discovery this season, but it might be that she would sail to the south in the season following. The cost of the whole work was derived from revenue received from the fishing communities and dependents in the Falkland Islands, and had been specially raised for the purpose of that research.

WELL-FOUNDED RESULTS.

Papers were read dealing with "The Plankton of a Sub-Antarctic Whaling Ground," "Discovery Expedition Work at Whaling Station," and "The Unevenness of Plankton Distribution and the Results of the New Continuous Plankton Recorder," after which the meeting unanimously adopted the following resolution:—

That this meeting, specially devoted to the consideration of interim reports from the staff of the Discovery expedition, finds that the scientific work of the expedition has been well planned and well executed, and, unanimously records its unabated confidence in the satisfactory progress of the expedition towards the attainment of valuable and well-founded results.

WORK IN THE PAST.

By that he meant the period of gestation, the rate of growth, the time when pairing took place.

During the first three seasons over 1680 whales had been examined in the closest detail, and he thought he was right in saying that the results obtained greatly outweighed in precision and number all the collected data hitherto available on that subject.

The men in charge of that work had shown the utmost enthusiasm in face of unpleasant conditions. They were now engaged in working up the results as a series of observations, and he hoped that in the course of a few months they would be in a position to publish them. The publication of the results of the expedition would begin in the course of the next two months, and he hoped that before the year was past they would have a number of papers, several of which would be of direct economic interest.

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WHALING IN THE ANTARCTIC.

Steam whalers are now fitting out for the season in the docks at Cape Town. In fitting a whaler for sea great care is taken in adjusting the propeller shaft, as it is difficult to approach the elusive whale with a noisy propeller.

On every whale they catch the skippers of the whalers and the crew receive a commission. The earnings of a skilful gunner in the rich Antarctic seas amount to over £5,000 during a season of six months. One Norwegian company has sent several daring expeditions into the Ross Sea, a new whale-hunting ground, and in 1926 the oil they extracted was sold for over half a million pounds.

The South African industry is not so rich, but it gives employment to a large number of people besides the Norwegian seamen. Much of the oil obtained is converted into soap, and there is a valuable by-produce which makes an excellent fertiliser. Little has been done so far in the direction of curing whale meat, though there is a demand for this food in some parts of the world. Kaffir labourers at the South African whaling stations relish the steaks of whale, and these form part of their rations.

Few whalers leave Table Bay docks with green paint on their hulls. Whales are shy creatures, and superstitious gunners believe that green paint scares a blue whale. It is not unusual for a ship to chase its prey from dawn to sunset without coming within range. Humpback whales are most easily caught. A school of humpbacks may be harpooned, one after the other, without causing a panic.

Sperm whales are the most vicious of the species. Off the South African coast recently a wounded sperm whale charged a ship and broke off two propeller blades. Many of the larger ships are equipped with wireless telephones, and when schools of whales are sighted the rest of the fleet, if within easy reach, are called up to join in the chase.

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TO THE POLE FOR WHALES.

GREAT ADVENTURE
OF THE YEAR
BEGINS.

NEW METHODS.

THE whaling ships of the Norwegian fleet which operates in South Polar regions have been visiting British ports during the past week for bunkers and stores prior to their departure for the whaling grounds.

The most important of the whaling fields which remain is in the Antarctic seas, where the season opens with the approach of its summer, which corresponds approximately to our winter, and the whaling fleets are now under way for their great adventure, which lasts for about six months.

Factory Ships.

The gradual extermination of whales in more accessible regions has compelled the pursuit to be carried to this farther field with an adaptation of methods to suit which contrasts vividly with the methods in vogue when British interests in the industry were considerable.

The greater distance of the fishing grounds from land has led to the introduction of floating factory ships which act as parent ships to the whalers, carrying all the fuel and provisions for its own and their maintenance during the fishing season, and to which in

turn all the whales are brought when caught by the whale catchers for extraction of the oil and other products.

The factory carries a crew of about 400 men of whom 350 are required for the factory processes, for which purposes a complete equipment of machinery, similar in all respects to a shore factory, is carried.

When the whale is brought to the factory, it is drawn up on a specially constructed slipway. The outer layer of blubber is stripped

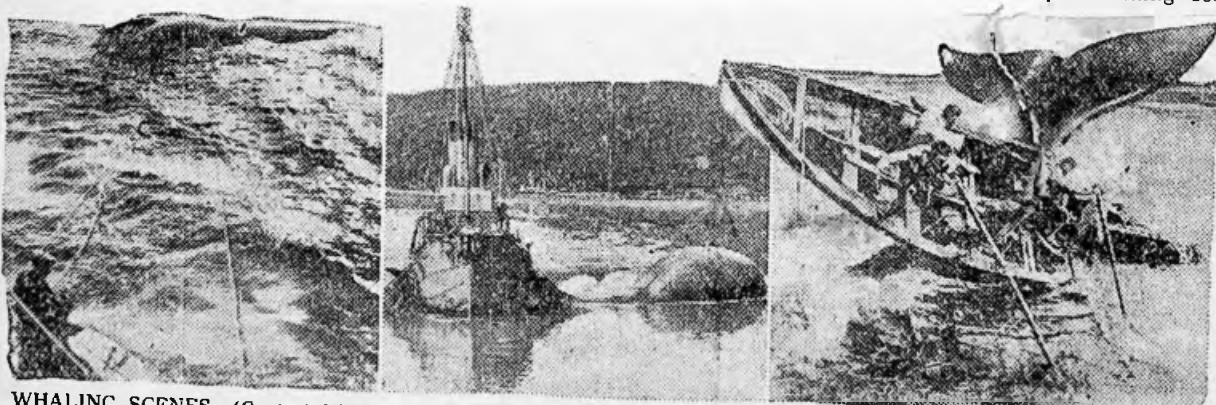
off and cut up into cubes by mechanical cutters, and piled up in the blubber boilers and boiled for twenty-four hours until all the oil is extracted.

The whalebone is separated and specially treated to preserve it.

Real Adventure.

The industry provides one of the few remaining fields where real adventure may be found in one's daily vocation, for with one call at their base in the Falklands or at South Georgia, the fleet, comprising the factory and the six whale chasers, penetrate into the heart of the ice as a self-contained colony.

They are then out of touch with all civilisation, except for the link which is provided by wireless. The fleet returns in May with the produce from about 1,500 whales.



WHALING SCENES. (Centre) The Royal Research ship Discovery, originally built for Captain Scott's first Antarctic expedition, bringing in a catch of whales at South Georgia. (Left) Catching whales off the coast of Mexico. (Right) A real episode in "Down to the Sea in Ships," the whaling film story.

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Cutting from *Merchant Shipping Review*

Issue dated *Aug 1928*

THE WHALING INDUSTRY

Few people have more personal knowledge of the Antarctic than Sir Douglas Mawson, and anything that he says on his own waters has to be treated very seriously. Therefore it is noteworthy that he has joined the numerous people who believe that the present state of the whaling industry is exceedingly dangerous, and that it will result in the extermination of the whale. Most certainly the slaughter of whales has been increasing rapidly within the last few years with improved methods, and the obsolete liners which are now being converted into depot ships will increase the toll.

But of even greater importance than this increased efficiency of the killing methods is the fact that the old-time sanctuaries of the whales are being invaded by these pelagic hunters and there is no doubt that they are now penetrating into the breeding ground and are taking a heavy toll there.

On the other hand it is difficult to accept a definite statement on this subject when we do not know the exact habits of the whales, nor have we the slightest idea of their real numbers. It may prove that the toll that is being taken is no more than the natural wastage. Therefore the work now being done by the old Polar ship *Discovery*, which will shortly be sailing from London on another voyage of observation in the Antarctic, is obviously of the very greatest importance to the industry and to those who have sunk their money in it.

DISCOVERY'S WORK.

EXPEDITION VINDICATED.

At the afternoon meeting of the Zoological section, Dr. Stanley Kemp, director of research to the *Discovery* expedition, took the opportunity of replying to what the president (Professor W. Garstang) described as certain "silly and ill-considered statements that had been made about it in the Press."

Dr. KEMP said he welcomed the opportunity to say something about the work of the expedition because of the clamour for results, clamour of a kind that was ordinarily to be expected. The expedition of *Discovery* was concerned mainly with whaling at a marine biological station in South Georgia. Systematic observations had been made on whales brought in to the whaling station. By this work they had learned very many facts, some entirely new and some confirming previous knowledge, and all of them of the utmost importance from the economic point of view. The results of the first series of observations were now being worked up, and he hoped that in a few months they would be able to publish them.

The second line of work had been at sea with the *Discovery* and another ship, and the object had been to study the environment of whales. The working out of the results took considerable time. The third line of work was the marking of whales with a view to tracing their migration. Until they knew that the whale-marking was retained in the blubber for a few months the whole work must be regarded as experimental.

On the two main lines of their work they had achieved very substantial progress, and in the third they hoped for success in the near future. For certain reasons the committee had decided not to re-commission the *Discovery*, but it was very probable she would sail again to the South in the following season. As to the financial side of the expedition, the cost was defrayed from the revenue raised from the whaling community in the dependencies in the Falkland Isles, and that revenue was raised specifically for these researches.

The meeting passed a resolution that the scientific work of the expedition had been well planned and well executed, and unanimously recorded unabated confidence in the satisfactory progress of the expedition towards the attainment of valuable and well-founded results.

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Cutting from *Liverpool Post*

Issue dated *17.8.28*

LINER CONVERTED INTO WHALING SHIP.

From Messrs. H. and C. Grayson's shipyard, Birkenhead, the former *White Star* liner *Medic* will emerge the whaling station ship *Hektorin* in a few weeks. The *Medic*, a vessel of 12,222 tons register, was formerly on the Australian service, and, being considered out of date, was sold to the Norwegian firm of Messrs. N. Bugge, of Tonsburg, who placed her in the hands of the Birkenhead firm to be transformed into a depot ship for the "catchers" and "whalers."

A steel lining has been fitted which will form storage tanks for the reception of 8,000 to 10,000 tons of whale oil. The work was commenced in June, and Messrs. Grayson's expect to have the *Hektorin* ready for her first trip into the Antarctic about the beginning of September.

THE SOUTH AFRICAN WHALING SEASON.

Strenuous Work, but No Danger of Extinction.

(FROM OUR CAPE TOWN CORRESPONDENT.)

THE South Atlantic whaling season begins from the whaling stations on the Cape Coast about the middle of April, but for weeks previous the ship repairers are busy working on, and preparing, the small steam vessels used for hunting the whale; these are easily distinguishable from the many trawlers that ply from Table Bay, East London, Durban, and other ports on the sea coasts of the Union of South Africa by their "crow's nests." Some of the vessels do not get away until well into May, and even into June. This is especially the case with whalers that are engaged in whaling off the coast, and do not go down south to Kerguelen, South Georgia, and other of the islands down in the Antarctic.

On one day alone 15 masthead barrels for lookouts were counted in Cape Town docks, showing 15 steam hunters huddled together. During the last few months 19 whale vessels have visited Cape Town, and been either in dry dock, on the patent slip, or in the floating dock. It may be added, also, that 47 vessels, most of them used in the fishing industry, were overhauled by the use of the harbour equipment, while 60 small craft, again mostly fishing boats of the motor-cutter type, had been on the boat slip.

When the last of the whalers had gone to their stations, it was already certain that it was going to be a very strenuous season. Off the Natal coast, on one day early in June, a whaler captured eight whales, and a day later a further six. On June 16 no fewer than 21 whales were hauled up the slip at the Bluff, Port Natal (Durban), during the 24 hours, which is a record catch for the season hitherto. A great bull sperm whale attracted much attention, being 96 ft. long. Another whale was 90 ft. long, and even one of 82 ft. was estimated to weigh 75 tons. The whale hunting off the Natal coast was undoubtedly attended with remarkable success. Whales abound not too far out to sea, and are of good size and quality, with excellent oil.

A Contrast to Last Season.

Last season the whaling was disappointing, not so much in regard to the number of whales caught, though it was below the average, as their thinness and small oil yield. This is as far as the South African stations were concerned.

On the other hand, the big fleets of Norwegians which operate in Ross Sea, south of New Zealand, were fortunate, and so also were the vessels who worked the waters near South Georgia, the South Shetlands and the South Orkneys, but one mother ship, "C. A. Larsen," with 78,000 barrels (? drums), struck a reef returning from Ross Sea, being subsequently run aground, while another, "Southern Queen," when returning from South Orkney with 43,000 barrels struck ice and sank.

The South Georgia season was very profitable for those engaged in it. A British company, with only four steam whalers employed, reaped a harvest of 90,000 barrels, while a Cape company, with thirteen vessels employed, finished last season with only about 45,000 barrels.

There are many kinds of whales killed off the South African coast. "Sperm" or Cachalot, "Right," "Humpback," and "Finback." The highly-prized whalebone is obtained from the Right whale. The oil found in a cavity in the head of the Sperm whale is valuable for use in the delicate parts of machinery. Often as much as twelve large drums of oil are obtained from the head of the Spermaceti-whale; it comes out with a gush as from a tank.

In addition, the fragrant ambergris is found in the alimentary canal of this whale, while its teeth are of delicate ivory and much prized.

A very large whale was caught in False Bay a short while ago by a whaler which, besides the crew, contained the writer and several ladies. A couple of hours after rounding Cape Point a huge Right whale was sighted, and successfully harpooned. A whale has little chance now after receiving a harpoon shot from a harpoon gun, and it was not long before the death flurry came, and the winch then slowly drew the whale alongside.

An Orphan Whale.

A hose attached to a hollow harpoon was driven through the hide of the whale into the stomach, and the carcass was then inflated to the size of a small airship. Suddenly the command was given "Hard astern," for, to the amazement of the party, the whale's calf put in an appearance. After nosing its parent in evident perplexity it submerged, and after rising and submerging again made off southwards. This last incident happened so quickly that the man at the gun was caught napping, much to the regret of the whalers, for the calf was quite 25 ft. long. The mother was only just 2 ft. short of the 100. The harpoon used was a large five-pronged affair weighing 100 lbs. Inside the sharp point of the harpoon is a time bomb. The gun used is a small cannon with a range of 150 ft. The bomb is timed to explode almost simultaneously with the entry of the harpoon into the body of the whale. Although the chase was short on this occasion, it often happens that the whale has to be followed 20 miles before the whaler can get within range for a shot.

Finback whales are often seen by fishermen in False Bay (22 miles from Cape Town) when out in their motor-cutters, but though they tackle porpoise, for which they carry harpoons, they know better than to try for a Finback. In the first place the Finback is too speedy for the small six-cylinder boat to get within striking distance; secondly, even if they managed to fix a harpoon in the whale their thin rope would be snapped like cotton; and, thirdly, if the rope held the 30 ft. boat would be pulled under the water like a toy affair.

Luck Plays a Part.

Whaling, like ordinary fishing, depends greatly upon chance. A whaler in False Bay may not run across a whale in a week, but a lucky whaler recently harpooned a whale soon after leaving Rock Point, at Simonstown, and within 20 minutes took another. After delivering them to the whaling station he repaired to Simonstown to recoal, and midway harpooned another.

Opinions have been expressed that so great has been the slaughter of whales in these Southern waters that there is a danger of their extinction. The number caught annually, however, shows no signs of diminishing. No doubt, however, whales persistently chased and worried by the whaling fleet have been known to migrate in a body and change their locality by thousands of miles. So it happens that part of the sea which were years ago famous cruising grounds are now deserted, while every year new grounds are discovered, and the enterprising discoverers rewarded with full ships and a speedy clearance for home.

This is said to have been noticed to some extent in the Southern fisheries, but the areas covered by the whalers are of such vast extent in these days of steam that vessels of one fleet or another are almost bound to get in touch with them.

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Please insert my/our advertisement as below:—

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THE "DISCOVERY" MUDDLE.

76

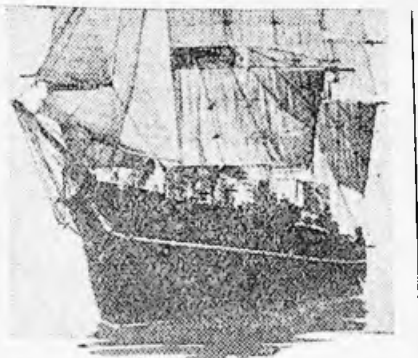
Sept 3rd
1928
Daily Mail

£130,000 SPENT ON £5,000 SHIP.

WASTE OF PUBLIC MONEY.

VESSEL UNSAFE FOR ANTARCTIC WORK.

By SIR ROBERT DONALD.



The Discovery.

MEAGRE RESULTS.

The committee has issued only one report for the year 1926 and the results described are meagre. A scientific collection has been made, but nothing has been done that is likely to be of much commercial value to the Falkland Islands and the contribution to original scientific research is unimportant.

The total cost falls on the Falkland Islands and Dependencies, the combined revenue of which, according to the last annual report, amounted to £237,500. The Colonies have a population of 2,250, almost exclusively of pure British origin. The Dependencies, which live on the whale industry, have a smaller and fluctuating population, chiefly Scandinavian.

The revenue comes chiefly from the whaling industry, so that its development and organisation are vital for the Colony and Dependencies, although South Africa and New Zealand are similarly interested.

The revenue of the Colonies shows a surplus of about £100,000. The recurrent expenditure of the Discovery expedition amounted, as shown in the report for 1926, to £142,645, which covered two years of actual work. It

is impossible to state what the expenditure has been during the last eighteen months, as no further report has been issued.

BRITAIN FALLING BEHIND.

The extent to which we have dropped behind other nations can be judged by the fact that Americans, Dutchmen, and Scandinavians are sending out important oceanographical expeditions this year. We are out of it.

No British explorers are taking part in Polar work, with the exception of Capt. Sir G. H. Wilkins (an Australian), whose expedition was financed by Americans. Americans, Italians, Norwegians, Danes, are now doing the pioneer work of Polar exploration.

Where are the successors to Scott, Shackleton, and other heroic figures who enriched the Empire by their discoveries and scientific contributions to research? We have not now the men. We cannot, judging from the fiasco of the Discovery, find the suitable ships for research. We have only the money—to waste.

METEOR'S WORK.

The Meteor cost about one-tenth of the expenditure incurred by the Discovery Expedition. It made more than 60,000 deep-sea soundings by the echo apparatus, which was used every 20 minutes night and day. (The famous Challenger, our greatest research ship, made only 365 deep soundings in three years.)

Wire soundings were also made at regular intervals to check the acoustic soundings and to take temperatures. Water samples and large samples of deep-sea deposits were collected. Meteorological data up to a high level were also made. No end of chemical, geological, zoological, and biological work done, which puts the puny efforts of the Discovery in the shade.

The committee responsible for the Discovery Expedition consists of two representatives of the Colonial Office, one representative of the Admiralty, the Ministry of Agriculture and Fisheries, the British Museum, the Royal Geographical Society, and the Consulting Naval Architect to the Crown Agents. It is to be hoped they gave an account of their work and explained what benefits to the Empire, the Falkland Islands, and the whaling industry and research have in particular obtained to justify an expenditure which must by now be getting well on towards £500,000.

AN UNFAIR BURDEN.

The expedition as at present conducted is largely a waste of public money and an exceedingly unfair burden on the small Falkland Island Colonies.

The humiliating feature of the Research Expedition is not only the waste of money but the failure to achieve important results. Great Britain has fallen behind the rest of the world in scientific research into ocean life and Polar exploration.

It is humiliating to compare the result of this Discovery expedition with the record of the German ship Meteor in the South Atlantic. This ship, manned by the best scientific men in Germany, spent two years in the Southern Seas, 1925-26, and the responsible committee have published a volume of results which is a very notable contribution to practical research.

UNSAFE FOR THE WORK.

The first two years—1923 to 1925—were occupied in repairing the vessel, including providing luxurious cabins for the staff, at a total cost of £57,430. Before the little vessel (the tonnage is 357) was fully equipped the capital expenditure incurred had amounted to £130,320.

It was then found that the Discovery was unsuitable for the main objects of the expedition and, in fact, the alterations made her unsafe for Antarctic work. So as to reduce her rolling she was fitted with bulge keels, which prevented her from rising to the pressure if nipped in the ice. The Discovery, therefore, upon which £130,000 has been spent, is of no practical use to the expedition, and will have to be sold or scrapped.

A new ship was ordered in 1925, the William Scoresby, with a net tonnage of only 108 tons. This little vessel cost £34,303. A marine station was built at South Georgia at a cost of £10,000. The William Scoresby was intended primarily to study the life of the whale and to mark whales.



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Cutting from

Daily News

Issue dated

23.10.18

The Isles of Willie-Waws.

By CLIVE ARTHUR.

A pen picture of our lonely Falkland Islands, once more claimed by Argentina.

Away to the north-east of Cape Horn, and 300 miles from the Eastern porch of the stupendous Strait of Magellan, lies amid South Atlantic gales and resounding surges the dreary aspected, ragged archipelago of the remote Falklands, treeless home of sea-elephant and penguin.

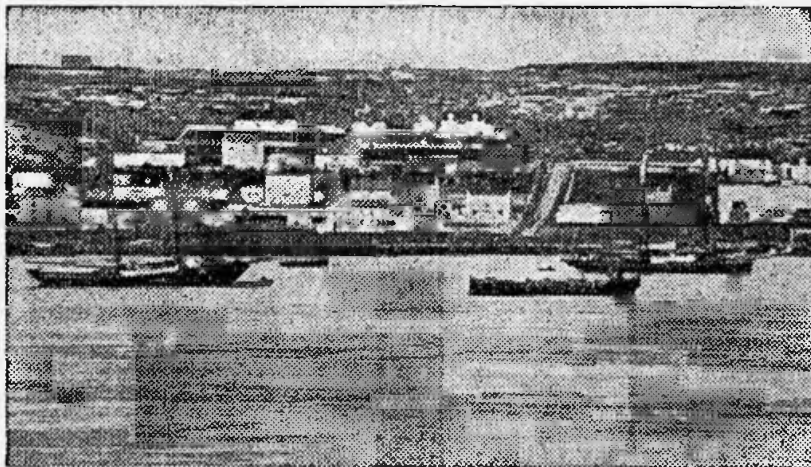
Within one long and narrow harbour, Port William, trebly landlocked against

Twopence a pound was mutton before the War!

Englishman, Frenchman, Spaniard and American have tumbled in and out of these dreary regions ever since John Davis first sighted and named them the Virgin after his Queen. Still we hold them by the treble right of discovery, conquest and length of occupation, although Argentina would certainly steam headlong for Port William as soon as our flag ceased to fly there.

If Argentina did not, the seafaring race of Chileans, who have a foothold in Tierra Fuego already, would not let the isles go a-begging. Our great wireless station still stands there as it stood when von Spee, swooping in to wreck it, saw on a sudden over the low headland by the lighthouse the deadly fighting tops of the battle cruisers.

I know of no more forbidding interior of any island. Some baffled map-maker has fairly charged it with being "impenetrable mountain ranges and impassable valleys." I suppose the



Port Stanley, Falkland Islands.

the march of the pounding seas, stands the hamlet capital of Port Stanley, holding a Royal Governor (once humorously known as "the King of the Penguins"), a Bishop who wisely never lives there, a handful of ill-paid officials, an all-powerful trading company, and a tiny colony of "kelpers," i.e., native-born sheep-farmers and fishers.

Old hulks moulder on the face of the treacherous black water. Raw red-roofed cottages straggle down the thinly grassed, peaty hillside to the foreshore. And from the rain-swept deck of the monthly Pacific Steam Navigation Company's steamer anchoring off the empty Navy Yard (empty, for the few provision cases of Shackleton's party and some melancholy relics of Cradock's fore-doomed squadron must long since have been cleared away), the green cemetery at the townlet's edge takes the eye with multi-coloured stones and a glorious glowing fence of gorse, seven feet high and ten feet deep.

Wild isles in a wild climate, they resemble our Scottish Orkneys in appearance. Yet sheep by the million thrive on the uplands and grow magnificent fleeces: too magnificent, for once a beast falls by accident on its back it never rises again. Wool is the chief export and mainstay of the exiles, and a small farmer is the man who can number a poor 20,000 animals or so.

East and West Islands cover as much ground as Ireland, but it will never be explored in our time. In that lost land lie the famous terrible "rivers of stone." But step with me inside that graveyard of Stanley.

There are no traces of the convict settlement of the Thirties. The oldest stone with readable legend is now but seventy years old. Here lies a Naval Sub, killed "by fatigue and exposure at the outskirts of the settlement." There messmates have raised a stone in memory of a sloop's lieutenant utterly lost in the voracious morasses.

Many are the records of stout settlers strangled by the greasy fingers of the kelp when their boats overturned in one of the perpetual "willie-waws," those instant squalls that whiten the water. Odd are these last graves, all turved up to the effigy of a coffin, the surface scooped out shallow, filled with jetty peat, and strewn with a fistful of seashells. Everywhere the artificial wreath rusts in open ugliness.

Over the low coasthills, where hares run and snipe rise, are the vast penguin rookeries of abominable clamour and stench.

Turn which way you will. Nothing human shall meet your gaze. Behind, the naked tumbled masses of rock; on each side the green downs; before you the barren sands where the pied oystercatchers dance, and beyond all a great, foaming, empty sea.

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Cutting from

Daily Mirror

Issue dated

22-10-28

**A DAILY PAPER
FOR PENGUINS!**

**Falkland Islands Hope for
Circulation of Millions**

SQUEAK'S ADVICE

**Run Lots of Competitions with
Fish as Prizes!**

If the Antarctic penguins ever become sensible enough to read, there is an excellent daily periodical near at hand.

In fact, the newspaper is called *The Penguin*, and its outer sheet is covered with lifelike drawings of these quaint birds pursuing all kinds of sports.

The Penguin is published at Port Stanley, Falkland Islands, and is "fathered" by Mr. Arnold Hodson, C.M.G., the Governor of the Falkland Islands and its dependencies. A copy of the paper, sent with the compliments of the Governor of the Falkland Islands, has just reached *The Daily Mirror*.

PASS IT TO SQUEAK!

In a letter which accompanied it, Mr. W. Barlas, of the Colonial Secretary's Office, says:

"I am to express his Excellency's hope that you will be good enough to encourage your youngest contemporary by recognition of its existence.

"I am to suggest, in any case, that you will have the kindness to pass the copy of *The Penguin* to Squeak, who will no doubt take a special delight in reading to Wilfred a daily newspaper bearing her patronymic as title, and issuing in a land so near to the home of the Antarctic branch of her family."

Although as yet the circulation of *The Penguin* is very small—it deals chiefly with social, sporting and other events on the islands—an editorial expresses the hope that one day it may run into millions!

"Our territory," it says, "is literally unbounded as far as the South Pole, and when our finny-feathered namesakes do indeed take the final step towards complete conversion to the human state we doubt not that our circulation will be wholly fantastic."

SQUEAK REVIEWS "THE PENGUIN"

By Uncle Dick

Squeak has seen *The Penguin* and sends her compliments and thanks to his Excellency the Governor of the Falkland Islands for his kindness towards herself and her family.

She thinks it would be a splendid thing if all her relations at the South Pole would take in this "nice paper."

It would not only amuse them, but, folded round them, would help to keep them warm.

Squeak also suggests that *The Penguin* should have lots of competitions. "All the little penguins would love them," she says, "especially if the Editor offered fish for prizes."

"They might have a codfish for first prize and lots of herrings and whittings as consolation gifts."

Falkland Islands, it was resolved to petition the Colonial Office to put a stop to the heavy and practically abortive expenditure foisted upon them in connection with the "Discovery Research Committee." Within the last twenty years administrative expenses in the colony have increased by 125 per cent., whilst the population has remained virtually stationary. The sheep farming industry sends us meat to the value of £200,000 a year, and spends 83 per cent. of the proceeds on its requirements in the Mother Country. The whaling industry is almost wholly in the hands of Norwegians, who spend nothing in the Mother Country. The sheep farmers are asking the Colonial Office why the cost of research work in connection with the preservation of whales should fall entirely upon them. The only answer I can think of is that mutton-headed officialdom is instinctively attracted by blubber.

Colonial Sec.
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Issue dated

Truth 24 Oct 28

Claiming the Falklands.

Argentina claims ownership of the Falkland Islands, or at any rate a good many of that numerous group, and meanwhile Great Britain remains placidly in possession. The controversy is of long standing, but it assumes a certain significance in consequence of the publication in Buenos Aires of correspondence with the British Foreign Office, which rejects the Argentine claim. It seems reasonable to associate the publication of this long drawn-out correspondence at the present juncture with Argentina's refusal to sign the Kellogg Pact. She is in a rather difficult position, for she resents the Monroe Doctrine, and at the same time thinks Washington ought to support her view. Washington probably feels that one Falklands battle is enough in a century. By the way, my reference last week to "mutton-headed" officialdom should have read "woolly-headed," as it is fleeces that the Falklands farmers send us.

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Issue dated

Morning Post

20.10.28

Furthest South Daily Paper

I have before me a copy of a daily newspaper which is published farther south than any of its contemporaries. It is the "Penguin," printed and published at Port Stanley, Falkland Islands, and it owes its existence to the enterprise and assistance of the Governor, Sir Arnold Hodson, C.M.G.

This remarkable production contains 22 foolscap typewritten pages, printed on a copying machine, and the cost is only one penny a day, or 2s. a month. It contains the latest wireless news, accounts of the visits of British warships, golf news, as well as accounts of rifle and miniature rifle shooting and other sports, a Ladies' Page, a Children's Page, and a long poem on golf by the Governor himself, which concludes with the excellent advice:

"And do not, after every game
Recount the way you played the same."

Altogether the Falkland Islands have reason to be proud of their new daily, which the advent of wireless has rendered possible, and I am sure my readers will join me in wishing the "Penguin" every success and the largest possible circulation.

Colonial Sec.
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FLOATING OIL FACTORY.

A contract for a 15,000-ton floating oil factory, to cost £275,000, has been booked by Messrs. Swan, Hunter and Wigham Richardson, Limited, of Wallsend. The vessel will be specially equipped for lifting whales on deck and dealing with the oil. The owners are the Viking Whaling Company, a new company with Norwegian and British capital not yet registered in this country.

Off the Post.

in publishing you

can say that reference

is clearly intended

the article to

the special number

of the "Penguin"

published on the

occasion of the visit

to the City of H.M.S.

"Cornwall" on the 29th
of June, 1928.

Telephone: HOLBORN 3120. Telegrams: BOOKSTALLS, ESTRAND, LONDON.

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Cutting from

Daily News

Issue dated

19.10.28.

**WHO OWNS THE
FALKLANDS?**

ARGENTINA'S CLAIM.

NEW YORK, Thursday.

Correspondence which has recently passed between Great Britain and the Argentine over the ownership of the Falkland Islands, South Georgia, and the South Orkney Islands has just been published in Buenos Aires, says a message from the correspondent there of the "New York Times."

Britain had protested, he says, because Argentina had erected a wireless station for meteorological purposes at South Georgia. Despite the fact that the British flag had waved over the Falkland Islands for approximately 100 years, Argentina replied asserting her ownership of all these islands and explaining that she had been unable to take active control of the Falkland Islands because of the British occupation.

"Some believe," adds the correspondent, "that the publication of these communications, which were exchanged nearly a year ago, has an immediate bearing upon the attitude of Argentina towards the Kellogg Pact for the outlawry of war, which, it is supposed here, tacitly recognises the British right to protect her possessions.—Reuter."

LONG STANDING DISPUTE.

The Argentine claim to the Falkland Islands—scene of the British naval victory in the first year of the war—is, writes our Foreign Affairs Correspondent, of very long date, and has many times been renewed. The claims comprise East and West Falkland and islets to the number of about 100, and their occupation by Commodore Byron for Great Britain in 1765 led to war with Spain. They were formally taken over in 1833.

The islands are situated about 250 miles east of the nearest point on the mainland of South America and 300 east of the Magellan Straits. They are an important base of the whaling industry and nearly 800,000 barrels of whale-oil were exported in 1926.

It was stated in Whitehall yesterday that Great Britain had always regarded the Argentine claims as shadowy and was not likely to change that view.

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Cutting from

Morning Post

Issue dated

19.10.28.

**CLAIM TO BRITISH
COLONY**

**ARGENTINA AND THE
FALKLANDS**

AN OLD ISSUE REVIVED

KELLOGG PACT GESTURE

From Our Own Correspondent

NEW YORK, Oct. 18.

Although the Union Jack has flown over the Falkland Islands since 1834, Argentina intends to maintain her claims to their ownership, according to an exchange of notes with Britain a year ago, and just published in Buenos Aires. The British Government had protested against the Argentine construction of a wireless station in the South Orkneys.

In replying, Argentina contends that South Orkney with South Georgia and the Falklands are hers, and that she has only been unable to take active control of the Falklands because of the British occupation. Although most maps indicate the South Orkneys as British Argentina permanently maintains a meteorological station there, and exercises actual control of these islands.

The publication of the notes so long after their exchange is taken to have a bearing on Argentina's attitude towards the Kellogg anti-war treaty, which, it is felt here, tacitly recognises the British right to protect her possessions within sea limits far beyond those recognised by international law.

STRATEGIC VALUE

These islands have important strategic value, especially as bases for powerful wireless stations. Argentina is interested because the Falklands are just off her southern coast, while the other disputed islands are within easy range for naval operations.

Since it is recognised that Great Britain has no intention of relinquishing the Falklands, Argentina's move is regarded as a gesture directed as much against the Kellogg Treaty as against Britain.

The Argentine Republic has periodically laid claim to the Falkland Islands for over 100 years. However, when Argentina wished to establish the wireless station on one of the islands she asked permission of Great Britain. The British Government has always firmly rejected any claim to these islands, which form a British Crown Colony.

Col. Sec.
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Cutting from *Weekly Scotsman*
Issue dated *10.78* *volving*

Whaling in Orkney.

Whaling has been carried on in Orkney since time immemorial, and although the methods are rather primitive they sometimes yield exceptionally good results, as the following account shows.

A school of bottle-nosed whales were sighted about a mile from the land, swimming towards the shore. The "fiery cross" was immediately raised, and in an incredibly short space of time the entire population assembled on the shore. Crows were promptly formed, and every conceivable form of craft was launched. Each boat took aboard a cargo of ammunition and each member of the crew was armed; some with scythe blades and hay-forks, while others had formidable looking knives lashed to long sticks. The ammunition consisted of round pebbles.

When the fleet got the whales between them and the land they formed a long unbroken line and advanced on the unsuspecting school of whales which gambolled along like enormous porpoises. When they got within range the whalers set up a tremendous noise; rattling cans and yelling like Red Indians. The whales, no doubt wondering what was causing such a terrible commotion, careered madly towards the shore. If any tried to turn back they received such a volley of stones that they soon joined the main herd, which were driven forward like a flock of sheep.

On coming to the mouth of a "voe" of bay they were driven in, and in a few minutes were floundering in the shallows. The real work of destruction now began. The leader was first of all picked out and despatched because a leaderless school is doomed. Whaling is very dangerous work, and boats are frequently smashed by the furious blows the whales deal in their death-agonies. The bottle-nosed whale is the only species that will drive in this manner.—BEACHCOMBER.

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Cutting from *Financial Times*
Issue dated *18/10/78*

NEW WHALING COMPANY.

WELLINGTON, 17TH OCT.
It is proposed to form a New Zealand-Ross Sea Whaling Company, with a capital of £350,000, of which £150,000 will be raised in England.—Exchange Telegraph.

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Cutting from *Star*
Issue dated *18.10.78*

WHO OWNS THE FALKLANDS?

British Protest Against Claim Of Argentina.

Correspondence which has recently passed between Great Britain and the Argentine over the ownership of the Falkland Islands, South Georgia, and the South Orkney Islands has just been published in Buenos Aires, says a message from the correspondent there of the "New York Times," which Reuter quotes.

Britain protested, he says, because Argentina had erected a wireless station for meteorological purposes at South Georgia.

Despite the fact that the British flag had waved over the Falkland Islands for approximately one hundred years, Argentina replied asserting her ownership of all these islands, and explaining that she had been unable to take active control of the Falkland Islands because of the British occupation.

"It seems certain that the British have no intention of relinquishing the Falklands," adds the correspondent.

Liverpool

THE JOURNAL OF COMMERCE FRIDAY

11 NOVEMBER 1928

WHALING INDUSTRY.

DANGER OF EXTERMINATION.

POSSIBLE ANGLO-NORWEGIAN
EXPEDITION.

FOR many years past the whaling industry has been of the highest importance for Norway. That country's share in the total yield of last year's catch was 720,000 barrels out of about 1,200,000 barrels for all the nations interested in the industry. One of the most burning questions of the present day is the scientific solution of the problems of the whale supply and of whale migration. Upon this important matter Professor Johan Hjort, of the Oslo University, who is a specialist in all questions relating to whaling, has issued an important statement as to the present situation, of which the following is a summary:—

During the war the British authorities feared that the supplies of whales in the Antarctic were decreasing too rapidly, and that soon the question would have to be considered whether whaling ought not to be stopped, at least in so far as it was dependent upon British concessions. Accordingly, a committee was appointed to make a thorough inquiry into this question.

Professor Hjort, who was chosen as a member of this committee, drew up a chart of the Antarctic on which were marked all the places at which former expeditions had sighted whales. These places were so many in number that they practically proved that whales were numerous represented almost everywhere along the ice-border. Accordingly, Professor Hjort expressed an opinion against the proposed limitation of whaling, and declared that there was no justification for the fear that the whale was in any danger of extermination by the increased activity of those days.

concerning the existing supplies of whales appears to be urgently necessary. In the opinion of Professor Hjort, the best way of finding a solution would be the fitting out of a special expedition consisting of a floating factory and several whaling steamers, which would pursue an intensive catch at several selected places so as to establish whether whaling were practicable everywhere in the Antarctic or only in determined regions. Such an expedition would at the same time carry out biological studies, from which a great many facts of real scientific value might be learned about the life and habits of the whale.

Professor Hjort has expressed his willingness to take over the scientific leadership of an expedition of the kind indicated, and he is convinced that a close co-operation between science and the practical whaling men would help towards the solution of more than one important problem. In practical whaling circles the idea of this expedition has been repeatedly discussed, and has aroused great interest.

If, nevertheless, no step has so far been taken towards converting the idea into actual fact, that must be attributed in the first place to the relatively high costs which such an expedition would entail. Furthermore it is thought to be advisable to await the results of the whaling season which has just begun. As on the British side there is also great interest in the solution of the problem, it is thought that Anglo-Norwegian co-operation can safely be counted upon.

According to Professor Hjort's proposal, the expedition, if decided upon, would start from Norway in the summer of 1929.

Vessels

of the names of their owners
of the owner in the list

odicals
& Son.

COMMERCIAL DAY NOVEMBER 1928

FRIENDLY NEGOTIATIONS.

The final result of the deliberations of the committee was the fitting out of the famous British "Discovery Expedition." While this expedition was carrying out its investigations in the Antarctic, a survey of the waters around Northern Norway was begun under the auspices of the Norwegian Government. The results of the two expeditions will probably be published in the course of the ensuing year. Thanks very largely to the friendly negotiations of the Norwegian scientist with the British authorities, the concessions to Norway were extended for another five years.

In the meanwhile, however, the whaling activity of the last two or three years, both in regard to the methods adopted and to the number of expeditions sent out, has assumed such an extent that a solution of the question concerning the existing supplies of whales appears to be urgently necessary. In the opinion of Professor Hjort, the best way of finding a solution would be the fitting out of a special expedition consisting of a floating factory and several whaling steamers, which would pursue an intensive catch at several selected places so as to establish whether whaling were practicable everywhere in the Antarctic or only in determined regions. Such an expedition would at the same time carry out biological studies, from which a great many facts of real scientific value might be learned about the life and habits of the whale.

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Shields Dy Gazette

Issue dated

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WHALING.

The £275,000 Order For Wallsend.

A GREAT INDUSTRY.

The important contract for a 15,000 ton floating oil factory, secured by Messrs. Swan, Hunter and Wigham Richardson, Ltd., Wallsend, is a further indication of the progress of the whaling industry.

There are now several whaling companies in operation, many of whom have recently considerably augmented their fleets.

These companies are mostly controlled in Norway, but there is a considerable amount of British capital invested in them. In whaling fishing the utility of large depot or parent ships is now fully recognised, and, in addition to new vessels being built, several large oil carrying steamers belonging to some of the leading oil carrying companies have been purchased and converted to their new purpose.

These floating oil factories, or five whalers, are constructed with a hull about 12 feet in diameter, through which the whales after capture are hauled up to the weather deck, where they are cut up. On the bridge deck there are two powerful winches. The rope is passed round the whale's tail just forward of its flukes, and then, by means of powerful tackle, the winches haul the carcass up to the required position.

In a large whale there may be about one ton of whalebone which a few years ago brought as much as £3,000 a ton in America. The fatty tissue, or blubber, in the whale may be anything from a few inches to two feet in thickness, and there may be 30 tons of it in one whale. From it is extracted the valuable whale oil. The blubber is cut by means of steel-slicers on the ends of long poles, and the carcass is stripped of its blubber and the tail flukes cut off.

HOW WHALES ARE CAUGHT.

The cachalot or toothed whale has less blubber than the Northern whale, but the oil extracted is of superior quality. In the immense head of the whale are great cavities containing the very valuable spermaceti oil used in candle making, ointments and cosmetics. Another valuable product is ambergris, which is a secretion found in the intestines of the whale.

The small steamers that accompany the whaling factory have each got a harpoon swivel gun in the bows. These steamers chase the whale and kill it by means of the harpoon containing an explosive charge.

In order to prevent the carcass sinking before it can be brought alongside the parent ship, it is inflated. A tube is inserted into the body and air compressors blow up the carcass just as if it were a motor car tyre.

The whaling industry is now practically a monopoly of the Norwegians, and it is stated that to train Englishmen to compete against Norwegians in whaling would involve the companies in a ruinous loss for anything from ten to twenty years.

N.E.C. FIRM'S BENEFIT.

This conversion work, and the demand for new vessels has greatly assisted North East Coast firms during the present depression in shipbuilding, and Smiths Dock Company, Middlesbrough; Messrs. Swan, Hunter and Wigham Richardson, Ltd., Wallsend, and two or three large shiprepairing firms on Tyneside have carried out important contracts.

It is understood that an order for another large floating oil factory similar to that secured by Messrs. Swan and Hunter has been placed with Messrs. Workman, Clark and Company, Belfast.

The contract price for the Wallsend ship is about £275,000, and the vessel will occupy many months in construction and employ a large number of men.

The vessel will be specially constructed to withstand ice pressure, and will be equipped with a considerable amount of plant for dealing with the whale oil.

There will be a special apparatus for hoisting the whales on deck; cutting-up machines, and huge boilers for rendering down the blubber.

On a 15,000-ton vessel a great quantity of oil can be stored, and it will be put through the various processes and made ready for the market.

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Cutting from

Daily News

Issue dated

27.10.18

WHOSE ISLANDS?

ARGENTINA'S CLAIM TO THE SOUTH ORKNEYS.

NEW YORK, Friday.

According to the Buenos Ayres correspondent of the "New York Times" great indignation has been aroused throughout Argentina on account of the British Government's insistence that Argentina must obtain Great Britain's permission to maintain a wireless station on the South Orkney Islands, which Argentina claims are her possessions.

As the correspondence between Great Britain and Argentina which was recently published has revealed, Argentina claims not only the South Orkneys but also the Falkland Islands.

The "Prensa," which has been an implacable critic of the United States on account of her actions in Nicaragua, publishes a leading article to-day, says the "New York Times," protesting strongly against the British attitude, which "is based entirely on naval force which certainly is not the fountain of rights." "The entire people of this country," adds the "Prensa's" article, "resent this usurpation on the part of England."—Reuter.

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Cutting from

Times

Issue dated

30.10.18

THE ROYAL COLONIAL INSTITUTE.

PROGRAMME FOR THE WINTER.

Next month the Royal Colonial Institute will begin its winter programme. During the summer it enrolled over 1,000 new members, and its total membership now stands at 15,868. The Dominions and Colonies report growing interest in the institute and its affairs.

The new session will begin with a dinner on November 6, at which Lord Clarendon will preside, and Dr. Montague Rendall, formerly headmaster of Winchester, and now one of the Governors of the B.B.C., will speak on "Youth and the Empire." There will be a series of monthly dinners, at which addresses will be given by public men, and the City luncheons will be continued, with short addresses on Empire trade questions. In order to encourage business men to attend, the whole proceedings at the luncheons are limited to an hour. The first luncheon will take place on Tuesday, November 20, when Mr. Arnold Hodson, Governor of the Falkland Islands, will speak on "The Falkland Islands and the Dependencies." Two illustrated lectures are being arranged for the Christmas holidays.

The Council of the Institute is considering the question of expansion and rebuilding, for the Institute is at present hampered in many ways by lack of space. A report on the subject will shortly be issued.

WHALING WORK.

A Growing Source of Shipyard Income.

The announcement that Swan, Hunter & Wigham Richardson, Ltd., of Wallsend, have obtained a contract for the construction of a 15,000-ton floating whale-oil refinery for account of the Viking Whaling Company, an Anglo-Norwegian undertaking, is particularly interesting, for this is the second vessel of this type to be ordered in this country within a few weeks. It will be recalled that Workman, Clark (1928), Ltd., of Belfast, are already proceeding with the construction of a 21,000-ton refinery which they are building for the "Kosmos" Whaling Company, Ltd., a Norwegian concern, and these two orders really denote a further stage in the development of the whaling industry. Its progress during the present century has been marked by distinct phases in the methods employed and the equipment used. First of all, there was the land station which was established at some suitable centre, and to which the whales were brought after being caught. The next stage was the use of floating oil refineries which anchored in some sheltered bay or sound; the whales were brought alongside for flensing, that is, removal of the blubber, and the carcass hauled aboard by means of powerful derricks for further treatment. The latest method, introduced a couple of years or so ago, was to provide the floating refinery with a slipway up which the whales could be hauled, thus allowing the complete operation of flensing and cutting up to be carried out on board while the vessel was actually proceeding on her voyage.

These are the three principal methods in use at the present day, and it will be seen that while the two former involve operations fairly close to land, making it necessary to obtain concessions from the Governments having jurisdiction over the territorial waters concerned, vessels equipped in the latest manner can operate in the open sea, or, as it is termed, "pelagically." The floating equipment required by each expedition includes from two to six whale-hunting vessels, while tankers are used for bringing the whale oil from the land stations and some of the floating refineries, in addition to which a certain number of tramp steamers are engaged in carrying coal to the refineries.

NORTH-EAST COAST CONTRACTS.

A few weeks ago we drew attention to the useful employment for shipyards in Norway and in this country which was provided by the annual overhaul of whaling craft and a number of important conversions. We pointed out that during the present year several large vessels had been acquired for use as depot ships, whale-oil carriers, or as floating refineries, and although a good deal of the conversion work had been carried out in Norway some useful contracts had been obtained by British yards. By a coincidence, the house magazines of two North-East Coast shipyards, which have just been issued, contain interesting details of work which has been

(Continued on page 13, column 3.)

Heavy derricks and large hoisting winches capable of lifting 30 and 25 tons were supplied and fitted, and existing winches placed in suitable positions for quick handling and hauling of the whale parts. A blacksmith's shop was fitted at the forward end of the vessel for carrying out repairs, straightening harpoons, &c. Accommodation is fitted up with berths, messrooms, lavatories, &c., for officers, crew and labourers, about 220 in number. The work was commenced on May 21 and completed on Sept. 18.

Somewhat similar work was carried out on board the *San Jeronimo* (now *Southern Empress*), but in this case the method of lifting the whale is by means of specially designed whale nets, working in conjunction with a number of derricks, each of which is designed for lifting 30 tons. Several heavy winches and tackles are arranged for dealing with the carcass on the deck. The piping in connection with this factory was very extensive, and it computed that about five miles of pipe of various sizes were used in fitting up. New accommodation was fitted for about 200 officers, crew and workmen. The *San Jeronimo* arrived at Smith's Dock on June 12 and left on Sept. 13, and the two jobs found employment for a large number

WEDNESDAY, OCTOBER

CLIPPING

men during the whole of the time of their conversion.

The Wallsend shipyard of Swan, Hunter & Wigham Richardson, Ltd., has recently tried out extensive repairs to the floating refinery *C. A. Larsen*, which had sustained considerable bottom damage through striking an uncharted rock at Stewart land, south of New Zealand. The current number of the firm's house magazine, *The Shipyard*, contains a very interesting article on whaling generally, illustrated by photographs taken on board the *A. Larsen*, and from this article we note the following extracts:—

"The most striking feature of the *A. Larsen* is the huge bow port about 10 ft. in diameter, closed by a great lid operated by an immense girder arm working on a pivot. The closing shutter, or lid, is not watertight, but the small amount of water that gets into the forward compartment of so big a ship makes little or no difference to her trim. Immediately abaft this bow port is a steel ramp or sloping useway rising up to the long weather deck, which is kept clear of obstructions right up to the bridge deckhouse amidships. It is through this port in the ship's bows that the whales, after capture, are hauled bodily up to the weather deck, where they are cut up."

"The small steamers that accompany the whaling factory have each got a harpoon swivel gun in the bows. These small steamers chase the whale and kill it by means of the harpoon containing an explosive charge. In order to prevent the valuable carcass sinking before it can be brought alongside the parent ship it is inflated. A tube is inserted into the body and air compressors blow up the carcass."

"In recent years the whaling industry

oil refinery "Pelagus" (ex White Star shipway for hauling whales on board.

English shipbuilders are known all the world over for the excellence of their whaling ships."

The whaling industry already provides a not inconsiderable amount of work for Norwegian and British shipyards. Of a regular nature is the overhaul of the floating refineries (and as they frequently operate in ice-infested waters, this is often of a heavy character) and some of the whalers although many of the latter spend the (southern) winter months at Buenos Ayres or some other centre within a reasonable distance from the whaling grounds. There is also the building of new whalers. As long as the industry develops as it has done during the past few years a certain number of conversion contracts will no doubt become available, but the view has been expressed that the stock of whales is diminishing so rapidly in the face of modern methods of hunting that existing companies will not be able for much longer to earn suitable profits. But whereas up to the present all floating refineries have been converted (for instance, *Ole Wegger*, ex tanker *San Lorenzo*; *Torodd*, ex cable-layer *Colonia*; and *Hektor*, ex White Star liner *Medic*), the latest orders for new vessels rather indicate that there are some experts who are confident that the whaling industry has many years of prosperity before it.

WHALING WORK

Growing Sources
Shipyard Income

& SHIPPING GAZETTE. WEDNESDAY, OCTOBER 12, 1928

Shipbuilding & Engineering Section

WHALING WORK.

(Continued from page 12, column 6.)

carried out during the summer months on floating whale-oil refineries.

Smith's Dock Company have been engaged in converting two steamers into refineries, namely, the ex White Star liner *Athenic* and the tanker *San Jeronimo*. The *Athenic's* insulated holds and 'tween decks, also first-class passenger accommodation on the awning, and upper decks, had to be entirely stripped. The holds throughout were converted to carry oil in bulk, entailing fitting new transverse and fore and aft bulkheads; also stiffening up existing bulkheads and tunnels. All tanks were fitted with pipes and valves, and connected to two large oil pumps, each capable of pumping oil at the rate of 120 tons per hour. A complete continuous superstructure was erected, extending from forward to aft, with additional steel deck, covered with wood, at a suitable height above the existing deck, to enclose the factories and provide working decks. At the after end of the vessel the stern and rudder were cut away and altered, and a broad slipway built for hauling the whales up on to the flensing deck. Two large hauling winches were placed on a strong seating on top of the engine casing for this purpose. On the upper deck, aft, seventeen blubber boilers and four grax boilers were fitted: the awning deck was cut to suit.

Describing the working conditions that will prevail on board the *Pelagos* (ex *Athenic*), "Smith's Dock Journal" says that the blubber is cut off the whales in strips and passed down shoots into the three blubber cutters which are placed on the awning deck; it then passes down to

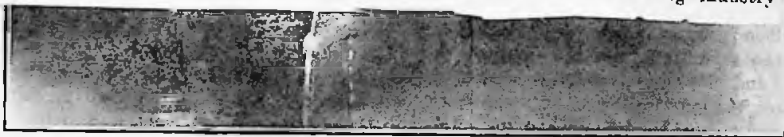
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"The most striking feature of the *C. A. Larsen* is the huge bow port about 18 ft. in diameter, closed by a great lid operated by an immense girder arm working on a pivot. The closing shutter, or lid, is not watertight, but the small amount of water that gets into the forward compartment of so big a ship makes little or no difference to her trim. Immediately abaft of this bow port is a steel ramp or sloping causeway rising up to the long weather deck, which is kept clear of obstructions right up to the bridge deckhouse amidships. It is through this port in the ship's bows that the whales, after capture, are hauled bodily up to the weather deck, where they are cut up."

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"In recent years the whaling industry



View of the stern of the floating oil refinery "Pelagos" (ex White Star liner "Athenic"), showing the slipway for hauling whales on board.

overboard.

At the forward end of the *Athenic* 34 meat and bone boilers were fitted. After the blubber is stripped off the carcass of the whale is hauled along from the after deck to the forward deck and the flesh is cut off into small pieces, the bones being cut up by three bone saws placed in suitable positions on the flensing deck. The flesh and bones are then placed in the boilers through feed openings in the deck and top of boilers. These boilers work under a steam pressure of about 60 lb. per square inch. Subsequently more oil is extracted, purified and eventually passed into the main tanks.

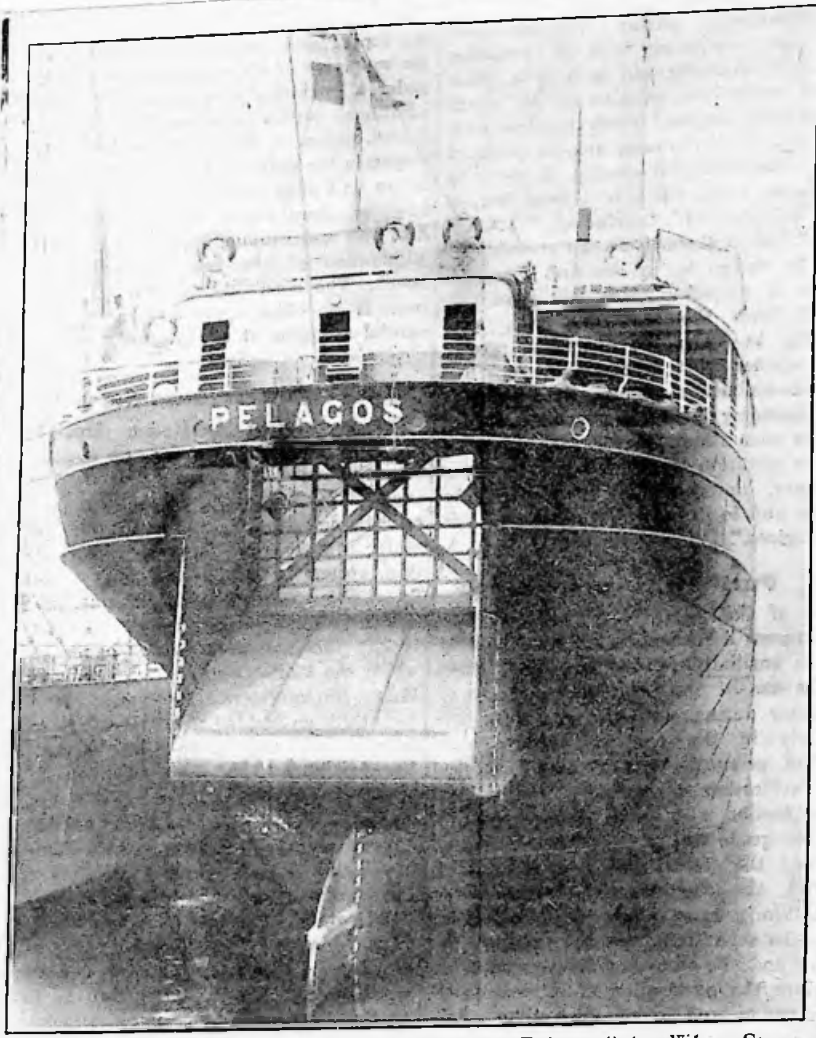
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English shipbuilders are known all the world over for the excellence of their whaling ships."

The whaling industry already provides a not inconsiderable amount of work for Norwegian and British shipyards. Of a regular nature is the overhaul of the floating refineries (and as they frequently operate in ice-infested waters, this is often of a heavy character) and some of the whalers although many of the latter spend the (southern) winter months at Buenos Ayres or some other centre within a reasonable distance from the whaling grounds. There is also the building of new whalers. As long as the industry develops as it has done during the past few years a certain number of conversion contracts will no doubt become available, but the view has been expressed that the stock of whales is diminishing so rapidly in the face of modern methods of hunting that existing companies will not be able for much longer to earn suitable profits. But whereas up to the present all floating refineries have been converted (for instance, *Ole Wegger*, ex tanker *San Lorenzo*; *Torodd*, ex cable steamer *Colonia*; and *Hektor*, ex White Star liner *Medic*), the latest orders for new vessels rather indicate that there are some experts who are confident that the whaling industry has many years of prosperity before it.

SHIPPING & Engineering Section.
News of the Week.



View of the stern of the floating oil refinery "Pelagos" (ex White Star liner "Athenic"), showing the slipway for hauling whales on board.

overboard.

At the forward end of the *Athenic* 34 meat and bone boilers were fitted. After the blubber is stripped off the carcass of the whale is hauled along from the after deck to the forward deck and the flesh is cut off into small pieces, the bones being cut up by three bone saws placed in suitable positions on the fensing deck. The flesh and bones are then placed in the boilers through feed openings in the deck and top of boilers. These boilers work under a steam pressure of about 60 lb. per square inch. Subsequently more oil is extracted, purified and eventually passed into the main tanks.

Heavy derricks and large hoisting winches capable of lifting 30 and 25 tons were supplied and fitted and existing winches placed in suitable positions for quick handling and hauling of the whale parts. A blacksmith's shop was fitted at the forward end of the vessel for carrying out repairs, straightening harpoons, &c. Accommodation is fitted up with berths, messrooms, lavatories, &c., for officers, crew and labourers, about 220 in number. The work was commenced on May 21 and completed on Sept. 18.

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Shipping & Engineering Gazette.

Notes of the Week.

Rules.

...the new more common system of electrically-driven scavenging blowers instead of the direct-driven scavenging blowers... of the new more common system of electrically-driven scavenging blowers instead of the direct-driven scavenging blowers... of the new more common system of electrically-driven scavenging blowers instead of the direct-driven scavenging blowers...

Purifying Diesel Oil.

...one of the most remarkable and also... of the most remarkable and also... of the most remarkable and also...

independent blubber pumps and is pumped through filling lines leading to the blubber boilers. Steam is passed through steam coils fitted in these boilers, and the blubber is boiled and converted into oil and grax. The oil is then drained into receiving tanks, and from there it is pumped to clearing tanks, and finally into the main oil cargo tanks. The residue, after the first boiling, is run into a large trough in front of the blubber boilers and conveyed through pipes to a grax pump placed on the middle deck. It is then pumped up through pipes leading to the tops of grax boilers, and re-boiled under pressure, after which the oil is run off into receiving tanks and the refuse blown overboard.

At the forward end of the *Athenic* 31 meat and bone boilers were fitted. After the blubber is stripped off the carcass of the whale is hauled along from the after deck to the forward deck and the flesh is cut off into small pieces, the bones being cut up by three bone saws placed in suitable positions on the flensing deck. The flesh and bones are then placed in the boilers through feed openings in the deck and top of boilers. These boilers work under a steam pressure of about 60 lb. per square inch. Subsequently more oil is extracted, purified and eventually passed into the main tanks.

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has become a practical monopoly of the Norwegians. Even if there are whaling companies belonging to other nations the ships and equipment, the technical leader ship and technical skill, as well as the greater part of the personnel, are Norwegian. There are really no whalers of much account but Norwegian, even if the capital invested in them belongs to people of other nations. We must be content with any profits derived from investment in the industry and with the control which we can exercise through British territorial claims in the Antarctic regions, to which whaling is nowadays very largely restricted. It is, however, consolatory to know that English shipbuilders are known all the world over for the excellence of their whaling ships.

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Cutting from *British Australasian*
Issue dated *1.11.28*

**News of the formation of a
NEW ZEALANDERS Ross Sea Whaling Company
AS WHALERS.** in Dunedin reminds us that

New Zealand is an Empire within an Empire, with its boundaries extending from the South Pole to the Equator, to include the Ross Sea in the South and Samoa and Ocean Island in the north. When some years ago a segment of the Antarctic came under the jurisdiction of the Dominion, there were those who considered that New Zealanders were a maritime race, capable of exploiting the wealth of the polar seas. The earliest industry of New Zealand was whaling. All round the two islands there are visible indications of an industry that had almost passed away. The bones of the monsters of the deep and the huge trying out pots are still to be found on lonely beaches. With a record for past achievement, it might have been expected that an effort would have been made to organise a whaling company, to operate in the Ross Sea. Instead of this, the Government leased the fishing rights to a Norwegian company. For several years the Norwegians, with their up-to-date plant, have done well for themselves. Possibly, it has now been seen what the Dominion is missing, in not using its own territorial waters. The company now being floated proposes to raise £350,000, of which £150,000 is to be obtained in England. It is evident that the promoters intend to organise their plant on up-to-date lines, for the scheme provides for the purchase of a modern factory ship and five "whale chasers." New Zealand and New Zealanders have always figured in Antarctic exploration. Some of the finest sailors have been the product of the Dominion, and it is a natural thing that New Zealand should now show that it is capable of carrying on the great maritime industry which helped to form the foundations of the colony.

ALLS,

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Periodicals
W. H. SMITH & SON.

1928

A WHALE EXHIBITION.

**FASHION FINDS NO USE FOR
WHALEBONE.**

An exhibition of scientific data on Southern whales obtained by the "Discovery" expedition opened at the Natural History Museum, South Kensington, yesterday.

In the days of crinolines, wasp waist devices, and high collars, whalebone was valuable and sought after, but nowadays, an expert explained to a reporter yesterday, whalebone is the only part of the animal thrown away. All the rest is utilised, oil being extracted, and the bones and carcasses boiled to form a fertiliser.

Mr. J. E. Hamilton, one of the scientists on the "Discovery," said, "The Blue whale," the bulkiest animal that has ever existed, can hold half a cartload of food in his stomach. The whale, however, feeds on very small objects. "Humpback whales," said Mr. Hamilton, are unpopular with whalers because they are covered with barnacles so hard that knives are often broken trying to smash them. Southern whales take about two years to 'grow up.' They breed in alternate years."

W. H. SMITH & SON,

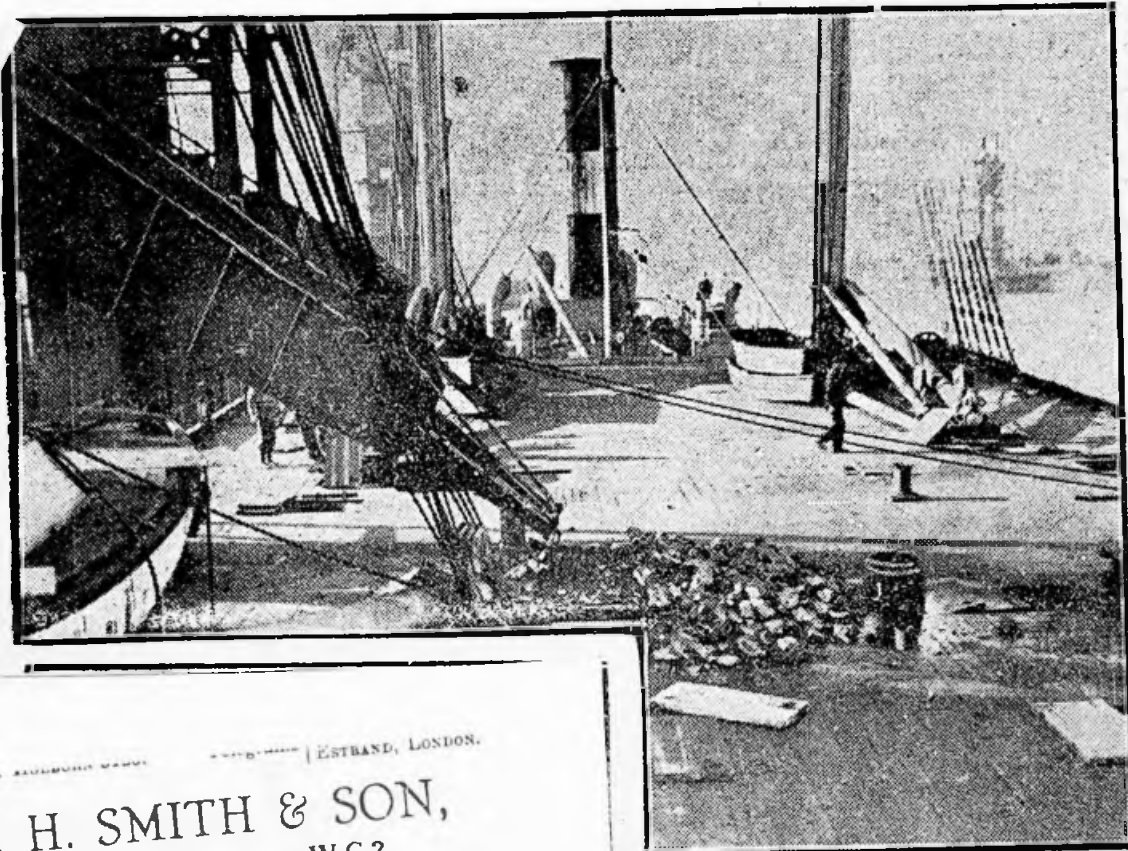
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Cutting from *Western Mail*

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Cutting from *Financial Times*

Issue dated *13/11/28*

WHALE FISHING.

NORWEGIAN COMBINE'S PURCHASE.

FROM OUR OWN CORRESPONDENT.

STOCKHOLM, 10TH Nov.
An agreement has been signed between Svenska Amerikalinjen and a Norwegian whale-fishing combine, the Atlas, for the purchase of the steamer Stockholm, the first ship placed on its transatlantic service by the Swedish line, and now laid up after the acquisition of the new motor ship Kungsholm. The steamer will be held in reserve for Svenska Amerikalinjen until the end of the year, when the Goetaverken will take it over and convert it into a whale-fishing and boiling vessel. The Norwegian combine which has bought the ship has just been founded and is headed by the shipowners Niels Christensen and Co., of Larvik. The maximum share capital of the combine is 5,000,000 Norwegian crowns (about £245,000 of which 4,000,000 crowns have already been guaranteed).

THE GIANT WHALING Steamer Ole Wygger, capacity 17,800 d.w. tons, and the largest factory ship which has entered any Bristol Channel port, is at present coaling at Barry Docks. Our photograph shows the whaling deck, where whales are sectioned and the blubber dropped into tanks. This steamer is capable of carrying whale-oil to the value of £1,000,000.

LS, LONDON.

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Cutting from *Financial Times*

Issue dated *14/11/28*

FALKLAND ISLANDS.

Mr. Arnold Hodson, C.M.G., Governor of Falkland Islands, will speak on "The Falkland Islands and the Dependencies" at a luncheon of the Royal Empire Society (formerly the Royal Colonial Institute), to be held at the Cannon-street Hotel on Tuesday, November 20, at 1 o'clock precisely. Sir John Sandeman Allen, M.P., Chairman of Council, will preside.

Telephone: HOLBORN 3120.

Telegrams { BOOKSTALLS,
ESTRAND, LONDON.

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Issue dated

WHALING CONVERSION.

A NEW SYSTEM WITH THE "STOCKHOLM."

The Swedish America Line, Gothenburg, has sold its steamer *Stockholm*, which has just completed her last voyage in the company's Gothenburg-New York service, to a Norwegian consortium with Mr. Rolf Nielsen, of Sandefjord, at the head. According to the "Göteborgs Handels och Sjöfartstidning," she is to be converted to a floating whale-oil refinery, and the purchasers have made a contract for the work to be carried out by Götaverken, Gothenburg. It is stated that the cost will be between two and three million kronor, and that the work is to be completed towards the end of next summer.

Built in 1900, as *Potsdam*, by Messrs. Blohm & Voss, Hamburg, the *Stockholm* was acquired by the Swedish America Line in 1915. She is a twin-screw vessel of 12,765 tons gross and has triple-expansion engines.

A company is being formed under the name A/S. Atlas, with a minimum capital of 3,000,000k. and maximum 5,000,000k., to take over the vessel, which will be fitted out for pelagic whaling. Unlike some others, which have a hole and slipway for hauling up the whales either in the bow or stern, the *Stockholm* will be fitted with a kind of "dock" in the side, into which the whales can be taken and flensed, or hauled up on deck for this operation. Hauling up will be greatly facilitated, as, by closing the dock port and pumping water in, the whale can be raised to deck level. On the voyage to the whaling grounds the "dock" can be used as a fresh water tank,

and as an oil tank on the return voyage. By this latest method it is claimed that the excessive movement at the ends of the vessel is avoided, and that whales can be taken on board in any weather. Two men's cabins will be fitted up in the present first-class accommodation of the *Stockholm*, which will have tanks for 70,000 barrels of oil.

Four whalers are to be built at Akers mek. Verksted, Oslo, at a cost of 1,600,000k.

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Cutting from

Issue dated

THE ROYAL EMPIRE SOCIETY.

Continuing the work of its predecessor, the Royal Colonial Institute, the Royal Empire Society (its new title was formally approved by the Privy Council last week) will begin its programme of City luncheons next week. The first will take place on Tuesday in the Cannon-street Hotel, and Mr. Arnold Hodson, Governor of the Falkland Islands, will be the guest of honour. Sir John Sandeman Allen, M.P., chairman of the council, will preside. The City luncheons are held regularly throughout the winter, and are intended to appeal specially to the business community. They start punctually at 1 o'clock and finish on the stroke of 2.

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Cutting from *Morning Post*
Issue dated *16.11.28*

BRITAIN CEDES AN ISLAND

NORWAY RECOGNISED AT BOUVET

GRATITUDE FOR WAR ATTITUDE

WHALING OUTPOST IN SOUTH ATLANTIC

By Our Diplomatic Correspondent

The dispute between Great Britain and Norway over the ownership of Bouvet Island, in the South Atlantic, has ended in Great Britain ceding the island to Norway.

This decision has been arrived at in view of the friendly relations existing between the two countries and Norway's attitude to the Allies during the war; the island is undoubtedly of more importance to Norway than to Great Britain.

The island was first discovered in 1739 by a French naval officer named Bouvet.



but appears later to have been lost sight of or confused with other islands in the near vicinity, Thompson and Lindsay islands.

Captain Cook failed entirely to locate any of the islands. The whaling captains, however, constantly reported these islands. Captain Norris, of the *Sprightly*, found one of the islands in 1825 and named it Thompson Isle. In 1808 another island had been reported by Captain Lindsay and named after him. This it now appears was really Bouvet.

The British claim is that Captain Cook discovered Thompson Island. In 1808 a German Expedition landed on the island and hoisted the British flag on Bouvet.

In December, 1927, Norway hoisted her flag on this desert island, having granted a whaling licence to a Norwegian firm. Probably nothing would have been heard of the matter for a very considerable time had not another Norwegian firm applied to the British Colonial Office and obtained a similar whaling licence.

From the action of these two rival firms the claim came to light, and resulted in an official note from the Norwegian Government, which was delivered in London on January 20, 1928.

It is understood that Norway will now erect a meteorological station on the island.

NORWAY PLEASED Proof of British Sense of Justice

FROM OUR OWN CORRESPONDENT
OSLO, Nov. 15.

The official announcement that the British Government has recognised Norwegian sovereignty over Bouvet Island is hailed with great satisfaction in Norway as proof of British fair play and sense of justice. The British decision will no doubt contribute largely to strengthen good relations between the two countries.

The papers emphasise the great importance to Norwegian whaling of having obtained a permanent base in the Antarctic under the Norwegian flag. A wireless station will shortly be constructed.

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Cutting from *Morning Post*
Issue dated 16.11.28

NEW YORK, Nov. 15.
The Federal Government's investigation into the Vestris disaster began before the United States Commissioner, Mr. O'Neill, the United States Attorney, Mr. Tuttle, filed a formal complaint establishing the grounds of the investigation.
The first witness, Mr. Fred Puppe, of Brooklyn, a passenger, said: "Everything was careless," from the start of the trip. Even the baggage was thrown carelessly into the state rooms. Mr. Puppe's wife and seven months old baby, who were also aboard, are among the missing. The witness wept while testifying regarding the loss of his wife and baby.
"At 11 a.m. on Monday," he said, "Captain Carey ordered us to take to the life-

INQUIRY OPENS
Witness Describes Loss of
Wife and Child

signed the Wyoming. She must have been 20 miles away, but our spar was practically gone. "How about it?" asked Mrs. Ball. "Shall we swim?" With a word she started off toward the Wyoming. I kept by her side. "We had been swimming an hour when I looked back and saw the America Shipper. She was only about a mile away and coming toward us. I tore off the tail of my shirt and waved it wildly in the air. They saw it. A boat was lowered and they hauled us in."—Reuter's Special

NORWEGIAN FLAG

Thompson Island appears to have been located, but even to-day it seems problematical whether Lindsay Island exists in any other form than an uninhabitable rock.

The British claim is that Captain Norris, who discovered Thompson Island, also hoisted the British flag on Bouvet Island.

In December, 1927, Norway hoisted her flag on this desert island, having granted a whaling licence to a Norwegian firm. Probably nothing would have been heard of the matter for a very considerable time had not another Norwegian firm applied to the British Colonial Office and obtained a similar whaling licence.

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Cutting from Liverpool Courier

Issue dated 14.11.28



GOVERNOR WEDS. Mr. Arnold Hodson, Governor of the Falkland Isles, and Miss Elizabeth Hay in a bridal group after their marriage at Aberdeen.

Telephone: HOLBORN 3120.

Telegrams: BOOKSTALLS, ESTRAND, LONDON.

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Cutting from

Fishing News

Issue dated

17.11.22

WHALING INDUSTRY.

Suggested Expedition to Study Migration Question.

For many years past the whaling industry has been of the highest importance for Norway. That country's share in the total yield of last year's catch was 720,000 barrels out of about 1,200,000 barrels for all the nations interested in the industry. One of the most burning questions of the present day is the scientific solution of the problems of the whale supply and of whale migration. Upon this important matter Professor Johan Hjort, of the Oslo University, who is a specialist in all questions relating to whaling, has issued an important statement as to the present situation. He says the whaling activity of the last two or three years, both in regard to the methods adopted and to the number of expeditions sent out, has assumed such an extent that a solution of the question concerning the existing supplies of whales appear to be urgently necessary. The best way of finding a solution would be the fitting out of a special expedition consisting of a floating factory and several whaling steamers, which would pursue an extensive catch at several elected places so as to establish whether whaling were practicable everywhere in the Antarctic or only in determined regions. Such an expedition would, at the same time, carry out biological studies, from which a great many facts of real scientific value might be learned about the life and habits of the whale.

Professor Hjort has expressed his willingness to take over the scientific leadership of an expedition of the kind indicated, and he is convinced that a close co-operation between science and the practical whaling men would help towards the solution of more than one important problem. In practical whaling circles the idea of his expedition has been repeatedly discussed, and has aroused great interest.

If, nevertheless, no step has so far been taken towards converting the idea into actual fact, that must be attributed in the first place to the relatively high costs which such an expedition would entail. Furthermore, it is thought to be advisable to await the results of the whaling season which has just begun. As on the British side there is also great interest in the solution of the problem, it is thought that Anglo-Norwegian co-operation can safely be counted upon.

According to Professor Hjort's proposal, the expedition, if decided upon, would start from Norway in the summer of 1929.

o: HOLBORN 3120.

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Cutting from

Whaling News

Issue dated

17.11.22

WHALING IN THE SOUTHERN SEAS.

Rear-Admiral Evans ("Evans of H.M.S. Broke" and of South Polar fame) has consented to speak on a subject which has been prominently before the public for the last few weeks, namely, the great and unexploited possibilities of the whaling industry in the Southern Seas. Scandinavian efforts are rapidly extending in this area, relying largely on the information which has been collected and collated by British enterprise, labour, and capital. Rear-Admiral Evans will draw particular attention to the economic aspects of this case as regards the British whaling industry which is practically threatened with extinction by foreign enterprise.

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Star

19.11.22

NEW WHALING ENTERPRISE.

Acting with the consent of the Imperial authorities, the New Zealand Government has granted all rights on the Balleny Islands — five small volcanic islands in the Antarctic — to the newly formed New Zealand Ross Sea Whaling Company, says Reuter.

It was announced a month ago that the company was being formed in Dunedin, and was to be floated with a capital of £350,000 of which £150,000 was to be raised in England. The scheme provided for the purchase of a modern factory ship and five whale chasers.

Telephone: HOLBORN 3120. Telegrams: BOOKSTALLS, ESTRAND, LONDON.

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Cutting from *Star*

Issue dated 20.11.28

"RIDICULE AND CONTEMPT."

Falkland Islands' Governor Com- plains Of Film.

"A certain film recently put on the market had the effect of holding up a brave people to ridicule and contempt," said Mr. Arnold Hodson, the Governor of the Falkland Islands, at a lunch given in his honour by the Royal Empire Society in London to-day. "It might not have been the intention of those who produced the film to ridicule the Falkland Islanders," he added, "but it had, as a matter of fact, done harm almost beyond recall. There should be some censor to see that the colonies were not insulted."

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Daily Telegraph
21.11.28

COLONY "INSULTED."

GOVERNOR'S PROTEST AT WAR FILM.

A spirited protest against scenes contained in a war film was made yesterday by Mr. Arnold Hodson, Governor of the Falkland Islands, at a luncheon at Cannon-street Hotel of the Royal Empire Society, at which he was the principal guest.

He was referring to "The Battle of the Falkland Islands," in which members of the island volunteer corps take part. It was, he said, a travesty of life on the islands to depict a number of men with shaggy beards and crook sticks pulling mangy sheep out of bogs. The only purpose for their inclusion in the film seemed to be to make people laugh. "So far as the people of the Falkland Islands are concerned," he added, "the film has done a great deal of harm. We feel that people do not take us seriously, and wherever the film is shown there is present a sub-conscious feeling of ridicule. It is quite wrong. I think there should be set up a censorship of films which would see that our colonies are not insulted."

No colony, added Mr. Hodson, was so little known and so misjudged. The colony was 8,000,000 square miles in extent, and had in South Georgia the largest whaling centre in the world.

Sir John Sandeman Allen, who presided, referred to the fact that that was the first occasion on which they had met under their new title. In view of the great changes that had come about in the constitution of the Empire it was felt proper that the name of the Royal Colonial Institute should be brought up to date. Under the new name of the Royal Empire Society they hoped to continue and develop their great work.

Amongst those present were:

Viscount Leverhulme, Sir George Boughie, Sir T. Fowell Buxton, Mr. L. W. Buxton, Major A. W. D. Benlinc, Mr. Stephen S. Dagg, Sir Robert Connell, Major C. S. Cunningham, Sir Sydney Henn, Mr. J. H. E. Henn, Mrs. Arnold Hodson, Mrs. Lyth, Sir Godfrey Layden, Hon. Henry Littleton, Sir Gilbert Parker, Sir J. West Ridgeway, Mr. H. M. Roberts, Colonel B. Eccles Snowden, Sir Trevelyan Wynne, and Mr. Philip Zapiro.

Telephone: HOLBORN 3120.

Telegrams: BOOKSTALLS, ESTRAND, LONDON.

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Cutting from *FINANCIAL TIMES*

Issue dated 20 NOV 1928

NEW ZEALAND WHALING.

WELLINGTON (N.Z.), 19th Nov. Acting with the consent of the Imperial authorities, the New Zealand Government has granted all rights on the Balleny Islands (five small volcanic islands in the Antarctic) to the newly-formed New Zealand Ross Sea Whaling Company.—Reuter.

*** It was announced a month ago that the company was being formed in Dunedin and was to be floated with a capital of £350,000 of which £150,000 was to be raised in England. The scheme provided for the purchase of modern factory ship and five whale-chasers.

Telephone: HOLBORN 3120.

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Cutting from *Times*

Issue dated 21.11.28

THE FALKLAND ISLANDS.

GOVERNOR AND THE WHALING INDUSTRY.

Mr. Arnold W. Hodson, Governor of the Falkland Islands, spoke at a luncheon of the Royal Empire Society (formerly the Royal Colonial Institute) at the Cannon Street Hotel, yesterday, on "The Falkland Islands and their Dependencies."

The CHAIRMAN of the COUNCIL, Sir John Sandeman Allen, M.P., after introducing the speaker, explained that this was the first meeting of the society under its new name. The former society had done everything possible to help every part of the Empire to know more of other parts of the Empire. It was now felt that the name of the society should be brought up to date.

Mr. ARNOLD HODSON said there was no Colony so little known and so misjudged as the Falkland Islands. It was generally supposed that the Falkland Islands were of little importance to the Empire, but actually they constituted the greatest whaling centre in the world, providing over 90 per cent. of the world's supply of whale oil. The annual revenue of the islands was £58,000 and the expenditure £50,000. The annual revenue of the Dependencies was £220,000 and the expenditure £100,000, leaving a surplus balance of more than £100,000. There was no other Colony, not receiving a grant from the Imperial Government, which could put forward such figures.

"With the assistance of Mr. Amery," he said, "who, as you all know, has done more for the Empire than any other Colonial Secretary—with the exception, perhaps, of Mr. Chamberlain—we are doing a great deal to put the Islands on a firm footing. The greatest difficulty with which we have had to contend is pessimism. The climate in the Falkland Islands would be perfect if it were not for the wind, but the people seem contented and happy."

Cutting from

Daily News

Issue dated

21. 11. 18



MRS. ARNOLD HODSON.

BRIDE FOR THE FAR SOUTH. MY LADY OF THE FALKLANDS.

From a Special Correspondent.

A CLEAN-SHAVEN young man, looking like a City business man of about 30, held a City audience under thrall yesterday while he talked to them of the far-away Falkland Isles—the most southerly colony of the British Empire. Near by sat a charming young woman who, a very few years ago, was a London schoolgirl.

They were His Excellency the Governor of the Falkland Islands (Mr. Arnold Hodson, C.M.G.) and his bride. Their honeymoon had been broken into in order that they might attend a Royal Empire Society's luncheon at Cannon-street Hotel before their departure a fortnight or so hence.

"AMONG HER OWN FOLK."

Mrs. Hodson, a slight girlish figure with dark eyes, who smiled at every point made by her husband, is the daughter of Major Malcolm Hay, of the Gordon Highlanders, who was wounded in the Mons retreat, and whose forebear, Lord James Hay, was A.D.C. to Wellington at Waterloo. She spoke to me of her new life on the outer edge of the Antarctic with eager pleasure. She has passed most of her life at the home of her family in Aberdeenshire, and since there are 2,000 Falklanders of Scottish stock waiting to welcome her she expects to feel almost among her own folk. "The climate itself," she told me, "is not unlike that of my native Aberdeenshire—not too cold, but not warm enough to take tea outside."

AN OFFENDING FILM.

Mr. Hodson startled his hearers by saying that the area for which he was responsible was bigger than India—over 3,000,000 square miles. He complained that a recent film made the Falkland Islands volunteers a laughing stock—"an insult to the colonists"—who, moreover, were popularly supposed to have long beards and shepherds' crooks. Really they are people of good Scots descent and just like ourselves.

Rifle shooting might almost be called a national sport. Golf and Badminton were popular. Theatrical companies played to good houses and there were bands and an orchestra, conducted by an Italian, which played Wagner and the great masters.

Speaking of the distant island of South Georgia (within the Dependencies), Mr. Hodson turned to Lord Leverhulme and said there were factories there which might be compared in size with some of those of the great firm he represented.

General agreement will be felt with the Governor of the Falkland

Fair Islands in his complaint against the in-

Play. justices suffered by

that colony. To the vast majority of people it is not even known except as the name describing a famous naval engagement. Yet it appears to be an ideal place, inhabited by Scots, with no public debt, no income-tax, with flourishing industries and an export revenue amounting to over six times its imports. How intolerable is it then that the film of the battle should make its volunteers so ridiculous that they stimulate most people to laughter, and the islanders' maidens—there are not many of them—to tears. It will be admitted that if the Life Guards were so depicted we should naturally object, though, perhaps, not quite so forcibly. We agree with the Governor. Fair play for the Falklanders!

Telephone: HOLBORN 3120.

Telegrams

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Cutting from LIVERPOOL JOURNAL OF COMMERCE.

Issue dated 23.11.28

DEVELOPMENTS IN THE WHALING INDUSTRY.

ORDERS FOR BRITISH SHIPBUILDERS.

[FROM OUR CORRESPONDENT.]

JARROW, Thursday.

The whaling industry is booming at present, and although it is nominally controlled by Norwegians, a large amount of British capital is involved in the latest enterprises. A feature of the present activity is the providing of large vessels as depot ships which deal with the dead whales and store the oil. Several large oil tankers of up to 15,000 tons have been converted to depot ships, and one conversion job on the north-east coast cost about £100,000.

In addition, Messrs. Swan, Hunter and Wigham Richardson, Ltd., have booked an order for a new vessel of this type to cost £275,000, and

Messrs. Workman, Clark and Co. an order for a 23,000 ton oil vessel.

The White Star Line, it is reported, have also sold the liner Suevic, of about 20,000 tons deadweight, to Norwegian owners, but the contract for conversion is not yet placed.

Smith's Dock Co., Middlesbrough, have booked orders for a considerable number of whaling vessels about 120 feet long.

DETAILS OF MESSRS. WORKMAN, CLARK'S ORDER.

Tele

[FROM OUR CORRESPONDENT.]

BELFAST, Thursday.

LS,

LONDON.

The whaling ship to be built by Messrs. Workman Clark, Ltd., in their North Yard, Belfast, promises to be a unique vessel.

Ordered by the Kgaamee Whaling Company, of Norway, she will be built to carry 120,000 barrels of whale oil, and will be specially constructed for the Antarctic.

The specifications of the ship are as follow: Tonnage, 20,000; length, 550ft.; beam, 75ft.; depth, 50ft. She will be fitted with quadruple expansion engines of 5,000 h.p., and will have oil-fired boilers.

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Periodicals
& Son.



A SIGNATURE AND TWO MANLY WITNESSES

Miss Elizabeth Hay, daughter of Major M. V. Hay, of Seaton, signing her maiden name for the last time after her marriage to Mr. A. W. Hodson, Governor and Commander-in-Chief of the Falkland Islands, at St. Mary's Cathedral, Aberdeen

Telephone: HOLBORN 3120.

Telegrams: BOONSTALLS, ESTRADE, LONDON.

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Cutting from *Glasgow Evening Times*
Issue dated *24 11 28*

SCOTLAND'S WHALE CATCHES

60 Miles-an-Hour Speed

THE LARGEST ANIMALS IN THE WORLD

Eight whales a day for every day of the year were caught from Scottish whaling stations in 1927, the total catch numbering 8347. This record figure is ample refutation of the oft-made statement that the Scottish whaling industry is dead.

Dying it might have been at the beginning of the present century, but those who donned mourning in anticipation of its early demise never made a greater mistake, for the alleged corpse began to show unmistakable signs of life. By 1920 it had completely recovered from its temporary indisposition, the catch in that year totalling 632 whales. The fact that at the end of another seven years the catch had quadrupled itself is sufficient evidence that instead of being comatose the industry is forging ahead.

nine individuals were known to have been stranded on European coasts. One of these was the famous Longniddry whale, a female 78 feet long, which came into the Firth of Forth in November, 1869.

As the result of modern whaling inventions, notably the harpoon gun, more and more blue whales have been captured. It is probable that the legend of rarity arose from the fact that few blue whales could be held by a hand-thrown harpoon, and for this reason the old-time whalers concentrated on more easily secured "fish."

The name, blue whale, is derived from the prevailing visible colouring, which is bluish-grey. Underneath the colour varies from dirty white to yellow. The average length of this whale is 71 feet, but much larger specimens are regularly taken.

The Scottish whale fisheries can boast of a 1927 blue whale which measured 90 feet. The largest blue whale ever captured, and therefore the largest whale ever captured, covered 108 feet of ground. This enormous creature would have completely filled a good-sized building plot.

Lobtailing

Occasional individuals of other species are sometimes harpooned in Scottish waters. The most interesting of these is the hump-backed whale, which, like humpbacks of long ago, plays the part of a comedian. One of the funniest sights in the world is a hump-backed whale in the mating season. "Lobtailing" is his favourite method of attracting the attention of a comely female.

He performs this trick by standing on his head and slapping the water with his flukes. If the female is duly impressed he swims alongside and administers a tentative love-pat, a flipper-blow, the sound of which resounds over the ocean like the boom of a cannon. Although highly prized by the Japanese for the sake of its flesh, the hump-backed whale possesses little attraction for whalers, as its oil, though plentiful, is of poor quality. D. C. J.

Finner Whales

At every variety of whale falls to the lions of our Scottish whalers. Comest of all are Finner whales. During April and May these monster "fish" are found in great numbers between the Faroes and the Hebrides, and later in the year to the northward of Shetland. Wherever the herring schools are there are Fimmers, for, above all, they are fish-eating whales, although occasionally they indulge in snacks of krill, or small molluscs, and sometimes in a few bushels of shrimps.

As whales go, the Finner is not exceptionally large. The average length of those caught by Scottish ships is 60 feet, but specimens exceeding 80 feet in length are not infrequently taken in Scottish waters.

Next in order of numbers taken is the Sei whale, sometimes called Rudolphi's Rorqual. It is easily distinguished from its cousin, the Finner, by a number of features—its smaller size, shorter flippers, narrower plates of baleen, or whalebone, and its more falcate dorsal fin. Its baleen is particularly valuable, commanding several times the price of Finner baleen in the Paris markets.

For food the Sei whale relies almost exclusively on the various forms of krill. The average length of this whale is 45 feet, and it is comparatively slender in build, a fact which doubtless enables it to maintain its reputation as the fastest whale in the seven seas. It can travel on the surface at the rate of 60 miles an hour when it chooses. On such occasions it presents an unforgettable spectacle.

The Sperm Whale

The sperm whale, the favourite "fish" of all whalers, makes but infrequent appearances off the coast of Scotland. The particular value of this whale lies in its spermaceti, a rich oil found in the great case which terminates in its cliff-like forehead. As much as fifteen barrels of oil are sometimes found in this case, a sufficient indication of the size of the sperm whale's head.

The oil tried out from sperm blubber is also more valuable than ordinary whale oil, and as in addition the sperm whale produces that mysterious substance ambergris, which is worth 63 an ounce, it is not surprising that this "fish" is the whaler's favourite. It remains so, notwithstanding that it is completely destitute of baleen.

Unlike other whales, the sperm whale is polygamous in habit, and it is the practice of the bulls to fight among themselves for the possession of the cows. Terrific battles take place on the breeding grounds. Young and confident bulls challenge one by one the supremacy of the leader of the herd, and gigantic clashes take place which end in the losers being driven out of the herd.

Sperm whales are of medium size. Their average length is 53 feet. Scotland has captured one 76 feet long, smaller by 8 feet than the largest ever captured. In addition to its other peculiarities, the sperm whale is a specialist in diet. It feeds exclusively on squid and cuttlefish.

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2.5 (Lingfield) Belling-201, 201, 201, 201

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Stranded at Longniddry

Blue whales, said to be the largest animals in the world, are caught by Scottish ships with fair frequency, some 200 hav- ing been successfully harpooned during 1927.

For many years the blue whale was accounted a rare species. Up to 1884 only nine individuals were known to have been stranded on European coasts. One of these was the famous Longniddry whale, a female 78 feet long, which came into the Firth of Forth in November, 1869.

As the result of modern whaling inven- tions, notably the harpoon gun, more and more blue whales have been captured. It is probable that the legend of rarity arose from the fact that few blue whales could be held by a hand-thrown harpoon, and for this reason the old-time whalers concentrated on more easily secured "fish."

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Cutting from *Daily News*

Issue dated *26.11.28*

HUGE FACTORY AFLOAT.

MOTHER WHALER.

The 20,000 ton whale-oil vessel now being built for the Kosmos Whaling Company of Oslo, Norway, by Messrs. Workman, Clark, Ltd., of Belfast, is a factory afloat.

The great vessel, which will be delivered in August of next year, is intended for service in the far northern seas. She will act as mother ship to seven small whaling vessels, and ingenious arrangements have been made to deal with the catches.

FIRST CATCH YOUR WHALE.

The whalers are being built in England, and they will chase and catch the whales and tow them to the big ship where the oil will be extracted by up-to-date machinery and the useful by-products dealt with in a special chemical department.

The vessel is being built to carry 120 barrels of whale oil, with a daily productive capacity of 2,500 barrels.

She will be over 550ft. long, 77ft. beam, and 50ft. deep, with quadruple expansion engines of 5,000 horse power, giving a speed of some 11½ knots.

An unusual feature of the ship is the thickness of the steel plating, but this will be understood when it is realised that the vessel will be compelled to spend many months of the year among the ice fields of the Antarctic.

Accommodation is provided for 350 men.

UNIQUE.

An official of Messrs. Workman, Clark, Ltd., admitted frankly that nothing quite like it has ever even been built before.

"It is," he said, "really a huge floating factory, and the owners and ourselves are straining every nerve to ensure that the unique undertaking will be a success."

Shall We Go Whaling?

The statements made by Rear-Admiral Evans ("Evans of the Broke" and of expedition fame) about the tremendous opportunities Britain is missing for whaling in the Antarctic have created great interest both in commercial and shipping circles during the last few days.



REAR-ADML. EVANS.

Norway is the country which is scooping the pool at the moment, and the situation is rendered somewhat piquant by the fact that Rear-Admiral Evans married a Norwegian woman and spends much of his leave in that country. But he is British to the backbone, and it was the fact that so many ex-naval men were out of work that prompted him to use his influence to call attention to the possibilities both for capital and labour.

Several prominent City men mentioned the matter in my hearing since the speech was made, and I believe moves are being made in at least two quarters towards taking the whole question up.

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Cutting from *Manchester Observer*

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Cutting from *Evening Standard*

Issue dated *27.11.28*

in any way exaggerated.

WHALING INDUSTRY EXTENSIONS.

VERY considerable extensions of the whaling industry now appear to be taking place and according to reports I have received shipbuilders are benefiting considerably as a result.

Several yards on Tyneside and Tees-side are busy with new orders for whaling vessels, whilst other yards are busy converting old liners and other vessels into depot ships.

The White Star have as previously announced sold their old vessel Suevic of 20,000 tons to Norwegian owners to be converted and Messrs. Swan and Hunter have orders for a new depot ship costing £275,000.

There are also several other vessels being reconstructed for the trade at a cost of anything from £100,000 upwards. Such orders are very welcome to the shipbuilding and repairing yards at present, while it is obvious from them that the whaling industry is now entering a period of considerable activity.

Telephone: HOLBORN 3120.

Telegrams: BOOKSTALLS,
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Cutting from

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Issue dated

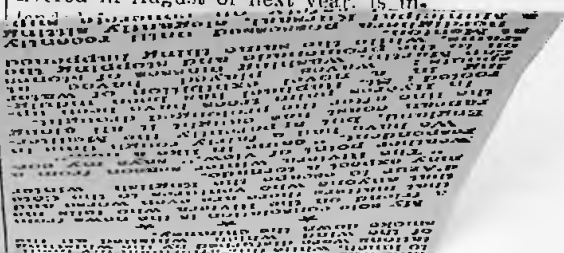
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Manchester Dispatch

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(98)

Col Secretary
Telephone: HOLBORN 3120. Telegrams: BOOKSTALLS,
ESTRAND, LONDON.

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Cutting from *Western Mail*

Issue dated *Plymouth 28.11.28*

Whaling Industry in the West.

In the City to-day I was told by a big business man, whose commercial interests are concerned with almost every commodity, that the Westcountry will soon be benefiting from a spurt in the whaling industry. Various seaports on the Devon and Cornish coasts have been mentioned as likely home ports, although some difficulty has been encountered with regard to transportation of the various products of the whale from the already planned curing-houses and sheds. An influential company recently formed now has the necessary capital to start operations and only awaits the chartering of suitable ships and crews. The whaling grounds will not, as is generally believed, be in the Northern regions, an excellent and hitherto untouched reservation having been located in the South Atlantic.

Col Secretary
Telephone: HOLBORN 3120. Telegrams: BOOKSTALLS,
ESTRAND, LONDON.

W. H. SMITH & SON,

Strand House, London, W.C.2.

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Cutting from *FINANCIAL NEWS*

Issue dated *29 NOV 1928*

BRITISH WHALING

The British Whaling Co., Ltd., was registered as a private company on November 27, with a nominal capital of £100 in £1 shares. The objects are to carry on the business of whalers, ship and smack owners, trawlers, owners of stations and refineries, deep-sea fishers, fish salesmen and merchants, ice and cod liver oil manufacturers, cold storage keepers, oil merchants and refiners, utilisers of fish refuse, manure manufacturers, rope and wire rope manufacturers, &c. The first directors are not named. In the event of the whole of the shares not being subscribed within five days from the date of registration, the company will be dissolved. Solicitors, Ashurst, Morris, Crisp and Co., 17 Throgmorton-avenue, E.C. File number, 235,143.

Colonial Sec
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ESTRAND, LON

W. H. SMITH & SON,

Strand House, London, W.C.2.

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Cutting from *Liverpool Journal of Commerce*

Issue dated *28.11.28*

FROM LINER TO FACTORY SHIP.

Another instance of a former transatlantic liner being converted into a whale oil factory ship is that of the Swedish steamer Stockholm, which was until recently used on the Gothenburg-New York route. This vessel has been sold by its owners, the Sweden-America Line, to a Norwegian syndicate at the head of which is the well known shipowner Rudolf Christensen, of Larvik.

The work of converting the Stockholm into a whale oil factory ship is to be carried out by the Gotawerken of Gothenburg, and will involve an expenditure of between 2,000,000 and 3,000,000 kroner. It is of particular interest because of a peculiar innovation in the conversion. A special dock is to be constructed amidships which will be used for "docking" the whale after it has been harpooned, so that the carcass can be further treated irrespective of the state of the sea or the weather. It is expected that this new process will result in several economies being realised. The newly-converted ship will have space for 70,000 barrels of whale oil.

WHALE AND COD

THE AMERICAN WHALEMAN. By ELMO PAUL HOHMAN. (Longmans. 25s. net.)

FISHERMEN OF THE BANKS. By JAMES B. CONNOLLY. With Illustrations by HENRY O'CONNOR. (Faber and Gwyer. 12s. 6d. net.)

When Herman Melville was visited by Hubbard at Pittsfield, in 1850, he tried to find out what became of his former shipmates in the whale-ship *Acushnet*. Her four years' voyage was over, and of the twenty-two men they discussed only nine had stayed the course—including Bill Green, who had made several attempts to run away but who came home in the end. Professor Hohman does not mention this note of Melville's (of Melville's works he quotes only "*Moby Dick*"), though he is concerned with similar men and the conditions under which they worked and where they came from and what became of them. He approaches the questions methodically, as an economist. The book is designed to be "a study of labour conditions and of labour problems in a much-neglected corner of American economic history—an excursion into the field of whaling man-power." The material is found in log-books, Consular letters, and whaling account books, which have scarcely been looked at before for research purposes. There is a tendency towards magniloquence in chapter headings, due to a desire not to forget the romance of whaling. It might have been well to narrow the title to "*The New England Whaleman*," and to supplement the sketch of whaling before the nineteenth century with an indication of what happened elsewhere after the New Englanders dropped out. It is of interest to obtain perspective on the great decades of New England whaling; nor do they lose significance if such perspective is suggested.

But Professor Hohman's real concern is not their setting, but the great decades themselves—the 1840's and '50's. No other writer has provided such good detail, well disposed and documented. We may follow the green hand step by step, from his "first lesson in lunars"—which was a trip from the shipping agent's to the nearest saloon for a "close-reef" of spirits or a "sea-breeze" of beer—to the brutality and trickery which often ended his whaling career. Professor Hohman gives evidence of the excitement of the chase, and of the monotony and ill-effects of long-continued cruising; and after surveying what happened to the men he returns to study results in the counting-houses. Here there is little that is new in the way of general observations, but the data are competently interpreted. Professor Hohman is shrewd and careful; and though it would be possible to discuss minor points (perhaps he underestimates the hunting of the "humpback" whale), he is out of soundings only in one or two remarks on "*Moby Dick*." Once more there is temptation to magniloquence, which was oddly with Professor Hohman's cautiousness. It is only in "*Moby Dick*," he writes,

that the quintessence, the very soul, of whaling is laid bare. Melville was both a whaleman and a writer who at times neared genius; and in consequence his epic of whaling life, while admittedly a work of fiction, contains many descriptive passages which combine accuracy of detail with a graphic portrayal of the spirit of the fishery far more successfully than any piece of historical scholarship.

We suggest that Melville was concerned less with the spirit of the fishery than with fishery of the spirit.

As Nantucket and New Bedford were devoted to the whale, ports farther north in Massachusetts were devoted to the cod. Of these ports the recognized leader is Gloucester. Nantucket and New Bedford whaling has vanished; the Gloucester fishery remains. But Mr. Connolly points out that

Gloucester's all-sail fishing fleet is passing. Let a vessel's name be mentioned twenty years ago on Fisherman's Corner and the question at once was, What length of main boom? What hoist of main-sail had she? To-day they ask, What horse-power has she?

Mr. Connolly puts on record what it was like to be on the Banks in a Gloucester schooner, and gives some good pictures of his dory-mates. "These were great men and great vessels," he remarks later in the book, when one has had opportunity to agree with him, "and what man who knew and sailed with them but will continue to wish that everybody else could have known them for what they were?"

The Banks, in winter, are the Grand Banks of Newfoundland; in summer, the South Banks, or Georges. We had their story, a little tinted, in "*Captains Courageous*"; we have it here in less artful description. Again one notices an occasional excess; one is brought up at the caption to the frontispiece—"Toiling he is out there on the wide ocean." But the best of the narratives are unencumbered. Roll down Joe is excellent, though he was not quite such a man as Whalen, master of the *Harry Belden*, or Tommie Bohlén of the *Nannie Bohlén*, or Saul Jacobs of the *Ethel Jacobs*. When three such masters as these, driving three such "able handsome ladies," were in competition, it remains a thing to read of: "*The Harry Belden wins, the able Harry Bolden, sailin' across the line on her side an' her crew sittin' out on her keel.*"

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Cutting from *Western Morning News*
Issue dated *30/11/28 Plymouth*

Only All-White Colony.

A fact I had not previously realized, and one that is brought forcibly to mind by the present visit of Mr. ARNOLD W. HOBSON, the Devonian diplomat, to this country, is that the Falkland Islands and their Dependencies constitute the only British Colony with a purely white population. Mr. Hobson, who is, of course, a native

of Bovey Tracey, has been the Governor and Commander-in-Chief of this far-flung but loyal outpost of the Empire since 1926. He has spent the greater part of his life in many of our African Colonies, and as long ago as 1902 was one of the Queen's Land contingent for the South African War. After some time in the Transvaal and the Bechuanaland Protectorate, he was specially engaged in connection with the Damara War. Later he worked in Somaliland, and from 1914 to 1923 was Consul in Southern Abyssinia. Before going to the Falklands he was for three years Consul in South-West Abyssinia. The Colony of which he now has charge consists of the Falkland Islands, South Georgia, 800 miles south-east of the Falkland group, the South Shetlands, the South Orkneys, other islands, and half of the South Polar Continent known as Graham's Land. They cover a total area of 3,000,000 square miles—just over one per cent. of the surface of the globe and more than one and a half times the area of India. The majority of the inhabitants of the Falklands are of Scottish extraction. This may have something to do perhaps with the fact that the Colony is entirely self-supporting, and its finances are in a satisfactory state, for in the Falkland Islands alone the revenue was about £58,000 and the expenditure was £8,000 less. The revenue, including the Dependencies, was £22,000, and the expenditure less than half of this.

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Cutting from *Times*
Issue dated *30.11.28*

A fully documented history of the American whaler under sail is provided in *THE AMERICAN WHALEMAN*, by Elmo Paul Hohman (Longmans, 25s. net). Dr. Hohman, who is Assistant Professor of Economics at Northwestern University, sketches the earlier history of whaling, and then proceeds to describe conditions in the forties and fifties when New Englanders were supreme. "What manner of men occupied the forecables and cabins, and how did they live while at sea? Where did they hail from, and what were the tricks of their trade? What of hours, wages, and working conditions? And what of dangers and discipline?" No other writer has answered these questions with such patience and attention to detail. He is aware of the excitement of the chase, when the open boats were engaged in a "Nantucket sleigh-ride," but, as a humanitarian, is also interested in displaying the usually appalling conditions under which the work was carried out, and the trickery to which the men were often subjected.

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Cutting from *Daily Mail*
Issue dated *30.11.28*

MORE WHALE RESEARCH.

BRITAIN'S CHANCE OF SHARE IN THE INDUSTRY.

The barque *Discovery*, associated with the heroism of Captain Scott, the Antarctic explorer, which was converted into a whaling research ship, is to make another expedition to the Southern Seas.

This was disclosed yesterday by Dr. Stanley Kemp, Director of Research, during a private view at the Natural History Museum, Cromwell-road, S.W., of exhibits of the scientific work carried out by the last *Discovery* expedition.

The exhibition will be open to the public to-morrow.

Dr. Kemp said to a *Daily Mail* reporter:

The William Scoresby (companion ship to the *Discovery*) carried out a trawling survey between the Falkland Islands and South America, and ground was covered very near Argentina. We found that the people there obtained their fish from Norwegians, and there seems to be some prospect of a market there for Britain if we can establish a fishery in the Falkland Islands.

There is a definite risk that whales may become fewer in number and that the industry will become unprofitable, though the whales will not be exterminated altogether.

Sir Robert Donald, writing in *The Daily Mail*, has referred to the failure of the *Discovery* research committee and stated that the one chance British whalers have to share in the profits of the industry is to acquire the interests of the chief Norwegian company and for the Colonial Office to encourage stations under licence for a term of years. He sees a danger of whales being exterminated by unregulated killing by floating factories.

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Cutting from THE TIMES
Issue dated 30 NOV 1917

RESEARCHES OF THE DISCOVERY.

EXHIBITION AT SOUTH KENSINGTON.

Some of the fruits of the researches made by the Discovery expedition into the conditions of whale life near South Georgia will be shown to the public in a small exhibition at the Natural History Museum, South Kensington, which opens to-morrow. These are not conclusions, for the work planned by the Discovery Committee of the Colonial Office is still going on. They show the progress of the investigation; they embody much new information about the habits and lives of whales and about the chemical and physical conditions of the waters in which they live.

A number of facts concerning the food of whales have already been discovered. The staple food is a species of small crustacean very much like a prawn. Not only is a sample of these and of the diatoms on which they feed to be seen in this exhibition, but maps and charts tracing the drift of these shoals of food have been prepared. They show very clearly why all the whaling is to be found on the sheltered side of South Georgia. Further hydrographic investigations which are to be made into the temperatures and general conditions of the waters, together with more information as to the diet of the whale, may explain the serious fluctuations of the whaling industry.

There are other important graphs about the growth and reproductive capacities of the whale. These show that the fears of extermination are well founded. Whales breed only every alternate year, and there is generally only one at a birth. This is to be slightly off-set by the fact that they reach sexual maturity in two years, but the danger of reducing them so that the industry would no longer be profitable is said to be real. Most of the apparatus used in making the investigations is to be seen.

For the general public most interest lies in the exhibits of sections of whales and in photographs of icebergs, Antarctic scenes, and work on the whaling stations. The whale's brain, for example, seems no bigger than that of a man. The whale suffers sometimes from parasitic worms, and a specimen shows these attached to the wall of its stomach. The trouble caused by the barnacle is well-known. Sections of the skin are shown with barnacles embedded, having their roots sometimes right down in the blubber. Most interesting are the specimens of open wounds found in the whale's skin during the breeding season. This time is spent in the warm waters off the coast of South Africa, where the whale finds practically no food and appears from these wounds to be the object of attacks. The scars have often been found in whales taken in the Antarctic, but here are examples of the wounds themselves.

No success so far has attended the marking of whales, but this work continues and it is hoped that it will yield useful results. The gun used for this purpose may be seen. The photographs show how the whales are treated at the stations, and a few of them show large sections of the whale's internal economy. While these results are being shown in London the work in the South Georgia waters is still being carried on by the William Scoresby, which will be relieved at the end of its two years' spell by the Discovery. In this way the continuity of the work is ensured, and when the hydrographic work and the observation of the plankton have been carried on through a whole series of seasons, some sound conclusions may be reached.

THE INCREASING WAR ON WHALES: ARE THEY IN PERIL OF EXTINCTION?



WAITING FOR THE WHALE (AS YET TOO CLOSE TO THE BOWS) TO MOVE 20 OR 30 YARDS AWAY: HARPOON-GUNNERS IN A WHALE-CHASER READY TO FIRE—(INSET) A TYPICAL HARPOON-GUN.

Sir Robert Donald, criticising the Discovery Research Committee, predicts that "the policy which the authorities have adopted may lead to the extermination of whales in the Antarctic as in the North Polar Seas." He points out that the whaling industry, now mainly in Norwegian hands, is carried on by great floating factories, with fleets of fast steam whale-chasers, whose operations are not regulated; there is no limit to the number of whales that may be killed in a season, and the victims may include cows and young. The annual catch in 1927 was 100,000, and, whereas in 1923 whale oil was obtained to the value of £6,562,000, last year the value was £6,562,000. The Antarctic blue whale, the largest animal, sometimes 100 ft. long, produces 250 barrels of

oil, each worth £5, and one floating factory deals with 600 whales in one season. British interests, he urges, should be protected, and international regulations enforced. The Governor of the Falkland Islands, Mr. Arnold Hodson, stated recently that the colony was the greatest whaling centre in the world, providing some 90 per cent. of the whole supply of whale oil. Rear-Admiral E. R. G. R. Evans (of "Broke" and Antarctic fame) said that the Ross Sea teemed with whales, the adjacent oceans were untouched, and the whaling industry in the Southern Seas would not fail for twenty years. Cape Town is becoming the chief whaling port in the Southern Hemisphere. Recent orders for new whaling vessels have been placed with various British

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Cutting from **TRADE SUPPLEMENT**
Issue dated **1 DEC 1928**

EXPANSION OF WHALING INDUSTRY.

(LONDON.)
MANY NEW COPENHAGEN.

Whaling company "Kosmos," of Hvidefjord, is increasing its capital from 1,850,000kr. to a minimum of 5,000,000kr. and a maximum of 6,000,000kr. (18kr. = £1 approximately). A new whaling company, "Skytteren," is to be started under the management of the firm of Hvistendahl, Sorlle and Co., Tonsberg. The share capital is fixed at 3,000,000kr. to 4,500,000kr., of which 1,670,000kr. has already been subscribed privately. Another new whaling company, the "Atlas," is to be managed by Chr. Nielsen and Co., Larvik, with a capital of 3,000,000kr. to 5,000,000kr., of which 4,000,000kr. has been guaranteed. Another new whaling company, "Aktiv," will be managed by Mr. Markus Hansen, of Notterø, and Mr. T. Kjeldaas, of Oslo, the capital being 3,000,000kr. to 6,000,000kr., of which 2,000,000kr. has been guaranteed. Mr. Knut Knutsen, of Haugesund, intends to convert one of his 13,000-tonners into a floating factory. In addition to the foregoing, other new whaling enterprises are contemplated. Whether, in these circumstances, the stock of whales will be able to avoid complete annihilation remains to be seen.

Colonial Sec:
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Cutting from **The Whaling Industry**

The Whaling Industry.

London financial interests are beginning to take an active part in the provision of capital for the whaling industry. This particular field of investment has been almost a Norwegian monopoly, but the tightness of the money market at Oslo, where there has lately been a boom in the quotation of whaling companies' shares, has necessitated the seeking of capital in other centres. The latest feature of activity in the whaling industry is the conversion of oil tankers into depot ships. Such ships will be used in the South Atlantic where the Falkland Islands and their dependencies constitute the greatest whaling centre in the world, providing over 90 per cent. of the world's supply of whale oil. Norway has lately attempted to obtain a footing in this area, and for this purpose claimed the ownership of Bouvet island. The claim was disputed by the British Foreign Office, but after negotiation it has been admitted. South Georgia, the principal island of the Falkland Dependencies, having an area of 1,000 square miles, is the chief seat of the whaling industry. Several land stations have been established by whaling companies, as this is the only part of the Dependencies permanently habitable. An export duty of five shillings a barrel is payable on oil at the time of shipment, a portion of the duty being refunded if the market price of the oil for the season in which it is shipped does not exceed £50 a ton. During recent years the value of the whale oil produced in the South Atlantic has fluctuated between £2,500,000 and £4,000,000 per season, indicating the extremely speculative nature of the whaling industry.

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Cutting from **Sphere**
Issue dated **1.12.28**

An Outpost of Empire

His holiday over, His Excellency the Hon. Arnold Hodson leaves next week on his voyage to resume his Governorship of the Falkland Islands. Born in Devonshire, he was sent as a child to Italy to learn the language, and on returning went in turn to Miss Thomson's famous school at Hove, to Lord Normanby's at Mulgrave Castle, and to Felstead, after which he went squatting on the Wienholt estates belonging to his maternal uncles in Central Queensland. A year later the South African War broke out and he joined the 7th Australian Commonwealth Force. At the end of the War he entered the Civil Service and was appointed to the Bechuanaland Protectorate Service and then, as



The Hon. Arnold Hodson

Magistrate and Consul, to Somaliland and Abyssinia. In Abyssinia he was also employed in watching the southern frontiers in connection with slave raiding and ivory poaching. There, too, he made a large collection of butterflies, including four new specimens, and it is now in the Oxford University Museum. During his stay in Africa, Mr. Hodson made many journeys through the unexplored parts of the Kalahari Desert, which resulted in his book, *Trekking the Great Thirst*, while his stay in Abyssinia resulted in *A Practical Grammar of the Galla Language* and in *Seven Years in South Abyssinia*, which is one of the forty notable books of 1927 selected for the League of Nations. After Abyssinia, Mr. Hodson was appointed Governor of the Falkland Islands, from which he brought a team to shoot for the Junior Kolapora Cup at Bisley in July. His holiday in London was made memorable by his marriage during its last few days.

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Cutting from *Greenwich Telegraph*
Issue dated *5.12.26*

WHALING IN SOUTHERN SEAS

New British Effort.

An effort is being made to interest British commercial men in whaling. At present the wealth derived from the whaling industry goes chiefly to 13 Norwegian companies, there being only two British companies and one Argentine company. The annual catch of whales exceeds 10,000, and in 1923 the value of whale oil produced was £4,720,000. Last year it was £6,562,000. The chief Norwegian companies, owning floating factories and operating for four months each season, earn dividends from 24 per cent. to 58 per cent. The factory ships are built in Britain, but practically all the people employed are Norwegian. Early this year the Norwegian whaler Neilson Alonso arrived at Port Jackson with a cargo of nearly 9,500 tons of whale oil—the product of 760 whales taken in only a few weeks in the Ross Sea, and valued at nearly £300,000.

FALLACIES ABOUT WHALES.

Several fallacies concerning whales are exploded at an exhibition opened last week at the Natural History Museum, South Kensington. The exhibition consists of a collection of scientific data on the southern whale obtained by the "Discovery" expedition. Many people think that whalebone is gone—it isn't. They think it is still used for clothing and other things—wrong again. In the days of crinolines, wasp waist devices, and high collars, whalebone was valuable and sought after, but nowadays whalebone—technically baleen not bone but elastic substance in plates on the roof of the whale's mouth—is the only part thrown away. All the rest is utilised, oil being extracted and the bones and carcase boiled to form fertiliser.

Then again one would imagine that whales would eat only big fish. Actually their food is small prawn like objects—thousands and thousands at a meal.

Humpback whales are unpopular with whalers because they are covered with barnacles so hard that knives are often broken trying to smash them. Southern whales take about two years to grow up. They breed in alternate years.

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PRE

Advertisements at Home and

Cutting from

Issue dated

4.12.28

THE WHALING INDUSTRY.

In the House of Commons, yesterday, Sir Austen Chamberlain (Foreign Secretary), replying to Sir Godfrey Dalrymple-White (Southport, C), said there was an understanding that they would proceed in close consultation in matters concerning the regulation of the whaling industry. In a more general way the matter was engaging the attention of the League of Nations.

Mr. Guinness (Minister of Agriculture), replying to Sir R. Thomas (Anglesey, L), said he understood that it was an open question whether the whaling industry offered any considerable scope for further development, and he was of opinion that any question of further British participation was best left for the decision of the commercial interests concerned.

Glasgow Whly. Herald.
7.12.28

SCOTTISH WHALING PIONEERS

Adventures in the Arctic and Antarctic Seas

ROMANCE OF AN OLD-TIME INDUSTRY

By D. A. OSWALD

A new and important chapter in the history of British whaling, in which Scottish seamen played so conspicuous a part as early pioneers, was foreshadowed the other day, when that distinguished naval officer, Rear-Admiral E. R. G. R. Evans, expressed satisfaction that this country was once again "to attempt to recapture from the Norwegians the industry which they had built up out of the scientific research and adventurous expeditions of Britons."

"Whaling," he added, "offers a fine opportunity, not only for the profitable use of British capital, but for work in our shipbuilding yards, and the employment of hundreds of thousands of ex-naval officers and men."

Admiral Evans is best known to the general public as "Evans of the Broke" and as Commander of H.M.S. Swift when that ship defeated six German destroyers. He also commanded the Discovery relief expedition to the Antarctic in 1902-4, and was second in command of the Scott expedition, of which he took charge after the death of the leader.

IN the history of British industry and British seamanship, no more romantic story is to be found than that of the adventures of the early Scottish whale fishers. No finer set of men could have been found than the old whaling masters—clear-headed, iron-nerved, and resourceful, as they had need be for their hazardous calling in the Arctic seas; men who gave their names to many an island and many a bay which they were the first among Europeans to explore. To them much of our knowledge of the Arctic is due; and to them, too, more than one expedition has been indebted for timely aid.

Succour to Explorers

Here it may be recalled that in 1905 the Terra Nova, perhaps the finest whaling ship ever built in Dundee, was despatched to Franz Josef Land to succour the members of the ill-fated Ziegler expedition, who after their ship, the America, for a whaler Esquimaux, had passed two winters in the vicinity of Cape Flora. The Terra Nova, which succeeded in its task, was commanded by Captain Henry MacKay, one of the most experienced ice-masters in this country. His crew were mainly composed of whaling men from Tayside. It was the Terra Nova, too, under the same command, which conveyed relief to the Discovery in the Antarctic after the relief ship Morning had been unsuccessful in its mission.

Antarctic Expedition

Another Dundee whaling master, Captain Thomas Robertson, was in command of the Scotia in the Scottish Antarctic Expedition, which did splendid work in oceanography nearly a quarter of a century ago, besides discovering new land to the south of the Weddell Sea.

Yet another remarkable accomplishment of a Dundee whaling master was that of Captain Adams of the Morning, who in 1897 successfully piloted a fleet of a dozen merchant ships laden with general cargoes through the dangerous Kara Sea to the Gulf of Obi and the river Yenesei. Thus was demonstrated the possibility of a regular over-sea trade between Great Britain and Northern Siberia.

Two years later, however, another expedition from the Thames proved a disastrous failure. The squadron was beaten back by the ice in the Kara Sea and one of the vessels was lost.

Ships Crushed in the Ice

In the early days the main resort of the Scottish whaling vessels was Davis Strait. They sailed up the west coast of Greenland, through Melville Bay, where great numbers of ships have been crushed in the ice and lost, to Cape York. The vessels then crossed the Strait to Baffin's Land, where whales were hunted until the brief Arctic summer ended. But the whalers sometimes went further afield. One ship regularly visited Hudson's Bay, and in 1892 the scarcity of whales in the north and the alluring pictures of Sir James Ross and other explorers of the abundance of bone-yielding whales in the South, induced four ships of the Dundee fleet to sail for the Antarctic. They found plenty of whales, but none of the species sought for.

The Harpoon Gun

For many reasons the whale, still the only animal which can be hunted on the high seas, has always held the interest and imagination of those people who experience a thrill of excitement in hearing tales of adventure. The very immensity of the Cetacean calls forth wonderment, but the method by which it used to be killed stirred the imagination of youthful minds in the early whaling days. The skill of the harpooner, the taut rope pulling the boat at a furious speed across the sea, the angry lashing of the monster while at bay are all things which the big-game hunter would revel in.

With the adoption of modern scientific methods, however, the whale became an easier prey to the Arctic "hunters," and old-time whaling consequently lost much of its romance. With the introduction of steam-power in the old sailing whalers, the chase was made easier, and the harpoon fired from a gun, bearing in its head a time-fuse that explodes a bomb, completely revolutionised, and rendered more deadly, the methods of attacking the leviathan of the ocean. It also made it possible to capture the large and swift orquals or fin whales.

Modern whaling is concerned mainly with the hump-back whale, the fin whale, and the blue whale, all of which are widely distributed in nearly all seas, although it is not certain which of these whales' names indicates the same species in all parts of the world.

After orquals had been hunted in such localities as the Varanger Fjord, Newfoundland, Iceland, the British and Norwegian coasts and elsewhere, whaling on a large scale commenced off the edge of the Antarctic Continent in 1905 and is still being intensively conducted.

Floating Oil Refineries

The latest innovation in connection with the industry will be the introduction of what will be called floating whale-oil refineries. A vessel of 20,000 tons is being built for this purpose at Belfast by Messrs Workman Clark & Co. for a Norwegian whaling company, and will be the world's largest tanker. A fleet of seven chasers will do the actual whale fishing, and the new vessel will be a factory for the treatment of the oil, being specially strengthened for navigation in the ice of the South Seas. It is also reported that the 20,000-ton White Star liner Suevic is to be converted into a whale-oil factory, the vessel having been sold to Norwegian owners. Recently several large vessels, mostly tankers, have been converted into depot ships for service with the whaling fleets. The work of conversion has been mostly carried out on the north-east coast. The expenditure on one large liner which was converted on the Toss is reported to have been about £100,000.

In addition to contracts for converting ships, Messrs Swan, Hunter and Wigham Richardson, Ltd., have received an order from a new Norwegian company for an oil factory, or depot ship, to cost about £275,000. In this connection it may be stated that in the early days of the whaling industry the oil derived from the cetacean was the first consideration. But with the spread of gas lighting and the introduction of mineral oil the price for the commodity fell to a point that rendered the trade scarcely profitable. It was the development of the jute industry in Dundee, and the fact that whale oil was employed in connection with it, that led to the trade growing on the banks of the Tay. It has continued with varying fortunes, and to-day Dundee is the only port in Great Britain which sends out whaling vessels.

Profits and Losses

The pioneers of the Scottish whale-fishing in the seventeenth century found the seas in the northern regions swarming with cetaceans. Now a Greenland whale is more or less a rarity, and Aberdeen, Peterhead, Fraserburgh, and other Scottish ports which derived considerable wealth from the industry have long since abandoned it, Dundee, as already stated, being the last to continue the enterprise, but with varying success.

Twenty years ago, when whalebone fetched (as it usually did in these days) £2500 a ton and whale oil £20 a ton—both these products, if not the necessities they once were, are still valuable commodities—hand-some profits were to be made out of the whaling industry. But regard must, of course, be had to lean years when profits were reduced to a minimum or no returns at all were paid to shareholders of whaling companies. For example, the whalers of Dundee met with only fair success at Greenland in 1908, seven ships having secured 15 whales, which yielded 3 tons 10cwt. of bone and 120 tons of oil. On the basis of the above prices the proceeds would have been about £11,150.

In 1907 the Davis Strait fishing was an absolute failure, and the loss to the shareholders in seven whaling vessels was estimated at £50,000, while in 1906 it was only £10,000 less. Taking the two years together, those who financed the industry dropped a sum within easy reach of six figures.

It is only fair to observe, however, that whaling when successful was in these days one of the most lucrative businesses known, and that two blank seasons in succession was very exceptional. As a rule, the ships not only paid their way, but returned a handsome profit, and the exception to the rule as often as not took the form of a dividend approaching if not exceeding 100 per cent.

Whatever may be said as to the diversity of opinion regarding the practical extinction of the whale, it is to be hoped that the anticipations of such optimists as Rear-Admiral Evans are well founded, and that the great financial loss which this country is annually suffering through not competing in the whaling industry, not only in northern but southern seas, will in course of time be checked by the employment of British capital backed by British enterprise.

FURNITURE TRADE PRESIDENT

Having steered the Scottish Furniture Manufacturers' Association safely through the later years of the war and the more difficult post-war years, Mr Andrew Thomson, O.B.E., has for health reasons, retired from the office of president, which he has held continuously for 11 years. His successor is Provost McGregor, of Renfrew, who is equally well-known in the trade and in public life. He is serving his second term as Provost, has also given service as a Parish Councillor, is a member of the Clyde Trust, a Past Master of Lodge Prince of Wales (Renfrew), and a J.P. for Renfrewshire.