

SCENES OF HIS YOUTH ::



BRISTOL RE-VISITED. — Sir James O'Grady, the Bristol-born Governor of the Falkland Islands, photographed at the dockside, near Bristol Bridge. He is staying in his native city for a short period, during convalescence after his recent illness.



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Cutting from *Bristol Evening Post*
Issue dated



SIR JAMES O'GRADY, the Bristol-born Governor-General of the Falkland Islands, is on a visit to his native city. Here he is chatting with dock workers, some of whom were his old workmates. (News Story Page 18.)

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Cutting from *Times*
Issue dated 28 June 1934

BISHOP OF FALKLAND ISLANDS

RESIGNATION IN APRIL

We understand that the Bishop of the Falkland Islands has been compelled by continued ill-health to place his resignation in the hands of the Archbishop of Canterbury, to take effect on April 1. The Bishop has been for the last six months in a nursing home in England.

A correspondent writes:—

Dr. Norman Stewart De Jersey has for the last 15 years been Bishop of this huge diocese, which comprises the whole of Western South America, with his Cathedral at Stanley, Falkland Islands. During that time he has held four triennial synods of his clergy and elected lay delegates at Valparaiso, Chile, where he has resided when not itinerating. Dr. De Jersey will be much missed, not only by his clergy but by the large number of British residents in the various Republics, as well as in the Islands, owing to his great activity and his generosity. He has also taken the liveliest interest in the important Araucanian Mission of the South American Missionary Association, to which he has been a liberal contributor.

Falkland Islands
phone: HOLBORN 4343. Telegrams: *BOOKSTALLS*
ESTRANO, LONDON.

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Cutting from *Bristol Evening Post*
Issue dated 28. 1. 1934

GOVERNOR OF THE FALKLANDS IN HIS NATIVE BRISTOL

Anxious to Greet Discovery II. When He Returns: Her Antarctic Work

SIR JAMES O'GRADY, the Bristol-born Governor and Commander-in-Chief of the Falkland Islands, is back in his native city on a short visit. He is staying at 1, Bell Avenue, Queen Square, with his sister.

Sir James has had a most romantic career, having been brought up to the humble occupation of making chairs.

He took a great interest in Trades Union work in Bristol, and was president of the Bristol Trades Council when the Trades Union Congress was held in Bristol in September 1893.

MEMORABLE FIRE

He presided over the event in dramatic circumstances, for during the deliberations of the Congress the Colston Hall was burnt down.

He was elected to the City Council for the Easton Ward in 1897.

He was knighted and appointed Governor of Tasmania in 1924, having been a Labour member of Parliament for Leeds. In 1931 he took his present appointment in the Falkland Islands, where he hopes shortly to return.

Sir James will be in Bristol for a couple of weeks, but is torn, for the moment, between his old associations with Bristol and his love for his work in the Falkland Islands.

A strange fact about Sir James's return to Bristol just now is that the Bishop of the Falkland Islands is recovering from an illness in a Bristol nursing home.

PREFERS BRISTOL

This is Sir James's first visit to Bristol since he became Governor of the Falkland Islands. "He has plenty of invitations to go to other places," his sister, Miss Mary O'Grady, told me, "but he always likes to come back here."

Sir James is anxious to get back to the Falklands, but he will probably winter at Las Palmas, and then return to his post.

When he gets back he will again see the *Discovery II*, the whaling research vessel. "She had not come out when I left," he told an Evening Post reporter, "and I understand she has a Bristol man, Mr. Richard Walker, on board."

"But I shall see her when I get back. I shall then have an opportunity to see Mr. Walker and the whole crew."

"In my official capacity I make frequent trips in the *Discovery*."

"She runs from New Zealand and gravitates around the Falkland Islands and up to the ice-pack. Whaling is one of the Falkland Islands' chief sources of revenue, part of which goes to the *Discovery Research Fund*."

OLD FRIENDS

Sir James said that he was still interested in trade unionism, and while he is in Bristol he intends looking up many of his old colleagues to discuss "the old days and the new days."

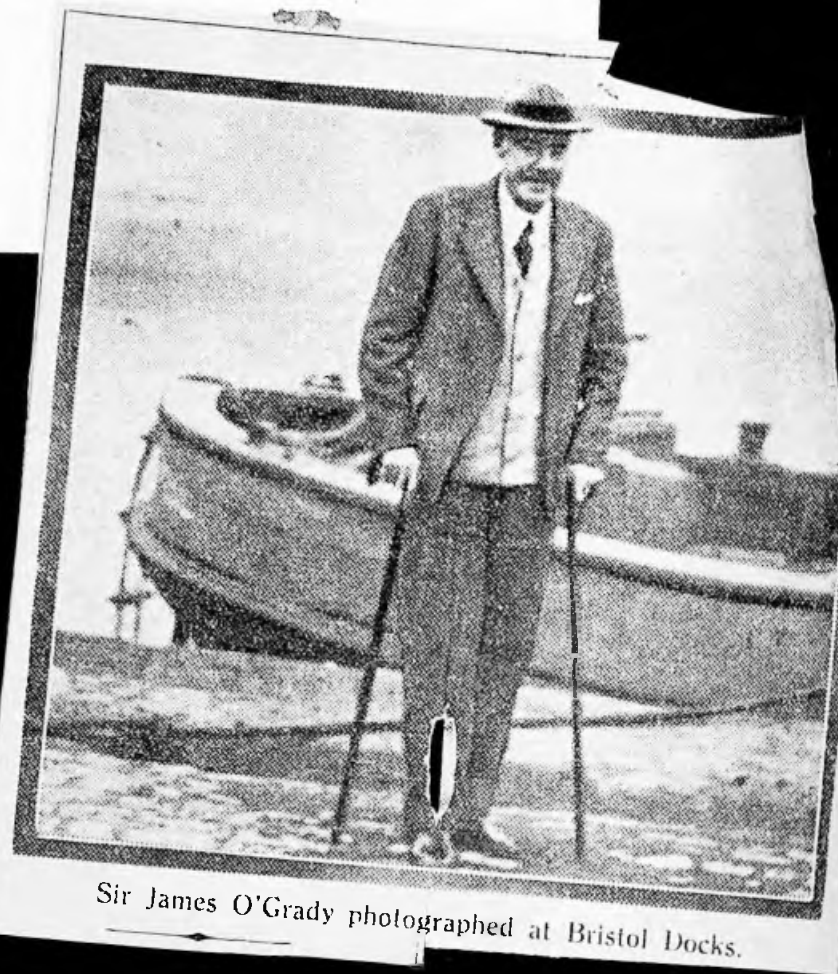
"There are many other old friends I want to see, too," he said. "There is the Bishop of the Falkland Islands, who is in Bristol; Alderman Frank Sheppard, Col. Lennard, and many prominent members of the Royal Empire Society."

"I want to see the Roman Catholic Bishop of Clifton, and the fathers of St. Mary's-on-the-Quay, at which school from the educational and other points of view I was brought up."

Sir James described the Falkland Islands as the most lonely outpost of the Empire. "It has a rigorous climate," he said, "and is situated in the vortex of the roaring 'forties, nearly on the rim of the Antarctic."

"Its chief sources of revenue are whale oil and wool. We get £9,000 for administrative purposes from the whaling industry, and the remainder goes into the *Discovery Research Fund*."

Cutting from *Bristol Evening World*
Issue dated 26 JAN. 1934



Sir James O'Grady photographed at Bristol Docks.

Sir J. O'Grady Looks Ahead

When He Was Nearly Drowned in Bristol

Sitting before a bright fire in a room of the Bristol house in which he was born Sir James O'Grady, now 67 years of age, Governor and Commander-in-Chief of the Falkland Islands, in England convalescing, told me of his hope to return shortly to the islands he governs to help the sheep farmers there in their many difficulties. He will be in Bristol a fortnight and is staying with his sister, writes an "Evening World" reporter.

He hopes to meet many old acquaintances during his stay in his native city, and he is revisiting many scenes dear to his memory.

Sir James has laid the foundation stone for a swimming bath in Stanley, the capital town of the Falkland Islands—but there is no money to build the bath. He knew the bath could not be built yet when he laid the stone, but it is an ever-present reminder of its need, and Sir James hopes to see the day when it is completed.

He laid the stone because of an experience he had in Bristol at the age of eight. Here is the story as it was told to me.

"When I was eight I fell into the Bristol harbour and was nearly drowned. I was going down for the third time when the mate of a windjammer rescued me. After that I learned to swim."

Well, when I got to the Falkland Islands I found that there was no bathing and no boating. The reason is that the winter lasts eight months of the year, and the water is always too cold for bathing. The islands are right down in the Roaring Forties, and there is incessant wind so that a boat with any sail dare not put out.

A BREEZE

"What you call a gale, say a wind of 40 miles an hour, would be a breeze around the islands."

"When I found that there was no bathing I took steps to find out how many people in Stanley could swim. There is a population in the town of 1,200, and only 45 could swim."

"Now I want a swimming bath, not only because of the need for safety, but that the schoolchildren may get healthy exercise."

Cutting from *Star*
Issue dated 24 JAN. 1934



SIR JAMES O'GRADY, the Bristol-born Governor of the Falkland Islands, is staying in his native city for a short time while convalescing after his recent serious illness.

Cutting from *Bath & Wells Chronicle*
Issue dated 13-1-34

GENEROUS BISHOP

Bath Tribute to Spiritual Lord of Falklands

A tribute was paid to "one of the most generous" of bishops when the Rev. Bertram Jones, the secretary, addressed a South American Missionary Society meeting at the Bath Guildhall on Friday.

Mr. Jones was describing the work of Bishop de Jersey, whose see is the Falkland Islands.

The Bishop, Mr. Jones said, is now in a Bristol nursing home recovering from a breakdown in health and administering his far-off diocese from there.

It was characteristic of his zeal and courage that when he returned to England to go into a nursing home, he first made great efforts to raise funds for his impoverished chaplains in South America.

Speaking of the Mission itself Mr. Jones said that owing to the dreadful war between Bolivia and Paraguay it was not possible to hear much news, but when the story of the work came to be written it would be seen that workers out there for the S.A.M.S. had well and truly served their God and upheld the character of Great Britain overseas.

Dr. W. R. Dawson, O.B.E., presided, and also present were Miss Muriel Applegate (hon. sec.) and the Rev. E. E. Sibley (organising secretary of the South-Western District).

Cutting from *Field*
Issue dated

ROUND THE WORLD WITH A SHOT GUN

The Falkland Islands

ALTHOUGH wildfowl are to be found in great numbers in the Falkland Islands, the sportsman will be much disappointed, for both they and the snipe provide very poor shooting. In fact by the time the naval officer reaches the Falkland Islands he will probably have had such excellent sport in South America that he will not want to shoot there at all, except to replenish the larder. Snipe are ridiculously tame, and can generally be seen running ahead of the guns in the long tussocks of coarse grass; but notwithstanding this they lie very close and are very hard to put up. Lively Island is their favourite haunt, and they breed there in great numbers. There is a very good lagoon quite close to the landing-place which contains geese, duck, widgeon and teal, and there are many ponds and pools all over the island where they are also to be found. Seal Cove, about five miles to the westward of Lively Sound, is also worth a visit, as the anchorage is excellent and many teal are to be found in lagoons close to shore.

The best wildfowl country is to be found in the vicinity of Mare Harbour, where geese are very numerous. They, however, like the snipe on Lively Island, provide but poor sport, as the shots presented are easy ones, unless an outlying bird frightened by the firing comes over one's head. The majority are upland geese, but amongst the flocks of these are generally some ruddy-headed geese which are very good to eat. In choosing a shot at upland geese, care should be taken to select a first-year bird, as they are much better to eat and also do not lay at this age. For this and for other reasons it is probably more satisfactory to shoot the geese with a .22 rifle.

The lagoons in the vicinity of Mount Pleasant, about eight miles inland, and the marshes, about ten miles away towards Elephant Island, are the best shooting grounds, and at the latter there are excellent snipe bogs. April and May are the best months of the year to go after the snipe, as before then they are up in the hills.

The only other place that is worth a visit from the shooting point of view is Volunteer Cove, which is good for all wildfowl, but no good for snipe.

PINTAIL.

Cutting from *Empire*
Issue dated 7-1-34

Empire "Postal" Shooting Match

With the primary object of keeping inter-country rivalry alive, and also with a view to securing a larger representation of overseas teams at Bisley, the National Rifle Association has arranged an Empire "postal" shooting match open to teams of eight in the Crown Colonies, Protectorates, and other remote parts of the Empire. Major C. Etches, the secretary of the N.R.A., told me that the expenses of sending teams to Bisley from such far-distant places as the Falkland Islands, Trinidad, Ceylon, and Hong Kong were very heavy, and made it impossible to hope for annual visits from everyone. The proposed match would stimulate interest, and possibly lead to a wider representation of overseas teams at Bisley. The conditions of the match are 10 shots each at 300, 500, and 600 yards, and a challenge cup and medals will be awarded to the winning colony or country.

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Cutting from *Herts & Wey Post*

Issue dated *28th MAY 1934*

OUR MOST SOUTHERLY COLONY.

ARGENTINE TO CLAIM RETURN OF FALKLAND ISLANDS?

"USURPATION" OF RIGHTS.

A violent attack on Great Britain was launched in the Argentine Senate by Senator Alfred Palacios, a National Socialist (says a Buenos Aires message).

Britain in her "appropriation" of the Falkland Islands.

He urged that a book on the subject by Paul Groussac should be reprinted and distributed wholesale, at the expense of the State.

The attack had the indirect support of the Foreign Minister, Dr. Saavedra Lamas, who, in a letter addressed to Senator Palacios, confirmed that he had ordered an investigation of the archives prior to presenting an official claim for the return of Argentine territory.

The Argentine population of the islands is less than one per square league, but it is claimed that the territory which the Argentine seeks to claim is capable of being developed and made valuable.—Central News.

The Falkland Islands are generally regarded as having been ceded to Great Britain by Spain in 1771.

An Argentine settlement, established 50 years later, was destroyed by the Americans after 10 years, and in 1833 the islands were



re-possessed by Great Britain, and colonised to form the most southerly colony of the British Empire.

The Falklands were the scene of the historic naval battle in December, 1914, between a British squadron under Admiral Sturdee, and a German squadron under Admiral von Spec.

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Cutting from *The Guardian*

Issue dated *10-5-34*

COVETED ISLANDS.

The demand of a National Socialist Senator at Buenos Aires for "the return" of the Falkland Islands to the Argentine Republic is not a novel one, but Britain will not be in any hurry to comply. The Argentine patriots who make the demand have yet to convince anybody except themselves that the islands ever belonged to Argentina. They were discovered by the Spaniards at the end of the fifteenth century, and were visited by British and Dutch navigators before France occupied them in 1764, only to cede them to Spain three years later. In the interim Commodore Byron had taken possession of part of the group, and there was nearly a war between Britain and Spain in the dispute that resulted. Spain gave away in 1771, yielding the islands to Britain. In 1826 a German family settled in East Falkland, but was driven out by a United States corvette five years later for showing hostility to American sealers. In 1833 Britain definitively occupied the islands. The Argentine Republic was established in 1810, and its only notable connection with the Falklands is geological. The value of the islands to Britain was proved in 1914.

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Cutting from *Parliamentary Times*

Issue dated *25 APR 1921*

THE EXPEDITION TO GRAHAM LAND

Mr. LYONS (Leicester, E., U.) asked the Secretary of State for the Colonies whether his attention had been called to a British expedition which was about to proceed to Graham Land under the leadership of Mr. John Rymill; whether it was supported in any way out of official or public funds; and, if so, to what extent and from which source.

SIR P. CUNLIFFE-LISTER (Hendon, U.).—Yes, Sir. A grant of £10,000 has been made towards the expenses of Mr. Rymill's expedition from the Falkland Islands Dependencies Research and Development Fund.

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Cutting from

Issue dated

Evening News

9-5-34

ATTACK ON BRITAIN

An Argentine Senator Says We "Appropriated" the Falklands

BUENOS AIRES, Wednesday.

An attack on Great Britain was launched in the Senate yesterday by Senator Alfred Palacios, a National Socialist.

The territorial rights of Argentina, he said, had been violently usurped by Great Britain in her "appropriation" of the Falkland Islands.

The attack had the indirect support of the Foreign Minister, Dr. Saavedra Lamas, who, in a letter addressed to Senator Palacios, confirmed that he had ordered an investigation of the archives before presenting an official claim for the return of Argentine territory.—Central News.

The Falkland Islands are generally regarded as having been ceded to Great Britain by Spain in 1771. An Argentine settlement established 50 years later was destroyed by the Americans after ten years, and in 1833 the islands were re-possessed by Great Britain and colonised.

The Falklands were the scene of the naval battle in December, 1914, when a British squadron, under Admiral Sturdee, destroyed a German squadron under Admiral Von Spee.

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Cutting from

Issue dated

South Wales Echo

9 MAY 1934

VIOLENT ATTACK ON BRITAIN

Argentine Senator's Outburst

(From the Central News)

BUENOS AIRES, Wednesday.

A VIOLENT attack on Great Britain was launched in the Senate to-day by Senator Alfred Palacios, a National-Socialist. The territorial rights of Argentina, he declared, had been violently usurped by Great Britain in her "appropriation" of the Falkland Islands. He urged that a book on the subject by Paul Groussac should be reprinted and distributed wholesale at the expense of the state.

The attack had the indirect support of the Foreign Minister, Dr. Saavedra Lamas, who in a letter addressed to Senator Palacios confirmed that he had ordered an investigation of the archives prior to presenting an official claim for the return of Argentine territory.

Historic Battle Recalled

The Argentine population of the islands is less than one per square league, but it is claimed that the territory which the Argentine seeks to claim is capable of being developed and made valuable.

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Falkland

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Cutting from

Birmingham Mail
9 MAY 1931

Issue dated

**ARGENTINE ATTACK ON
BRITAIN.**

**RIGHTS IN FALKLAND ISLANDS
CHALLENGED.**

Buenos Ayres, Tuesday.

A violent attack on Great Britain was launched in the Senate to-day by Senator Alfred Palacios, a National Socialist. The territorial rights of Argentina, he declared, had been violently usurped by Great Britain in her "appropriation" of the Falkland Islands. He urged that a book on the subject by Paul Groussac should be reprinted and distributed wholesale at the expense of the State.

The attack had the indirect support of the Foreign Minister, Dr. Saavedra Lamas, who, in a letter addressed to Senator Palacios, confirmed that he had ordered an investigation of the archives prior to presenting an official claim for the return of Argentine territory.

The Argentine population of the islands is very small, but it is claimed that the territory which the Argentine seeks to claim is capable of being developed and made valuable.—Central News.

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The Falklands were the scene of the historic naval battle in December, 1914, when the British squadron under Admiral Sturdee wiped out the German squadron under Admiral Von Spee.

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Cutting from

Times

Issue dated

16.8.31

**NEW BISHOP OF FALKLAND
ISLANDS**

MERSEY SEAMEN'S CHAPLAIN

The Rev. John Reginald WELLER, of Liverpool, who from 1930 has been Chaplain-Superintendent of the Mersey Mission to Seamen, has been appointed Bishop of the Falkland Islands. He hopes to take up his duties in September.

The Bishop has jurisdiction in and over the Falkland Islands, Tierra del Fuego, Chile, Peru, Bolivia (except Bolivian Chaco), Ecuador, part of Argentina up to the border of Santa Cruz, and parts of the States of Colombia. The Bishop-designate said yesterday that the see was about 4,000 miles long, and much of his time would be spent in travelling. Fortunately he is a good sailor.

The retiring Bishop, Dr. Norman De Jersey, who has occupied the see from 1919, had for over 20 years previously been a Chaplain of the Missions to Seamen; and his successor has been engaged in similar work at home and abroad for 11 years. He has seen missionary service in both India and Australia. For two years he was curate of Christ Church, East Greenwich.

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Cutting from

Jersey Evening Post
10 MAY 1931

Issue dated

**BRITAIN
ATTACKED**

BY ARGENTINE SENATOR.

**"USURPATION" OF RIGHTS
IN FALKLAND ISLANDS.**

Buenos Aires. A violent attack on Great Britain was launched in the Senate yesterday by Senator Alfred Palacios, a National Socialist. The territorial rights of Argentina, he declared, had been violently usurped by Great Britain in her "appropriation" of the islands. He urged that a book on the subject by Paul Groussac should be printed and distributed wholesale at the expense of the State.

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Cutting from *Liverpool Echo*

Issue dated *16.5.34.*

Extensive Bishopric

The Falkland Isles, to which the Rev. J. R. Weller, M.A., superintendent chaplain, Mersey Mission to Seamen, has been appointed bishop, is the most southerly of our colonies, and a tremendous diocese 4,000 miles long, extending from Tierra del Fuego to Central America. The islands were discovered by John Davis, in the Desire, in 1592. Later, in 1763, they were colonised by the French; four years later the Spaniards took them, and in 1771 yielded them to England. Buenos Ayres claimed the group in 1820 on the ground that we failed to colonise them properly. In 1833 the claim was withdrawn, and from then they have been a regular British colony.

The Falklands were the scene of one of the most memorable battles in the Great War, when in December, 1914, Admiral Sturdee avenged the sinking of Admiral Craddock's squadron at Coronel.

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Cutting from *Church of England*
Issue dated *18.5.34* *News*

BISHOP OF FALKLAND ISLANDS.

LIVERPOOL CHAPLAIN APPOINTED.

The Rev. John Reginald Weller, of Liverpool, who from 1930 has been Chaplain-Superintendent of the Mersey Mission to Seamen, has been appointed Bishop of the Falkland Islands. Mr. Weller has worked among seamen for eleven years, and formerly he was curate of Christ Church, East Greenwich.

The Bishop has jurisdiction in and over the Falkland Islands, Tierra del Fuego, Chile, Peru, Bolivia (except Bolivian Chaco), Ecuador, part of Argentina up to the border of Santa Cruz, and parts of the States of Colombia.

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Cutting from

Sheffield

Issue dated

19 JUNE 1934

LONDON DAY BY DAY

A LEGISLATIVE HUSTLE.

Parliament Not to Sit During the Autumn.

from Our London Correspondent

FLEET STREET, MONDAY NIGHT.

THE Government is determined to end this session of Parliament by a prorogation before August Bank Holiday. There will be no supplementary sittings in the autumn to clear up arrears before the new session begins. Bills not on the Statute Book by August will probably go overboard, but the Government Whips hope to carry most of them into port.

M.P.s who support the National Government must be ready for hard work and late sittings next month. The Betting and Lotteries Bill looks likely to be the biggest task, for the Government mean to take the Committee stage on the floor of the House and to insist on carrying the main provisions of the Bill. There may be concessions on such matters as the number of days on which dogs may race on any track, but Ministers mean to stand by the provisions against lotteries. They will not accept an amendment proposing a State lottery in the United Kingdom.

The Betting and Lotteries Bill has come down from the House of Lords, and the Commons will have a general debate about it on Wednesday week.

The Whales Bill.

Though in a hurry to close the session, the Government keeps bringing in more little Bills. One of the latest is to ratify an international agreement for the protection of whales, which the Norwegians are massacring in their last great breeding and feeding grounds off South Georgia, Cape Horn, and the Antarctic ice. The British Government, as occupier of South Georgia and other islands in the Falklands dependency, draws a revenue from all whale-oil which is rendered down there, and would lose this revenue if the whales were exterminated. Moreover, the Norse hunters are killing off the whales so fast that whale oil is cheaper than palm oil as a base for margarine, and Britain's West African subjects, being unable to sell oil palm-nuts, are buying less British cottons and cutlery. The Colonial Office and the Board of Trade therefore agree that fewer whales should be killed.

Hence a recent international convention to establish some sort of close time for whales. Hence, too, the Bill just introduced into the House of Lords to ratify that convention. But ratification is slow, and the Norwegians continue their ruthless hunt. In ten years, perhaps in five, they will exterminate the whales.

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Cutting from

Western Mail

Issue dated

25.6.34

BRITISH DEBT TO U.S.

Capt. Arthur Evans's Proposal to Barter Bermuda

Sir,—I read in your columns with mingled feelings of surprise and disgust Capt. Arthur Evans's proposal to barter Bermuda for the extent of our debt to the United States.

If the members of the British Empire were to think that the Mother Country was prepared to hand them over to other nations in exchange for cash, then I think the break-up of the British Empire would not be far distant.

The idea of suggesting that Bermuda should be asked to acquiesce in this astounding proposal shows that Capt. Evans is apparently more concerned in cementing the feelings of "trust and friendship and lasting regard" between ourselves and the United States than between the members of the British Empire.

It is almost surprising that Capt. Evans has not suggested the exchange of Southern Ireland or even Canada as being a more tempting proposal to the United States and a greater blow to British prestige.

ITS DEFENSIVE VALUE

As for Capt. Evans's statement that it is a pity Bermuda is no longer of any defensive value to us, I should like to know on what basis he makes this assertion, and one wonders whether he has ever been there.

Were we at war against the United States when the Falkland Islands proved of defensive value? And may I ask Capt. Evans what link or base has he when he surrenders Bermuda for our communications between Canada and the islands in the North and our islands and possessions in the South?

I sincerely hope no more will be heard of this lamentable suggestion to barter one of the finest natural harbours and possible seaplane bases for pounds, shillings and pence.

If Capt. Evans is one of those who think that the American debt should be met, and does not agree with those who think that on moral grounds we have done more than could ever be expected, let him think of some other method which does not employ the selling of the possessions of the British Empire.—Yours faithfully,

R. G. LLEWELLYN.

Waunceirch House, near Neath.

BIRDS and BEASTS of the FALKLANDS



"POSING ADMIRABLE ... FOR
A PHOTOGRAPH"



"GENTOOS BUILD THEIR NESTS
OF STICKS AND MUD"



LITTLE ROCKHOPPER
PENGUINS

WE in England—at any rate those of us who have not had the opportunity of seeing for ourselves how over-rated are the climatic conditions in most other lands, are apt to grumble a good deal over our weather. If you wish to cure yourself of this grumbling—or, better still, to cure some recalcitrant member of your family—send him or her to Port Stanley in the Falkland Islands for a while.

Here the seasons provide but little variation in the weather—long days in summer and long nights in winter, but very little more. The temperature is much the same all the year round, never very cold but never warm. The sun is most grudging in his ministrations. The wind blows constantly, often very hard, and on the whole rather more in summer than in winter. Rain, hail and snow are of almost daily occurrence all the year round. And last but not least it is practically impossible to forecast the weather—you must just take it as it comes. A fine day, when it *does* come, is almost too good to be true, and is a thing to be talked of for weeks to follow.

With all this, and partly on account of it, the Falklands are practically treeless,

the only trees in existence having been grown and carefully tended by a family who have lived in the islands for three generations. There are wild flowers, notably gorse, pale maiden and scurvy grass, the gorse being remarkably fine; but apart from this there are miles and miles of peat relieved from time to time by rock or by tussac grass.

The human population is in the region of two thousand, consisting almost entirely of people employed on or intimately connected with sheep farming (for sheep thrive on the tussac); but the animal and bird population is immense, and the comparatively recent invasion by human beings appears in no way to have affected the older colonists. I visited the Falkland Islands in the summer

(November and December) of 1933, and during the six weeks spent there I was vouchsafed a few hours of brilliant sun in which to take these photographs.

Of all the birds and animals that I encountered I was most attracted by the penguins, of which I met three different types—jackass, gentoo and rockhopper. The jackass lives in a burrow in the peat. When approached, if he is near the sea and his approach thereto is not cut off, he probably rushes—it would be better described



KING'S SHAGS NESTING ON KIDNEY ISLAND

May 26th, 1934.

COUNTRY LIFE.

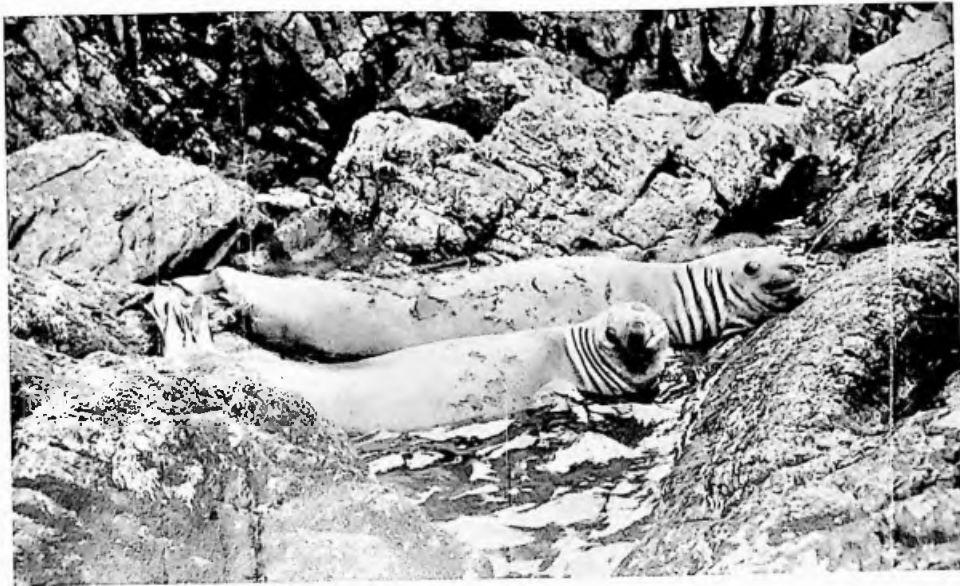
539

as waddles—down the beach and into the water. Once in the water he swims, below the surface, at an incredible speed. Sometimes an amusing battle—conscience *versus* impulse—can be traced when a class is presented with the alternatives of going to sea and leaving family unprotected, or going to look after the family. If he is off from the sea, or should come win the day, he will get to burrow as quick as may be, but instead of diving well and truly in and hiding himself from view, he will at first insert only his lower half, and will pop over the top of the burrow. Even so, his situation would gradually be overlooked were it not for his insatiable desire to shoot at the intruder; instead of keeping quiet he will make, and keep on making, a noise very much like that produced by the bulb horn of an early motor car, and he will only submerge when one goes right up to the front door.

If you are rash enough to put your hand into the burrow with the idea of fishing out the occupant (or, indeed, with any other idea), you will almost certainly regret it, for penguins can, and do, kick fiercely. I know of one man who, not content with being bitten in the right hand, tried his luck with the left—with the inevitable result, and much to the delight of the children who were standing round waiting (in vain) to see the jackass hauled out of his hole.

Gentle build their nests of sticks and mud, in positions almost entirely exposed to the elements, which, as I have already mentioned, are far from clement. They are, as a rule, slightly bigger than the jackass and their markings are different, but to the best of my belief their habits have many points in common. All penguin on being chased, will run as fast as they can (some five miles an hour), until the pace is so hot that they can no longer keep their balance, when they fall forward. Having fallen, they use their flippers as oars and their feet as levers and paddle along rather in the manner of a clockwork boat designed for the nursery floor—usually to the detriment (temporary) of their shirt fronts—and in this manner they get along quite as fast as when running normally. After about a minute of this frenzied rush the penguins weary of the chase, stop, and turn round to face their pursuer, posing admirably in so doing for a photograph. Having recovered their breath, they will set off again and, if still chased, will repeat the whole process.

Rockhoppers are, perhaps, the prettiest of the penguins that I saw. Smaller than the other species, with bright red eyes and little yellow tufts of feathers sticking out, untidily and giving their heads rather a windswept appearance, they live in what would appear to be most uncomfortable surroundings, for they nest in, among, and on rocks at all angles and often exposed completely to the weather. Their name describes their method of progression, for they hop nimbly from rock to rock. One of the more remarkable sights is that of a rockhopper negotiating a smooth, sloping rock with a steep gradient (perhaps 1 in 1); it sometimes happens that penguins slide down rocks of this type, where you and I would have not a ghost of a chance of holding on; and the rockhopper can apply the brakes to bring himself to a standstill and can then climb up again—carefully but surely.



"SEA ELEPHANTS ARE LARGE, SLUGGISH AFFAIRS"

Nesting in company with the rockhoppers on Kidney Island in Berkeley Sound were numbers of King's shags, which were in no way put about by one's approach. They displayed no peculiar characteristics except an aptitude for larceny, and this trait was evidenced when one frightened a number of birds from their nests all at the same time. The whole party would fly off, make a wide circuit of the rookery and then return—and those birds that returned

first, instead of going straight to their own nests, would visit a neighbouring one and remove as much grass and building material as was possible in the short time available before the rightful owner returned and stopped the pillage.

Kidney Island, which is a matter of an hour and a half by steamboat from Port Stanley, is frequented by sea elephants and the seal tribe in general, as well as by countless thousands of birds. The greater part of the island is covered with tussac—great tufts growing to a height of some ten feet. This tussac runs right down to the sea and is intersected among its roots by many and devious passages which remind one of Hampton Court maze. If one is wandering among these roots and not looking where one is going, there is a very good chance of putting up a sea lion, for these beasts rest in the tussac. And if it so happens that one is to seaward of the sea lion and in a part of the maze where no alternative route is provided—and such a combination of circumstances is not difficult to envisage—one is unfortunate. Sea lions of average size must weigh quite half a ton, and can travel surprisingly fast, using their flippers and tail fins as legs, and they are of the type that prefers to go straight at, rather than around, obstructions. I have never heard of a case of a man being run over by a sea lion, but then not many people visit Kidney Island: when one is wandering in the tussac, more particularly in the variety paved with deep and sticky mud and lined with unscalable sides, one's mind is apt to turn to thoughts such as these.

Sea elephants are large, sluggish affairs. I came upon several pairs on one occasion, basking among the rocks in the sun—for it was one of those rare sunny days. Unlike the sea lion, they have the greatest difficulty in hauling their unwieldy selves over the rocks and into the sea. Once in the sea, of course, all these creatures excel; but on land their capacity for movement varies a lot, and sea elephants seem to fare the worst.

One other creature I feel bound to mention, if only for the reason that from his photograph he might well be a relation of the much-discussed Loch Ness monster, and this is the sea leopard; this particular one was disturbed, much to his disgust, from his post-prandial nap. This beast is similar in many ways to the sea lions and elephants, but differs, for one thing, in his way of getting about on land; instead of running on his flippers or hauling himself laboriously over the rocks, he moves in very much the same way as a caterpillar, arching his back by drawing up his hindquarters and then flattening out by pushing forward his fore end. Sea leopards are credited with an unpleasant trick of turning suddenly head over heels when harried and attacking whoever happens to be behind. I have never seen this happen, but I am quite prepared to believe it—and sea leopards are possessed of a formidable array of teeth.

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Issue dated

NEW COLONIAL GOVERNORS

SIR C. CLEMENTI'S RESIGNATION

It is announced by the Colonial Office that Sir Cecil Clementi, G.C.M.G., has tendered his resignation, on grounds of ill-health, of his appointment as Governor and Commander-in-Chief of the Straits Settlements and High Commissioner for the Malay States, and that the King has been pleased to accept Sir Cecil's resignation, with effect from October 18 next.

The Colonial Office also announces that His Majesty has been pleased to approve the following appointments to Colonial Governorships:—

Sir Thomas Shenton Whitelegge Thomas, K.C.M.G., O.B.E., at present Governor and Commander-in-Chief of the Gold Coast, to be Governor and Commander-in-Chief of the Straits Settlements and High Commissioner for the Malay States in succession to Sir Cecil Clementi.

Sir Arnold Wienholt Hodson, K.C.M.G., at present Governor and Commander-in-Chief of Sierra Leone, to be Governor and Commander-in-Chief of the Gold Coast in succession to Sir Shenton Thomas.

Mr. Herbert Henniker-Heaton, C.M.G., at present Colonial Secretary of Cyprus, to be Governor and Commander-in-Chief of the Falkland Islands in succession to Sir James O'Grady, K.C.M.G., who is retiring in January next.

SIR SHENTON THOMAS entered the Colonial Service in 1909 and served in the East Africa Protectorate and in Uganda, and later as Principal Assistant Secretary and Deputy Chief Secretary in Nigeria. He was appointed Colonial Secretary of the Gold Coast in 1927. In 1929 he was appointed Governor of Nyasaland, and in 1932 to his present office.

SIR ARNOLD HODSON, after service in the Bechuanaland Protectorate Police Force, entered the Colonial Service in 1912 as a District Commissioner and Magistrate in Somaliland. He served in Abyssinia from 1914 to 1926, first as H.M. Consul for Southern Abyssinia and later as Consul for South-West Abyssinia. In 1926 he was appointed Governor of the Falkland Islands, and in 1931 to his present office.

MR. HENNIKER-HEATON entered the Colonial Service in 1902 as a cadet in Fiji. He was, successively, Colonial Secretary of the Gambia, the Falkland Islands, and Bermuda before his appointment to Cyprus in 1929.

SIR CECIL CLEMENTI has been Governor of the Straits Settlements since 1929. He was previously Governor of Hong-kong.

Falkland Isles 3

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Issued

NEW GOVERNORS 2 APPOINTED

Straits Settlements Change

SIR JAMES O'GRADY

Successor at Falkland Islands

It is announced by the Colonial Office that Sir Cecil Clementi has tendered his resignation, on grounds of ill-health, of his appointment as Governor and Commander-in-Chief of the Straits Settlements and High Commissioner for the Malay States, and that the King has accepted Sir Cecil's resignation with effect from October 18.

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Sir Arnold Wienholt Hodson, at present Governor and Commander in Chief of Sierra Leone, to be Governor and Commander in Chief of the Gold Coast, in succession to Sir Shenton Thomas.

Mr. Herbert Henniker-Heaton, at present Colonial Secretary of Cyprus, to be Governor and Commander in Chief of the Falkland Islands in succession to Sir James O'Grady, who is retiring in January.

Sir James O'Grady is 68 and is at present on extended sick leave.

Sir James was once a labourer and later a trade union official and represented South East Leeds in Parliament as a Socialist from 1906 to 1924.

He was appointed Governor of Tasmania in 1924, and was the first Socialist to hold such a post. He returned to London in 1931, and a few weeks later went overseas again as Governor and Commander-in-Chief of the Falkland Islands.

In the middle of last year, owing to bad health, he made a 7,000 mile voyage to England to receive special medical treatment. In December he applied to the Colonial Office to return to the Falklands. He was examined by two specialists and as a result his sick leave was further extended.

It was stated on behalf of Sir James at the time that he did not wish to retire into private life and felt quite capable of resuming his official duties.

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Cutting from

Western Mail

Issue dated

16. 6. 34

Sir James O'Grady

There is general sympathy with Sir James O'Grady in the fact that his health will not permit of his return to the Governorship of the Falkland Islands. His original appointment to a Colonial Governorship created a precedent. He was an ex-labourer and ex-trade union official, also an M.P., and he might have gone to Soviet Russia as the Minister representing the British Government. It will be remembered that the suggestion as to Russia gave a cold shock to a great many people, and he received compensation by being knighted and commissioned as Governor of Tasmania.

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Cutting from

Star

Issue dated

15 JUNE 1934

Not Yet Fit

IT WILL probably not have surprised his many friends to learn that Sir James O'Grady has not sufficiently recovered to be able to resume his tenure as Governor and Commander-in-Chief of the Falkland Islands. He had hoped, not so many weeks back, to be on the high seas for Las Palmas to complete his recuperation, but it may well be doubted whether the rigours of the Antarctic, so soon afterwards, would not have had serious consequences. He retires at the end of the year and is succeeded by Mr. Herbert Henniker-Heaton, who is now second in command to Sir Horace Palmer in Cyprus.

PRESS-CUTTING DEPARTMENT.

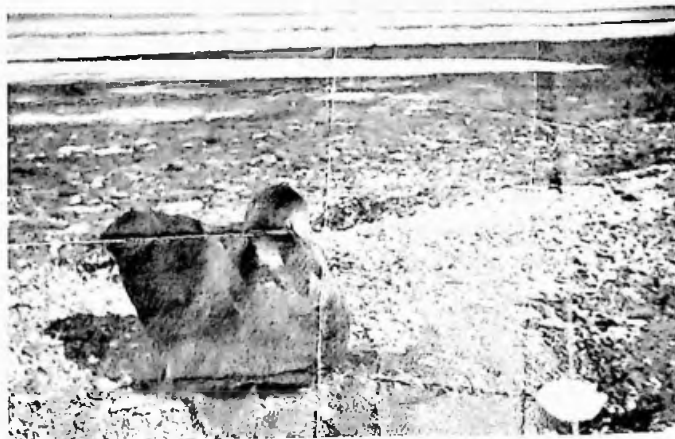
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Cutting from *Country Life*
Issue dated 9 June 1934

WILD LIFE ON THE FALKLANDS

TO THE EDITOR OF "COUNTRY LIFE."

SIR,—Taken in conjunction with the account of wild life on the Falkland Islands that recently appeared in your pages, this photograph of the giant petrel and its single egg is of exceptional interest. The petrels are all true ocean birds, from the tiny storm petrel, or "Mother Carey's chicken," which looks little bigger than a swallow as it skims the waves, to these, like the giant petrel, which vie with the albatross in size. They roam the seas, literally living on the waves, until breeding necessities send them ashore, generally to some lonely island, where each pair bring up a single young one. The bird in the picture displays well the tubular nostrils so characteristic of the petrels and to which their order owes its name of *Tubinares*.—FRANCES PITT.



GIANT PETREL NESTING IN THE FALKLANDS

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Cutting from *Daily Telegraph*
Issue dated 16.6.34

SIR C. CLEMENTI RESIGNS

HIGH COMMISSIONER OF MALAYA

It was announced yesterday that Sir Cecil Clementi has tendered his resignation, on grounds of ill-health, of his appointment as Governor and Commander-in-Chief of the Straits Settlements and High Commissioner for the Malay States. The King has accepted Sir Cecil's resignation, with effect from Oct. 18.

Sir Cecil and Lady Clementi are at present at their home at Henley-on-Thames.

Consequential on his resignation the following appointments are made:

To succeed Sir C. Clementi.—Sir Thomas Shenton Whitelegge Thomas, K.C.M.G., O.B.E., Governor and Commander-in-Chief, the Gold Coast, since 1932 and previously Governor, Nyasaland.
To succeed Sir T. S. W. Thomas.—Sir Arnold Wienholt Hodson, K.C.M.G., Governor and Commander-in-Chief, Sierra Leone since 1931, and previously Governor, Falkland Islands.

Mr. Herbert Henniker-Heaton, C.M.G., at present Colonial Secretary of Cyprus, is to become Governor and Commander-in-Chief, Falkland Islands, in succession to Sir James O'Grady, K.C.M.G., who is retiring in January on the conclusion of his term.

Falkland Isle

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Cutting from

Leeds Mercury

Issue dated

18.6.34

SIR JAMES O'GRADY TO RETIRE.

New Falklands' Governor.

From Our London Staff.

FLEET STREET, Thursday.

IT was announced by the Colonial Office to-night that Sir James O'Grady will retire from the Governorship of the Falkland Islands next January.

Sir James, who is 68, is on extended sick leave.

Sir James was once a labourer and later a trade union official, and the first Socialist M.P. for Leeds, being elected for the old Eastern Division of the city in 1906. He remained a representative of Leeds until he was appointed Governor of Tasmania in



Sir James O'Grady.

1924. He was the first Socialist to hold such a post.

He came to London in 1931, and a few weeks later went overseas again as Governor and Commander-in-Chief of the Falkland Islands.

In the middle of last year, owing to bad health, he made a 7,000 mile voyage to England to receive special medical treatment.

LEAVE EXTENDED.

In December he applied to the Colonial Office to return to the Falklands. He was examined by two specialists, and as a result his sick leave was further extended.

It was stated on behalf of Sir James at the time that he did not wish to retire into private life, and felt quite capable of resuming his official duties.

Sir James will be succeeded by Mr. Herbert Henniker-Heaton, at present Colonial Secretary of Cyprus.

ANOTHER APPOINTMENT.

The Colonial Office also announces that Sir Cecil Clementi has tendered his resignation, on grounds of ill-health, of his appointment as Governor of the Straits Settlements and High Commissioner for the Malay States.

He will be succeeded by Sir Thomas Shenton Whitelegge Thomas, at present Governor of the Gold Coast.

Falkland I

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Star

Issue dated

15 JUNE 1934

SIR JAMES O'GRADY

Giving Up Governorship Of Falkland Islands

Sir James O'Grady, the man who began life as a labourer and climbed by way of Parliament and trade union posts to a knighthood and Colonial governorship, is not to return to the Falkland Islands.

His retirement from the post of Governor and Commander-in-Chief of the islands was announced by the Colonial Office last night. It will take effect from January.

Sir James is now in England, having been obliged to return home last August for special treatment in a nursing home. He will be succeeded by Mr. Herbert Henniker-Heaton, now Colonial Secretary of Cyprus.

Sir Cecil Clementi has also resigned his appointment as Governor and Commander-in-Chief of the Straits Settlements and High Commissioner for the Malay States on the ground of ill-health.

Colonial administration changes resulting from Sir Cecil's retirement are as follows:

Sir Thomas Shenton Whitelegge Thomas to be Governor of the Straits Settlements; Sir Arnold Wienhold Hodson, now Governor of Sierra Leone, to succeed Sir Shenton Thomas as Governor of the Gold Coast.

BRITISH GRAHAM LAND EXPEDITION

Plans for Work in the Unexplored Antarctic

SCHOONER TO BE SAILED BY AN AMATEUR CREW

Party to Leave London on Wednesday

Under the leadership of Mr John Rymill, the British Graham Land Expedition will leave St Katherine's Dock, London, on Wednesday on board the schooner Penola. The expedition is to explore the unknown coastline between Luitpold Land and Charcot Land.

Unlike any previous Antarctic expedition, the staff will sail their own boat. At Montevideo some time in October the 35 sledge dogs of the expedition will be shipped on board, and the Penola will then proceed to Port-Stanley, Falkland Islands, where she will be met by the Government research ship Discovery II. The vessels will then proceed to the first base in Graham Land, Port-Lockroy.

Discovery will leave the expedition here, and when the ice opens up an attempt will be made to establish a base as far south as possible down the west coast of the Graham Land Archipelago, and from this base the expedition will work for two and a half years.

After leaving Discovery at Port-Lockroy there will be no postal communication until the party returns to the Falkland Islands. They expect, however, to keep in constant touch by wireless.

WIRELESS LINK WITH CIVILISATION

From a Special Correspondent of "The Glasgow Herald" and "The Times."

The schooner Penola, with members of the British Graham Land Expedition on board, leaves St Katherine's Dock, London, on Wednesday for the Southern Seas. The chief object of the expedition is to explore the unknown coastline of 1000 miles between Luitpold Land and Charcot Land.

Plans for an expedition in the South American sector of the Antarctic were made two years ago by the late Gino Watkins, who had come home the previous autumn from leading the British Arctic Air Route Expedition. On account of the economic depression he was unable to get sufficient funds for his project, and, instead, set out with three members of his previous expedition to continue the work in East Greenland which he had successfully begun. There Watkins was unfortunately drowned while hunting seal in his Eskimo kayak, an accident which robbed Britain of one of her most promising explorers. His successor, Mr John Rymill, who had taken over the leadership in Greenland on Watkins's death, will lead the expedition which sails to-day, with plans essentially the same as those of his former leader. In addition to Rymill, four other members of this expedition gained their first polar experience with Watkins.

WELL LADEN BUT AMPLE ACCOMMODATION FOR CREW

The Penola is a three-masted topsail schooner, with a net carrying capacity of about 150 tons. She has been fitted and specially strengthened at Southampton for her voyage south. Her two 50 h.p. Diesel engines have been thoroughly overhauled, and she is equipped with a small deck engine of 10 h.p. for auxiliary work.

A great part of the space below deck has been utilised as a hold, but this does not preclude ample accommodation for the crew. Six of the men will sleep in a large after-cabin and the remainder in small cabins on the port side. There is a comfortably furnished saloon, an up-to-date galley, and a fully equipped workshop. The deckhouse is to be used as the captain's cabin and charthouse.

Part of the stores, an aeroplane, sections of the base hut, and dogs have already been taken to the Falkland Islands under the charge of Mr W. E. Hampton and Mr A. Stephenson, but even without these the ship appears to be well laden. She has on board a Bristol air-cooled tractor, sledges, skis, fuel for power and lighting, scientific apparatus, and a three years' food supply.

Unlike any previous Antarctic expedition, the staff will sail their own boat without the assistance of a paid crew. This, in itself, is a formidable undertaking.

RECONNAISSANCE FLIGHT

Some of the party are already experienced seamen. Lieutenant E. E. D. Ryder, R.N.,

JENNY ISLAND

It is impossible to predict in detail the subsequent movements of the expedition, since they depend on the time at which the sea ice to the south breaks up. If ice delays further progress until late in the season, a journey by dog sledge may be made down the east coast of Graham Land, and the aeroplane will meanwhile make survey flights.

On the sledge party's return to the ship the whole expedition will proceed south as soon as the ice is sufficiently open, and establish a base as far south as possible down the west coast of the Graham Land archipelago. The most suitable site may well be Jenny Island, in latitude 68deg., for neither de Gerlache's ship the Belgica, nor Charcot's Pourquoi Pas? were able to penetrate much farther down the Graham Land coast, but with the aid of information gained from aeroplane reconnaissance flights it may be possible to push Penola farther south and establish the base in unexplored territory.

The nearer the base lies to Hearst Land the more feasible will it be for the party to carry out their main work—namely, the exploration of the country lying between Luitpold Land and Charcot Land, a region at present quite unknown.

THE MAIN OBJECTIVE

Provision has been made for two and a half years' work, as the main objective will require two long sledge journeys, one to the east towards Luitpold Land, and one to the west towards Charcot Land. Each of these is expected to occupy a full summer's sledging and to be preceded by laying food

[Continued on Page 12.]

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Issue dated

Glasgow Herald
1 Sept 1934

THE GRAHAM LAND EXPEDITION

LIFE AT THE BASE CAMP

[Continued from Page 11.]

depots in the spring. So great, however, is the uncertainty of foretelling the conditions in an entirely unexplored land that the work may not take as long as anticipated.

The fate of Nordskjöld's ship the Antarctic, and of Shackleton's Endurance, both of which were crushed by ice in the Weddell Sea, fortunately without loss of life, are sufficient evidence of the difficulty of sailing south on the east side of the Graham Land archipelago. The west coast has a happier reputation, and if a good wintering place can be found for the ship it should be safe to freeze her in for the winter. On the other hand, it may be necessary for her to return to winter at Port-Lockroy.

The base will consist of a two-storied hut, built with a double thickness of boarding packed with insulating material. A hangar for the aeroplane will be attached to the house.

REASONABLE COMFORT

Life at the base will not be so luxurious as at Little America, but with electric light, an oil stove, an excellent library, a gramophone, and the less obvious advantage of two piano accordions, the party expect to live in reasonable comfort; while the food might compare favourably with that of an inexpensive boarding-house.

The expedition expects to supplement its supply of tinned and dried foods with fresh seal meat, and hopes to feed the dogs largely on seal and possibly on whale.

After leaving the Discovery II. at Port-Lockroy it is unlikely that there will be any postal communication until the party's return to the Falkland Islands, but they expect to be in constant touch by wireless.

The Antarctic climate has the reputation of being the most uncongenial in the world. It is certainly more rigorous than the Arctic. In view of this, it is improbable that mineral resources which may there be found can ever be exploited. Settlement in such an inhospitable land seems equally impossible. Exploration in this part of the world is thus not likely to reveal facts of immediate economic importance, except those found by marine biological research which are of value to the whaling industry. It is impossible to predict the significance of, or consequences arising from, the additional knowledge gained by such an expedition.

In common with all attempts to interpret the mysteries of nature, the success of this adventure will depend in large measure on the resourcefulness of the party and the kindly hand of Providence.

(Pictures on Page 5.)

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LONE TREK TO NORTH POLE

EXPLORER TO SEARCH FOR FRANKLIN LOG-BOOKS

FROM OUR OWN CORRESPONDENT.

LIVERPOOL, Friday.

In an attempt to discover the relics of the ill-fated Franklin expedition of 90 years ago, when 125 men, including Sir John Franklin, perished at the North Magnetic Pole, Mr Francis Kennedy Pease, a young Plymouth explorer, sailed from Liverpool to-day in the Canadian Pacific liner Duchess of York for Canada. He proposes to make the journey to the Pole alone except for his fox terrier Jill, which has accompanied him on every expedition.

He will trek from Fort Churchill to Chesterfield Inlet—a distance of 1100 miles—alone, and is searching for Franklin's log-books. He believes he is the only man who possesses the maps of the Franklin expedition, which were given him by a famous explorer who has since died. His journey from Fort Churchill will occupy two years and his task will take him at least three years. Mr Pease is taking five tons of British foodstuffs with him.

Mr Pease has had ten years' experience of Arctic exploration. He was with the Discovery expedition from 1924 to 1925, later was in the William Scoresby

Falkland Islands

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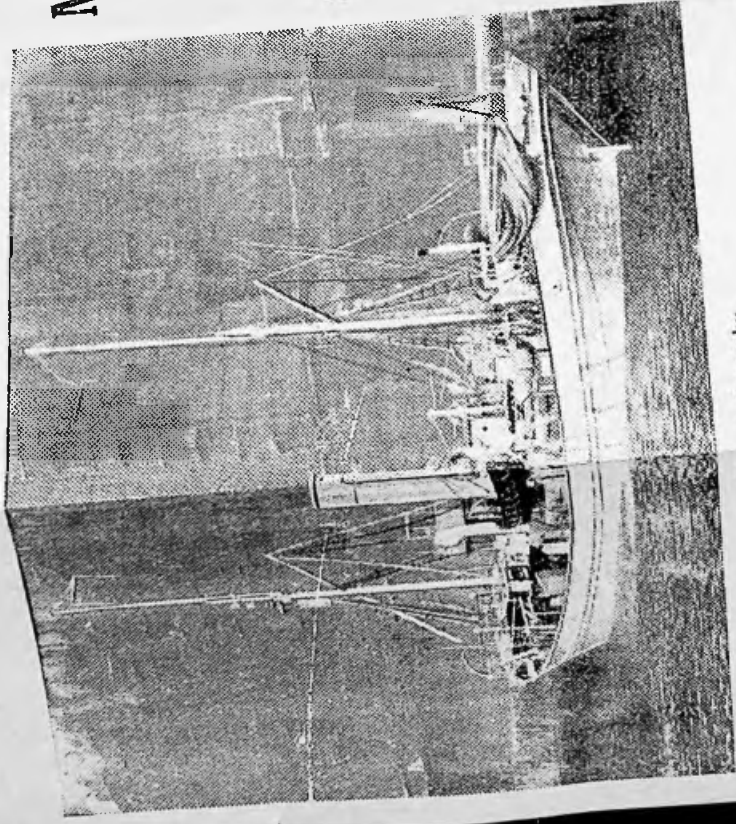
Issue dated

Evening News

27 OCT 1934

SATURDAY

To Spend Their Christmas Amid the Antarctic Ice



The William Scoresby

MEN WHO ARE STUDYING WHALES

SCIENTIFIC WORK THAT IS SPORTING, TOO

MONTHS IN SOUTH POLAR SEAS

AWAY down in Enderby Land, on the edge of the Antarctic Circle, the British research ship William Scoresby with her company of 23 is to spend Christmas in the pack ice.

This sturdy little craft, commanded by Lieutenant C. R. Boothby, R.N.R., is now on her way to the South Polar seas (writes an *Evening News* representative) on an expedition directed by the Discovery Committee to study the habits and movements of whales.

Though it will be summer in the Antarctic it is a cold job; but members of the expedition are well equipped for the work, and have wireless for transmission and reception.

Listening to the Cape

They may not be able to listen to the carol singers or the sounds of Christmas Eve and New Year revelry in London; but at any rate they may pick up the Cape or South American stations, and thus help to break the monotony of their three or four months' stay amid the Antarctic ice.

In addition to Enderby Land (discovered by Captain Biscoe just over 100 years ago), the expedition will also visit South Georgia and other islands of the Falkland Islands group first located by Captain Cook, the pioneer of Antarctic exploration.

Though whale research work is highly scientific and technical to read about there is a considerable element of sport in it. The creatures have to be marked to discover their migratory habits, and you cannot mark a whale by "tying a ribbon on its tail."

Mark That Vanished

In earlier experiments a barbed pin with a disc attached was discharged at the whales, but this mark disappeared so rapidly that it was found to be ineffective.

A new type of "gun" has now been devised which discharges a short length of stainless steel tubing fitted with a leaden head. This missile inflicts only a slight wound, and as it heals quickly the "mark" does not fall out, so that marked whales can readily be identified when found later in far distant waters.

A lot of research work is being done at the Marine Biological Station in South Georgia, and while the William Scoresby's company is carrying out the practical sealing work of marking whales and recording their movements, another research ship, Discovery II, is engaged at the same time in investigating the foods upon which the whales subsist.

Chief Whaling Region

All this intensive interest in whales is due to the desire to protect them from possible extinction. The Antarctic seas are now the chief whaling grounds of the world, and the chief whaling companies are all operating there. The William Scoresby and Discovery II are expected to return to England next Spring.

5, 1934

WHERE DO WHALES GO IN WINTER?

TWENTY-THREE men are setting out today on an eight thousand miles voyage to the Antarctic in a ship little larger than an ocean-going tugboat.

Their object is to discover where whales go in winter time. They are the crew of the royal research ship William Scoresby, now in the London docks. She is being sent to the ice edge to collect data regarding the migratory habits of whales.

She is going on what may be called a "whale-marking" expedition.

Mr. J. Endresen, a famous whaling gunner, is one of her crew. He is a Norwegian, and former captain and gunner of a whaler.

His job on the expedition will be to fire 10-inch steel bullets into 3,000 whales. The bullets are called "darts"—and deadly darts they are. But Mr. Endresen will be told not to shoot to kill.

Each steel bullet, which has a circumference of 1½ inches, and is 10 inches long, is capable of dealing out death to most of the larger mammals, but it only pricks a whale.

BULLET NUMBERED

It lodges in the thick coating of blubber. There it is meant to stay until the whale is caught by one of the whalers in different parts of the world.

When the whale is cut up the bullet will be found. And on the bullet is a number and this inscription: "Please return to Discovery committee."

Mr. Endresen expects to mark 3,000 whales in three months. He carries 3,000 bullets and does not expect to miss with one of them.

He will use a special gun, with a special bore, about the size of an ordinary sporting rifle, but much stronger.

The William Scoresby flies the flag of the Falkland Islands, and is registered at Port Stanley. Her crew, except for Mr. Endresen, is English. The youngest member is Ordinary Seaman Cornish, who is eighteen.

The last stores were carried on board yesterday. They included beer and plum puddings for Christmas, which will be spent in the ice pack near Enderby Land. It is expected that the ship will be absent six months.

Cutting from *The Times*
Issue dated 13-10-34

THREE MONTHS IN THE WHALING AREAS

RESEARCH SHIP TO SAIL NEXT WEEK

The royal research ship, William Scoresby, a small vessel of the trawler type specially built for scientific whaling observations in the Antarctic, is now loading stores in the Thames before her departure on her fourth commission. She is expected to leave London on or about October 16.

During the coming Antarctic summer the William Scoresby, after calling at the Cape, will proceed to the ice edge in the neighbourhood of Bouvet Island and Enderby Land, which are the chief hunting grounds of floating whale factories, and if practicable to other areas where whales may be found. It is expected that she will be on the whaling grounds for some three months without touching port.

The experiments which will be undertaken are part of a general scheme of investigations in the course of which the royal research ships Discovery and Discovery II., as well as the William Scoresby, have been employed on previous commissions. The William Scoresby's investigations this season will be specially directed to determining the migration of whales.

The Discovery investigations are controlled by the Discovery Committee, acting on behalf of the Falkland Islands Government under instruction from the Secretary of State for the Colonies. Mr. G. W. Rayner will be in charge of the experiments conducted by the William Scoresby, with Lieutenant C. R. U. Boothby, R.N.R., in executive command of the ship. The vessel is expected to be absent from this country for about six or seven months and will return in the spring, as will the Discovery II., which sailed from London in October last year and is at present actively engaged in research work in the South.

Cutting from *Guardian*
Issue dated 19 OCT 1934

THE FALKLAND ISLANDS

The retiring Bishop of the Falkland Islands (Dr. N. S. de Jersey) sent a farewell message to his diocese through the *South Pacific Mail*. The message was written from a bed of sickness in a nursing-home at Clifton, Bristol. The bishop arrived in Valparaiso nineteen years ago, he said, "with very great misgivings," and had to "break through a great wall of suspicion before I found the value of the warm west-coast heart." At that time there was no diocesan organization, and in trying to deal with the situation the bishop had to divide the coast into three sections, beginning at the Falkland Islands and ending at Lima. Dr. de Jersey referred to the "wonderful impression" that the work of the Araucanian Mission made upon him. The year 1922 saw the first diocesan synod, which showed that the work had begun to take root. There were other synods in 1925, 1928 and 1932. An advance has been made in church building, and a new archdeaconry has been formed in northern Peru and Ecuador. It is in charge of the Ven. W. J. Foley-Whaling, who holds it under the title of Archdeacon of Stanley. The bishop had hoped before he laid down his work to be able to press forward with the appeal that is being made for the improvement of the cathedral in Stanley in memory of Dean Brandon.

Referring to the work of the clergy in the diocese, the bishop mentioned two in particular—the Rev. C. Sadleir, who distinguished himself by choosing the site of the Araucanian Mission, and Canon Walker, who was 25 years at Santiago and achieved the ambition of his life by building up the war memorial church. The bishop also paid a tribute to those clergy who acted as his representatives in England—the Rev. the Lord Thurlow, Dr. S. R. Cambon, Canon W. J. Mackinnon and the Rev. C. H. Hodgson. All had given their support whenever needed. "Of these stands out prominently Canon Mackinnon. When I became Bishop of the Falkland Islands he gave up practically his whole time and energies for the furtherance of the work. He put straight the endowment fund of the diocese, he selected a great many of the clergy, formed my diocesan association, and helped to get together the fairly considerable sum which I hope to pass over to my successor."

The new bishop (the Rt. Rev. J. R. Weller) has left England for the Falkland Islands. As the handsome pastoral staff of the diocese is too heavy to accompany the bishop on his travels, it is kept in the cathedral at Stanley. Members and friends of the South American Missionary Society have recently presented the new bishop with a travelling staff as a token of good will as he enters on his new labours.

Falkland Island
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Cutting from *Church of England Newspaper*
Issue dated 5/10/34

A DIOCESE FOUR THOUSAND MILES LONG.

NEW BISHOP SETS SAIL.

To take up his appointment as Bishop of the Falkland Isles, the Rt. Rev. J. T. Weller, former superintendent chaplain of the Mersey Mission to Seamen, sailed from Liverpool on Thursday of last week on the Pacific liner *Orduna*. He will be enthroned in the Cathedral in Port Stanley in the Falkland Islands, Britain's most southerly possession, in February.

The new Bishop has already done much globe trotting. In his early days he was a tea planter in Ceylon, and he fought in the South African War as a trooper in the Yeomanry. He was chaplain to Delhi railwaymen and during the last war served as a padre in Mesopotamia. He has also travelled to Australia and the United States and Canada, and has already crossed the Atlantic sixteen times.

"In my new sphere I shall do even more travelling for my diocese will be four thousand miles long," said Bishop Weller in an interview. "Despite my wanderings, this has been described as my great adventure. During nine months of the year I shall be travelling, sometimes in liners and sometimes in cargo boats. I shall also probably occasionally take advantage of schooners. But I have never been seasick during my travels, which have extended over thirty-six years, and therefore I am looking forward to my further wanderings with pleasure."

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Cutting from *Guardian*
Issue dated 5-10-34

OFF TO THE FALKLANDS

The Bishop of the Falkland Islands, the Rev. J. R. Weller, formerly Superintendent Chaplain of the Mersey Mission to Seamen, sailed from Liverpool last week. He will be enthroned in the cathedral in Port Stanley. The bishop's jurisdiction includes the Falkland Islands, Tierra del Fuego, Chile, Peru, part of Bolivia, Ecuador, parts of Argentina and of the States of Columbia. The diocese covers more than two million square miles, with an English-speaking population estimated at about 20,000. For nine months of the year the bishop will be travelling in liners, cargo-boats and schooners.

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Cutting from *Daily Express*
Issue dated 5 OCT 1934

TO GOVERN FALKLANDS

NICOSIA (Cyprus), Sunday. Mr. Herbert Henniker-Heaton, the present Colonial Secretary of Cyprus, will leave here on November 4 to take up his new post as Governor of the Falkland Islands. He will succeed Sir James O'Grady—Reuter.

Cutting from *Manchester Guardian*
Issue dated 28-9-34

COURT & PERSONAL

THE NEW BISHOP OF THE FALKLAND ISLANDS

The new Bishop of the Falkland Islands, the Rev. J. R. Weller, formerly Superintendent Chaplain of the Mersey Mission to Seamen, sailed from Liverpool yesterday in the Pacific liner *Orduna*. He will be enthroned in the cathedral in Port Stanley in the Falkland Islands, Britain's most southerly possession, in February.

In his early days the Bishop was a tea planter in Ceylon, and he fought in the South African War as a trooper in the Yeomanry. During the last war he served as a padre in Mesopotamia.

"In my new sphere I shall do a great deal of travelling, for my diocese will be four thousand miles long," said the Bishop, in an interview. "During nine months of the year I shall be travelling in liners, cargo boats, and schooners."

Falkland Islands 3.
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Cutting from Daily Herald

Issue dated 11 DEC 1934

FROM UNION LEADER TO DOMINION GOVERNOR

HOW SIR JAMES O'GRADY BROKE DOWN TRADITION

SIR JAMES O'GRADY (whose death is reported elsewhere) was once a labourer and afterwards a Trade Union official.

He was the first man to be appointed from the ranks of the British workers as Governor of an Overseas Dominion.

For six and a half years he was the King's representative in Tasmania, and after only a short interval at home, went out again as Governor and Commander-in-Chief of the Falkland Islands.

He returned to this country on sick leave last year, and was never able to resume his office.

Sir James was born at Bristol in 1866, went to a Catholic school there, but at the age of nine he started work in the cellar of a public-house, and used to tell how, even in those early days, he often put in an 80-hour week.



Sir James O'Grady

MADE FURNITURE

Later he served an apprenticeship in furniture making, and worked for some years at that trade.

Before he was out of his teens he began to associate himself with Trade Unionism and Labour politics, and on his return to Bristol took part in public life and in the organisation of "unskilled" labour.

Subsequently he became organiser of the National Furnishing Trades Association. He also served as general secretary of the National Federation of General Workers.

As long ago as 1896, when he was only

32 years of age, Sir James was President of the Trades Union Congress.

He was elected eight years later as Labour M.P. for East Leeds, and remained in the House of Commons until 1924, when he went out to Tasmania.

In 1917 he was sent on a special Government mission to Russia, and later was asked by Mr. Lloyd George to meet representatives of the Russian Soviet Government at Copenhagen, where he negotiated the exchange of British prisoners of war and the repatriation of all British civilians at that time on Soviet territory.

CRITICS WRONG

His appointment by the first Labour Prime Minister to the post of Governor of Tasmania was a precedent, and, like all precedents, was severely criticised.

When Sir James, who on his appointment had been invested a Knight Commander of the Order of St Michael and St. George by the King, left his villa home at Clapham for the palatial Government House, Hobart, the largest and the best built official residence in the Commonwealth, the critics predicted utter failure.

But Sir James' ability, his charm of manner, and especially his accessibility, soon made him enormously popular, and when he left in 1931 it was with the regret and goodwill of the whole Island.

Within three weeks of landing at Southampton Sir James was appointed to the Falkland Islands, a Crown Colony in the South Atlantic with a population of 120,000.

A large part of his time was spent in steaming round the Islands, visiting sheep stations, in seas often treacherous and tempestuous.

A man cultured by his own efforts, a tremendously hard worker, kindly, generous, and to the last a great champion of the people, Sir James, by his services overseas, broke one tradition and created another.

Lady O'Grady died in 1929. Three sons and seven daughters survive.

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Cutting from Daily Telegraph

Issue dated 11 DEC 1934

Obituary

A WORKING MAN GOVERNOR

SIR JAMES O'GRADY'S ROMANTIC CAREER

The death of Sir James O'Grady, M. (announced on Page 15) removes one of the most romantic figures from the ranks of British proconsuls.

The son of an Irish doctor, he worked from a boy in a mineral water factory in Bristol, the place of his birth, and in turn trade union leader and Socialist M.P., died at the age of 68 as Governor of the Falkland Islands, having previously held a similar office in Tasmania.

The strong character, which he inherited from his father, soon led him to quit his first blind alley employment and to enter as an apprentice the trade of furniture making. Here he became recognised as one of the most skilled craftsmen in Bristol, especially in the art of imitating antique work.

O'Grady became an active trade unionist and an organiser of the National Furnishing Trades Association.

After working in various parts of the country he returned to his native city and in 1890 entered municipal politics.

Eight years later he was elected president of the Trades Union Congress, which met in that city.

At the General Elections of 1906 and January and December, 1910, O'Grady was returned as Socialist member for East Leeds, and later he sat for the South-East Division of that city.

SERVICES DURING THE WAR

His work during the war was one of unswerving loyalty to the Allied cause. Besides visiting several military fronts he joined Col. Arthur Lynch in a recruiting campaign in Ireland.

In the spring of 1917 he was sent by the British Government on an official visit to Petrograd. Two years later at Copenhagen he arranged with M. Litvinoff, of the Soviet Government, for the exchange of British prisoners of war and the repatriation of all British civilians at that time in Russia. At one time O'Grady was mentioned as the first British diplomatic representative to Soviet Russia, but eventually, in 1924, he was appointed Governor of Tasmania, being made a K.C.M.G. His governorship was extremely popular.

In 1929 Lady O'Grady, whom he had married when he was 21 and she 19, died. It was the great tragedy of his life that she had been unable to accompany him to Tasmania—she had been afflicted with a serious illness since 1910.

Only her persuasions induced him to accept the post of Governor and leave her behind. Till her death Lady O'Grady received weekly letters and many cables from her husband thousands of miles away. Sir James returned to this country in April, 1931, and after a stay of a month he was off again, at the age of 65, to take up his appointment as Governor of the Falkland Islands. Among his luggage was a crate of boxing-gloves, as he hoped to be able to interest the islanders in the sport he loved.

In the middle of last year he was stricken with a form of blood-poisoning and travelled 7,000 miles to London for special treatment.

After a time some progress was apparent, and last December he applied to the Colonial Office to return to his islanders, in whose struggles to gain a living in that inclement climate he took the most keen and helpful interest.

As a result of two specialists' report, however, his sick leave was further extended. Last June he handed in his resignation, which would have taken effect next month.

Sir James and Lady O'Grady had ten children, three sons and seven daughters. One of the latter, Miss Margaret O'Grady, was married last year to Mr. Frank Hughes.



SIR JAMES O'GRADY

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Cutting from

Guardian

Issue dated

16.11.34

**AN AEROPLANE FOR CHURCH
WORK**

SIR—You recently printed a paragraph saying that Bishop Weller had sailed for the Falkland Islands, that his diocese covers more than two million square miles and that he will be travelling for nine months in the year. He was once my curate, and when he came to see me on becoming a bishop he mentioned these points to me. I suggested to him that an aeroplane might be a suitable way of covering these distances. He rather took to the idea but I doubt if he could afford to buy one. It is not unusual for people to present a motor-car to a bishop in England who has a diocese of, say, six hundred square miles, and possibly someone could see his way to present an aeroplane to a bishop who has a diocese of two million square miles. I prefer myself a man who goes overseas to a man who says how desirable it is that somebody else should go overseas. Bishop Weller went overseas as a young layman and worked among boys in America. After ordination he joined the Delhi Mission. From there he came on to me at Lahore. During the War he was an Army chaplain. Since the War he has worked in Australia and he has now taken on a diocese of two million square miles. That seems to me a good record of oversea work.

OSWALD YOUNGHUSBAND.

8, Gloucester Row, Clifton, Bristol.

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Catholic Times

Issue dated

**WORKING MAN
GOVERNOR
FALKLAND**

**ROMANTIC CAREER
JAMES O'GRADY**

The death took place in London on Monday, at the age of 68, of Sir Jas. O'Grady, K.C.M.G., Governor of the Falkland Islands, and previously of Tasmania, who was himself a striking proof of the accuracy of his assertion that, under the British Constitution, "success is waiting round the corner for even the very poorest subject of the King."

The son of an Irish Catholic dock labourer, he was born in Bristol, where he was educated in a local Catholic elementary school, and was apprentice to a furniture maker after he had worked for some time in a mineral water factory. Taking an active interest in trade union affairs, he entered Bristol City Council as a Labour member and organised the National Amalgamated Furnishing Trades Association, of which he became Secretary. He was afterwards appointed Secretary of the National Federation of General Workers, and was eventually elected President of the Federation of Trade Unions.

In 1898, he was President of the Trades Union Congress at Bristol. From 1908 to 1924, when he was appointed Governor of Tasmania, he was Labour North Leeds and East Leeds.

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New Chron

Issue dated

11 Dec 1971

NEWS CHRONICLE. TUES

FIRST "EXCELLENCY" IN THE LABOUR PARTY

SIR JAMES O'GRADY DEAD

HUMBLE HOME TO PALACE

SIR JAMES O'GRADY died last night, at the age of 68. He was:

First member of the Labour Party to be styled "his Excellency," and to become a Colonial Governor;

One of the Labour Party's founders;

Governor of the Falkland Islands;

Ex-Governor of Tasmania.

His death took place in a Clapham nursing-home, after a long illness.

When last year in the Falkland Islands he was taken seriously ill



Sir J. O'Grady

he made the 7,000 miles journey to London for special treatment. By December he was anxious to return to the Islands, but could not do so.

His sick leave was extended, and he entered the nursing home the week before last, when a slight internal operation was performed. He was due to retire next January.

The life-story of "Jim" O'Grady, as he was familiarly called, was one of the most romantic in the Labour movement.

He went straight from his humble home in Clapham to the Governor's palace of 73 rooms in Hobart, Tasmania. That was in 1924, during the first Labour Government.

At the end of his term he was appointed Governor of the Falkland Islands.

Chief points in his career are as follows:

Born in Bristol, of Irish parents, in 1856.

Started work in a mineral water factory, and afterwards went into the furniture business.

Elected to Bristol Council at 31. President of Trades Union Congress. 1898

M.P. for S.E. Leeds, 1906-1924.

Governor of Tasmania, 1924, made K.C.M.G.

Governor of Falkland Islands, 1931.

His marriage was romantic. He met his future wife at school and they became boy and girl sweethearts. They had ten children, seven daughters and three sons, nine of whom are living.

THE GRAHAM LAND VOYAGE

Research Expedition at the Falkland Islands

MARINERS AND SCIENTISTS

We have received the following despatch, which we publish in conjunction with "The Times," from our Special Correspondent with the British Graham Land Expedition, now at the Falkland Islands in the research yacht Penola.

The expedition, led by Mr John Rymill, hopes to explore an unknown region about 1000 miles in length from Graham Land eastward at the back of the Weddell Sea.

ATLANTIC CROSSED IN FINE WEATHER

BY OUR SPECIAL CORRESPONDENT

WORLD COPYRIGHT RESERVED.

The Penola arrived at Monte Video on November 11 after a 62 days' voyage from St Katherine Docks. Mr Rymill had originally intended to make the voyage direct, but we were obliged to call at Funchal, Madeira, for a few hours to order wireless parts to be sent from London to await our arrival in Monte Video. This broke the voyage, and enabled us to take on board supplies of fresh food and water.

Since leaving Madeira we have enjoyed good weather for practically the entire passage. Only for a few days when we were sailing just north of the Equator in the doldrums did we run into squalls, and during these the ship proved to be seaworthy.

Weak Trade Winds

The difficult and extensive work of strengthening the hull of the ship for ice conditions, which was carried out by our adviser, Mr Meek, does not appear in any way to have impaired her general performance and sailing qualities. Owing to the weakness of the Trade Winds the voyage has taken somewhat longer than was anticipated and it has been necessary to motor almost continually.

In a previous article it was stated that the Penola would not carry a paid crew, and all the members of the expedition have therefore worked the ship under the command of Lieutenant R. E. D. Ryder, R.N. The port watch consisted of the first mate, Mr Martin; the chief engineer; Engineer Lieutenant Millett, R.N.; Lieutenant Meiklejohn; the wireless operator, Mr Gurney; and the Rev. W. L. S. Fleming, chaplain and geologist. In the starboard watch were the second mate, Lieutenant L. C. D. Ryder; Mr Moore, the assistant engineer; and Messrs Roberts, Riley, and Bertram, who are our ornithologist, meteorologist, and biologist respectively.

Preparing for Storms

Each watch has been responsible for alternate periods of four hours on deck. At night the watch on duty are engaged only with the essential jobs of running the ship, but during the day watches our work has principally been that of overhauling the rigging and introducing improvements so that the gear should be in sound condition before we reach the stormy seas of the Southern Ocean.

The jobs have included those of tarring the deck—or rather those parts of the deck space free from cargo—oil-mending, oiling the masts, greasing the blocks with a non-freeze graphite composition, blacking down the shrouds and all metal parts in the rigging with a mixture of boiled oil and Stockholm tar, and painting the woodwork.

When the weather is good Sunday is a holiday at sea. The day starts with a Communion service in the after saloon, and the weather has generally been fine enough to hold our short morning service on deck.

Except for sail work and steering, the rest of the day is free for washing, sewing, getting up to date with diaries, and so on.

No Parallel with Drake

Many of the crew had little or no previous knowledge of seamanship, and for some of them this is the first voyage in a sailing ship, but hard work and enthusiasm soon overcame any initial awkwardness and inexperience. Francis Drake seems to have selected his ship's company from men of equally varied outlook, but, fortunately, Rymill has had no cause to say to his men as did that great adventurer, "By the life of God it doth take my wits from me to think of it. Here is such controversy between the sailors and gentlemen, and such stomaching between the gentlemen and sailors that it doth even make me mad to hear of it. But, my masters, I must have it left. For I must have the gentlemen to haul and draw with the mariner and the mariner with the gentlemen."

Scientific Lectures

Nor does it seem likely that the scientists of the expedition will need much persuasion to enlist the help of the mariners in their work. During the last few days of the voyage each member of the scientific staff on board has given a lecture outlining the work he intends to do and the ways in which other members of the expedition can help. One dealt with the general plan of the scientific work and the geology, another with the marine biological programme, and a third with the studies he proposed to make of the bird and plant life in Graham Land. The interest shown by the party in these different subjects promises well for our being prepared to take full advantage of our opportunities for scientific research.

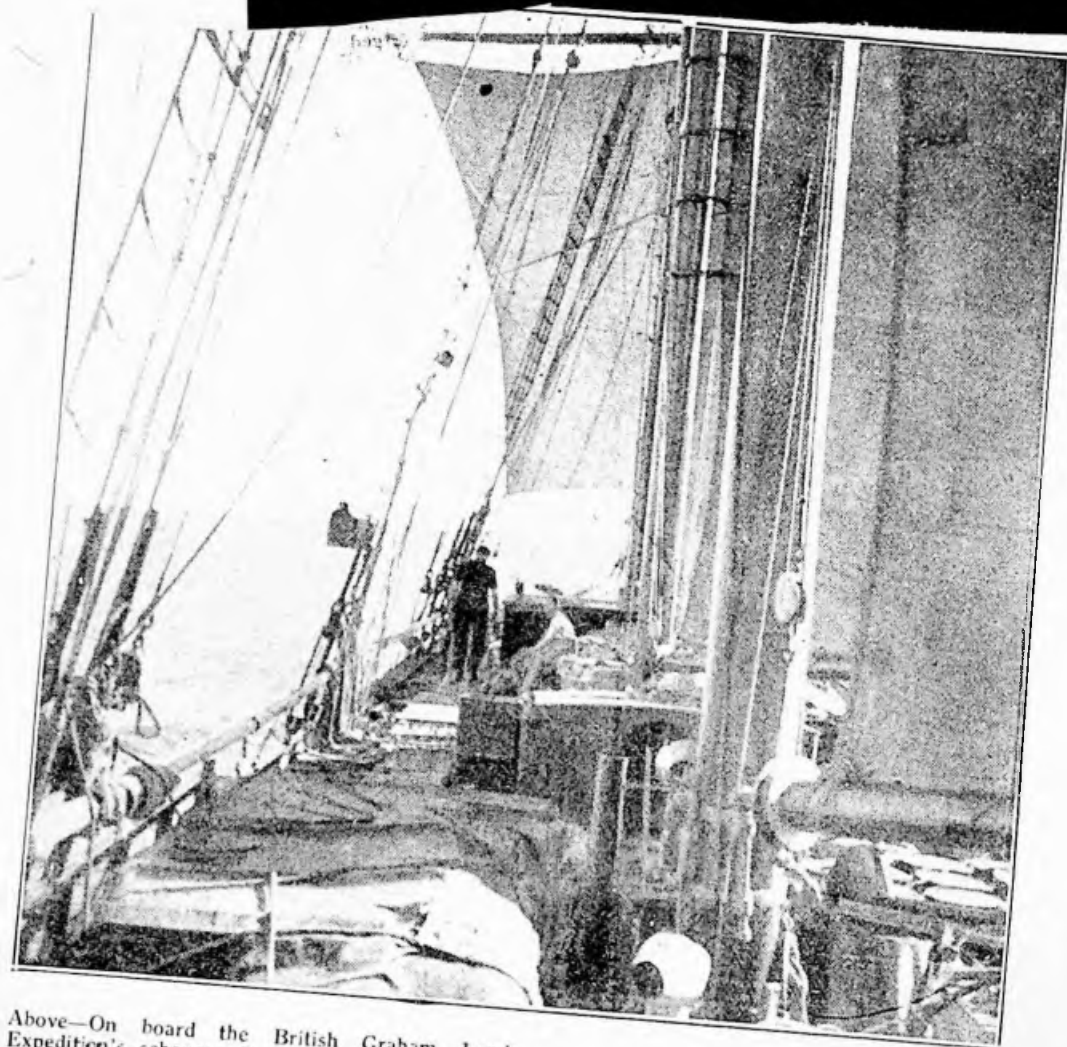
Biologists' Abortive Hunt

Throughout the voyage a complete meteorological log has been kept, and all biological observations have also been recorded. A few days ago a number of land birds, moths, and dragon flies alighted on the ship. They had been blown nearly 150 miles from the Brazilian coast by strong north-westerly winds.

The biologists immediately organised a hunt. Within a few minutes beaters were running up and down the shrouds trying to manoeuvre the birds into position so that neither sails nor rigging should be shot away by the guns who were waiting their chance on deck. The total bag, apart from insects, was one small bird and Martin's tool-kit, which had been left aloft.

On our arrival at Monte Video we were glad to hear that the 35 Labrador huskies which Bingham brought out from England were all fit. He sailed with them in a cargo boat for the Falkland Islands at the beginning of November. We left Monte Video on November 15, and hope to reach Port Stanley by the end of the month.

[Photographs on Page 5.]



Above—On board the British Graham Land Expedition's schooner Penola during the Transatlantic voyage to Monte Video, where they arrived on Nov. 11, 62 days after leaving London. Right—Members of the expedition lazing on deck during the crossing. In the front row (left to right) are seen—Lieutenant R. E. D. Ryder, L. C. D. Ryder, J. R. Rymill (leader), and the Rev. W. L. S. Fleming (with helmet). The latest despatch from the expedition will be found on Page 10. "Glasgow Herald" and "Times" Photographs.



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dated

Dramatic Story of Great War

How Woman Saved the Falkland Islands

By
A. BURKE

THE other day the newspapers recorded the death of Sir James O'Grady, the late Governor of the Falkland Islands. He was an Irishman, and very popular with the people of the Falklands. Most of the population there are of Irish extraction, and a fine healthy, vigorous lot they are. That announcement in the papers brought back memories of the time to me when I put in a visit there a few years ago. A long visit in Patagonia (Southern Chili) had somewhat climatised one to the people of that country, its language, etc., for, of course, Spanish is only spoken there, and they are a Latin people.

Crossing over to the islands, one feels almost like coming home to the old country. The wonderful geniality and pleasant manner one meets in the Emerald Isle is well represented out there. Nothing is too much trouble, and every one vies with the other (especially among the ladies) in hospitality and generosity.

During the Great War the islands were very nearly captured by the Germans, and only for the courage and quickness of one of its inhabitants, a woman, the Germans would have landed without hindrance or check.

It happened all in a very remarkable way. The lady was up betimes early in the morning, and looking over the vast ocean from a window in her house, on the hill-top, she saw a great number of ships approaching the islands. Rushing down to a flagstaff, where hung a bell, she rang it, frantic with terror. Well, her action saved the islands. The alarm given, all turned out, and the enemy, instead of landing, were routed with considerable loss of life.

That brave woman has received full honours, I believe, for her wonderful courage and forethought.

The British Government were then offering a free passage home to the boys in the Falkland Islands who would join the Navy. I believe a great number have joined since. But the first volunteer was brought home on our boat. He was a very nice lad, and gained great favour both with the captain and the officers and the rest of the ship's crew. No sooner had we got into the London Docks than the Marines claimed him, and bore him off, in spite of some reporters wanting to take him round and show him the sights of London.

It is impossible to do justice to the Falkland Islands in a brief sketch. Most

of the country is thrown over to sheep farming, which is a thriving industry, in spite of the terrific winds, and tracks of country are covered with sheep. A goodly number of first-class stores abound on the islands, and some fine buildings. Government House is a very good edifice, and all the surrounding buildings, not to mention the churches, are really wonderful for the place. The cathedral stands out a splendid structure; although so far away, everything seems up to date. They are not behind us in the least. Merchandise consists of all the latest to be had from home.

It was rather a memorable occasion that we landed at the Falklands. A very popular couple were being married on that day, and a ball was given by the bride's father upon the same night, at the Town Hall. Most of the islanders were present. It was, indeed, a brilliant gathering; one could hardly believe it was not taking place in the old country.

The ladies' toilettes were quite up to date, all the dresses being of the latest fashions, their style and deportment elegant and graceful, and there were such pretty girls dancing all the latest favourites, as only pretty women can.

There is yet another feather in their caps. They can ride. Like their sisters in the Colonies and in many parts of Ireland, everyone on the islands keeps a horse there. When off shopping in the morning, or away to take tea with friends in the afternoon, the pony or horse is saddled up, by themselves generally. Riding astride, off they go, challenging anyone to do things better. They are a very bonny lot of girls in the Falkland Isles, and it's a thousand pities they are so far away from the mother country.

Down in the south of the islands the whale fishery is very flourishing. I believe it is a most wonderful and interesting sight. We were all very much disappointed not having time to go there, but we are promising ourselves a visit there the next time we go ashore upon the Falkland Islands.



Not unlike the homeland. Live stock being fattened on a farm on the other side of the Atlantic.

Cutting from *Manchester John*

Issue 1-1-1

RESEARCHES INTO ANTARCTIC

Mr. Dilwyn John's Story

The annual dinner of the Manchester and District branch of the Old Students' Association of Aberystwyth College was held in Manchester last night. Professor W. J. Pugh, of Manchester University, presided, and the guest of honour was Mr. D. Dilwyn John, who was the senior scientific officer on the commission royal research ship *Discovery II* on her Antarctic expedition in 1931-3.

This expedition continued the oceanographical researches into the Antarctic whaling industry, which had been carried on for five or six years under the control of the Discovery Committee of the Colonial Office acting on behalf of the Government of the Falkland Islands. *Discovery II* circumnavigated the Antarctic. It was the fifth time that this had been done and the first time the greater part of the voyage had been done in winter. Mr. John has been occupied for ten years in work for the Discovery Committee investigation and has twice previously been on research expeditions.

Mr. John, describing some of the aspects of his work, said his life had had some of the features of a sailor's life and he had come to know something of its charm. There had been a time when he would have denied as strongly as he could that there was anything charming about such a life at all. Now he realised that there was something very satisfying about long periods of sufficient and uncomplicated routine, broken by the reward of visits to port.

At the Ice Edge

The expedition, in cruising round the Antarctic, made several visits to the ice edge and they always looked forward to them. The ice edge was full of colour in contrast with the open sea, which was often rough with the sky overcast. In summertime there were beautiful effects of sunshine on the ice packs, and there was abundance of animal life to be observed. The most memorable spectacle seen during the winter were the displays of the aurora australis.

Among the guests were Professor H. J. Fleure, of Manchester University, vice-president of the branch; Professor T. C. James, of University College, Aberystwyth, and Professor H. H. Paine, of the University of the Witwatersrand, Johannesburg. There were about forty people present.

Professor T. C. James spoke of the proposal to rebuild the college on a new site on a hill overlooking the town. For various reasons the new site had been considered the best. It would not be in this generation nor, perhaps, in the next that the scheme would be completed, but he appealed to old students to contribute what they could to the building fund.

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Cutting from *Latin American World*
Issue dated Jan 1935

New Governor of Falkland Islands.

The new Governor of the Falkland Isles, Mr. H. Henniker-Heaton, is travelling out to Britain's most southerly possession, a group of islands in the South Atlantic, in the P.S.N.C. liner, *Reina del Pacifico*, which sailed from Liverpool on Wednesday 16th of the current month on a round tour of South America. Mr. Henniker-Heaton, who commenced his 7,000 mile voyage at Plymouth, is accompanied by his two daughters. He is succeeding Sir James O'Grady, formerly M.P. for Leeds, who died recently after a short term of office as Governor. Sir James returned home to obtain special treatment for his illness which included a form of bloodpoisoning.

There are 250 passengers making the 20,000 miles pleasure cruise round South America. There will be a picnic on Robinson Crusoe's Island and calls will be made at ports in nearly twenty countries, during the two and a half months' trip. Among the eight third-class passengers is a Fellow of the Royal Geographical Society and the cost of their travel works out at about halfpenny per mile.

The passengers include the Rt. Hon. Lord Newton, P.C., and his daughter the Hon. Hilda Legh; Admiral A. Walker Hencague-Vivian, C.B., M.V.O., his wife and two daughters; Lady H. M. Tothill; Lady Renwick and Miss Renwick; Comte Jacques de Pas and Countess Christiane de Pas; the Dowager Countess of Seafeld. Those sailing from Valparaiso include the Rt. Hon. Lord Salvesen, P.C., Lady Salvesen and Miss D. Salvesen, Lord Montgomery, and Countess Eglington.

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Cutting from *Daily Telegraph*
Issue dated 1-1-1



FALKLAND ISLANDS: Cutting peat on West Falkland. These islands are chiefly bog-land and have proved suitable for sheep rearing. The population is mainly British, and the chief exports are wool, tallow, hides, and sheepskins.

IDENTITY CARDS CANCELLED

BUENOS AYRES, FEBRUARY 22.
The Argentine Minister of the Interior has taken the remarkable step of ordering the cancellation of the identity cards of two men who were born in the Falklands and ordering the issue of new documents describing them as Argentine citizens. It appears the cards have been issued by the local police.

The names of the men are given as William de Boe and Francis Ushuaia and the cancelled identity documents of course, described them as British subjects.—Reuter.

ARGENTINA'S EARLIER PROTEST
The Falkland Islands, which are known in Argentina as Malvinas, are in the South Atlantic some 300 miles east of the Argentine coast. They are invariably described in that country as British territory illegally occupied. On this point the Government, some two years ago, decided not to regard as valid the claims issued in the colony of Britain's Falkland Islands in 1833. They are the islands of the whale and have a population of

Teleph.

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Cutting from

Issue dated

The Falklands

Argentina's shadowy claim to the Falkland Islands, revived once again during the week-end, has been put forward at intervals for more than a century, says Peterborough in the Daily Telegraph. It dates from 1320, when Buenos Aires claimed the islands on the ground that Britain had not colonized them. The Falklands did not formally become a British colony until 1833. Including Argentina, no fewer than six nations have had a hand in discovering these hundred rocky islets. The Englishman, Davis, discovered them in 1592, and Hawkins visited them two years later. Meanwhile the Italian, Vespucci, had claimed prior discovery. A Dutchman, Sebald de Wert, first gave the islands a name—his own—in 1598. France in 1764 took formal possession and founded a colony, but three years later ceded the islands to Spain, and Spain had also founded a settlement, and rival claims almost led to war with Britain in 1770. In 1871, however, the Falklands were peacefully yielded to Britain.

Cutting from

Issue dated

ARGENTINA'S CLAIM.

Falkland Islanders Not British Subjects.

Buenos Aires, Saturday.
No immediate developments are expected as a result of Argentina's latest claim to sovereignty over the Falkland Islands. The claim, however, closely affects all Falkland Islanders now domiciled in the Argentine.

In sending out an official circular nullifying the identity cards of two Falkland Islanders, wherein the holders were described as British, the Argentine Minister of the Interior stated: "Both men are Argentine citizens, because the islands are Argentine territory. Their nationality could not be affected by the transitory occupation by any other nation."—British United Press.

REVIVED

BUENOS AYRES, Saturday.
The old Argentine claim that the Falkland Islands are illegally occupied by Great Britain and therefore still Argentine territory has been revived in dramatic form. The Argentine Minister of the Interior has taken the remarkable step of ordering the cancellation of the identity cards of two men born in the Falklands and ordering the issue of new documents describing them as Argentine citizens. New identity cards have been issued by the Argentine authorities.

The names of the men in question are given as Ines Willis de Boe and Francis Ushuaia Lewis. The cancelled identity documents, of course, described them as British subjects.—Reuter.

The islands, which are some 300 miles east of Southern Argentina, are invariably described in that country as Argentine territory illegally occupied. On this point the Government decided not to regard as valid the stamps issued in the colony to commemorate the centenary of Britain's re-possession of the islands in 1833.

Cutting from *People*

Issue dated *24 FEB 1935*

ARGENTINA CLAIMS FALKLAND ISLES

Buenos Aires, Saturday.
No immediate developments are expected as a result of Argentina's latest claim to sovereignty over the Falkland Islands. The claim, however, is one of the most emphatic ever made by Argentina.

Nullifying the identity cards of two Falkland Islanders wherein the holders were described as British, the Argentine Minister of the Interior stated:

"Both men are Argentine citizens because the islands are Argentine territory. Their nationality could not be affected by the transitory occupation by any other nation."—B.U.P.

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Cutting from *Evening News*

Issue dated *22.2.35*

THE ARGENTINE RENEWS CLAIM TO THE FALKLANDS

MINISTER CANCELS IDENTITY CARDS OF 2 BRITISH SUBJECTS

BUENOS AIRES, Saturday.
THE old Argentine claim that the Falkland Islands are illegally occupied by Great Britain and therefore still Argentine territory has been revived.

The Argentine Minister of the Interior has ordered the cancellation of the identity cards of two men born in the Falklands, and ordering the issue of new documents describing them as Argentine citizens.

New identity cards have been issued by the Argentine police. The names of the men in question are given as Ines Willis de Boe and Francis Ushuaia Lewis. The cancelled identity documents described them as British subjects.—Reuter.

The islands, which are 300 miles east of southern Argentina, are invariably described in that country as Argentine territory illegally occupied.

On this ground the Government two years ago decided not to regard as valid the stamps issued in the colony to commemorate the centenary of British re-occupation of the islands in 1833.

Falkland Island

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Cutting from *Glasgow Bulletin*

Issue dated *25 FEB 1935*

British Colony Claimed by Argentina

OLD CONTROVERSY REVIVED IN A DRAMATIC WAY

The old Argentine claim that the Falkland Islands are illegally occupied by Great Britain, and therefore still Argentine territory, has been revived in dramatic form.

The Argentine Minister of the Interior has taken the remarkable step of ordering the cancellation of the identity cards of two men born in the Falklands and ordering the issue of new documents describing them as Argentine citizens.

New identity cards have been issued. The cancelled documents described them as British subjects.

NOTE:—The islands, which are some 300 miles east of southern Argentina, are invariably described in that country as Argentine territory illegally occupied.

The Falklands and the Argentine

By Francis Gribble.

THE revival of Argentina's claim to the Falkland Islands is more interesting than alarming, and will, no doubt, be settled by diplomacy. Meanwhile it may serve as an excuse for recalling some forgotten passages in colonial history; for it certainly is not every one who remembers that the first settlement in the islands was a French settlement, or that we once were within an ace of going to war with Spain about them.

Bougainville, the French navigator, was the pioneer. He had been Montcalm's aide-de-camp at Quebec, and, after Quebec had fallen, he thought of these islands as a suitable place of refuge for some of those Acadians whose misfortunes are familiar to every reader of Long-

The Spaniards took it to Buenos Aires and took it to Buenos Aires. In 1806 we recovered possession of the islands. We occupied the City in 1806. The advantage which we derived from our unfortunate expedition.

There followed a period during which the Falkland Islands were a kind of no man's land, the haunt of disorderly characters and the scene of many deeds of violence.

The Union Jack was hoisted again there in January, 1833; but Argentina, claiming, as Chile also did, that she had inherited whatever in the neighbourhood had belonged to Spain, denied our right to hoist it and disputed our title. Nor has the Argentine claim always been without supporters in this country. Sir William Molesworth supported it, in the House of Commons, in 1848 in a speech in which he said:

"On that dreary, desolate, windy spot, where neither corn nor trees can

Cutting from *Daily Telegraph*

Issue dated *25.2.35*

Falkland

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Disputed Islands

ARGENTINA'S shadowy claim to the Falkland Islands, revived once again during the week-end, has been put forward at intervals for more than a century.

It dates from 1820, when Buenos Aires claimed the islands on the ground that Britain had not colonised them. The Falklands did not formally become a British colony until 1833.

Including Argentina, no fewer than six nations have had a hand in discovering, charting, colonising, or claiming these hundred rocky islets.

The Englishman, Davis, discovered them in 1592, and Hawkins visited them two years later. Meanwhile the Italian, Vespucci, had claimed prior discovery.

A Dutchman, Sebald de Wert, first gave the islands a name—his own—in 1598.

France in 1764 took formal possession and founded a colony, but three years later ceded the islands to Spain.

Britain had also founded a settlement, and rival claims almost led to war with Spain in 1770. In 1771, however, the Falklands were peacefully yielded to Britain.

Non-Swimmers

There are no railways, buses, or trams on the Falklands, and roads do not extend beyond the capital town of Stanley, on the larger of the only two sizeable islands.

In spite of this freedom from some of the menaces of civilisation, life is scarcely delectable.

The waterproof is a national costume, for rain falls about 250 days in the year and a perpetual mist hangs over the islands.

Sir James O'Grady, when he was Governor of the Falklands, discovered that only 15 men and boys out of Stanley's 900 population could swim.

Thereupon he started a campaign for the teaching of swimming—a valuable accomplishment, considering that communication between the islands is by small boats over rough seas.

The colony has a population of some 2,500

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Cutting from *North's Eq. Post*

Issue dated *21 MAR 1935*

LIFE ON BRITISH ISLANDS.

CARS AT ST. HELENA—BUT NO
SPEED LIMIT AND NO TAXES.

—AND NO NEWSPAPERS.

The motor car has reached St. Helena. When, in 1930 the Colonial Office issued a volume on the cost of living in various parts of the Empire, the "chief mode of transport" in St. Helena was "by horse, ridden or driven."

In the new edition, just published, the cost of car-hire is discussed, and motorists are warned that, owing to hill-climbing, there is a tendency "for cars to boil."

As roads in St. Helena are still narrow, cars of medium or small size are preferable, with "good hill-climbing and radiator capacity" as other essential qualities. The cost of hire varies from 1s. to 1s. 6d. a mile.

St. Helena has neither electric light nor local newspapers. As compensation, there is no income tax. A married couple, without children, can live comfortably on £450 to £500 a year, and, with stricter economy, on considerably less.

Although the Falkland Islands are also free of income tax, they have no roads, and the only means of travelling overland is on horseback.

In spite of this, the authorities claim that living conditions in the Falklands are "generally comparable with those obtaining in small towns in the North of Scotland."

THE LONELY VIRGINS.

The loneliest islands for the British settler are the Virgins in the Leeward Group. Like St. Helena and the Falklands, they have no income tax worries.

The white population on the Virgins had not altered during the last five years. It still consists of "four married families and two single persons, making a white population of eleven adults and two children."

The cost of living has fallen in many places during the last five years. Otherwise, the new edition has few changes.

Kenya and Trans-Jordan are newcomers;

The bazaar price of whisky in Cyprus has increased from 7s. 4d. to 8s. 6d. a bottle.

Only one daily paper is now published in Fiji instead of two:

The mileage of metalled roads in the Gambia has increased; and

While, five years ago, "a little indifferent Association and Rugby football" was played in the Bahamas, to-day we are told merely of "Association and Rugby football" without qualification.

But the news from St. Helena takes first place. So far there is no mention of a local speed-limit. The third edition may have more to say.

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Cutting from *North's Eq. Post*

Issue dated *20 FEB 1935*

FALKLAND ISLES.

AGAIN CLAIMED BY
ARGENTINA.

Argentina has once again declared that the Falkland Islands belong to her, reviving a grievance nursed for more than 100 years against the British Government.

PRE: The Minister of the Interior in Buenos Aires has cancelled the identity cards of two men born in the islands and ordered that they shall be described as Argentine citizens (says the "Daily Express").

The quarrel began in 1829. At that time Britain had abandoned the Falklands.

A man named Vernet, under the protection of the Argentine Republic, planted a colony at Port Louis. Four years later Britain stepped in again.

The "identity card incident" is regarded lightly in British official circles. Not so by Argentina.

"We are only claiming what we believe to be ours," an official of the Argentine Embassy in London said to me yesterday.

The Falkland Islands, in the South Atlantic, 300 miles east of Magellan Straits, have a population of 2,500, whose principal occupation is sheep farming.

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Cutting from *Evening Post*

Issue dated *28.2.35*

Colony With One Cinema

There are no omnibuses or tramways in the Falkland Islands, in the South Atlantic, but the colony has one cinema—in Stanley, the capital.

A Colonial Office report, issued yesterday, states that it is owned and managed by the Roman Catholic Mission, and that it is usually open on two days a week, one of which is for children only.

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Cutting from *Liverpool Echo*
Issue dated *30 3 35*

GRAVE OF FAMOUS EXPLORER

SERVICE FOR SIR ERNEST SHACKLETON

A service at the grave of Sir Ernest Shackleton, the famous explorer, in South Georgia, was held by the Dean of Stanley, in the Falkland Islands, Britain's most southerly possession, during one of his visits to the outlying parts of his extensive parish which includes the South Pole.

The Dean, the Very Rev. Harold Ernest Lumsdale, who landed at Liverpool today from the P.S.N.C. liner Reina del Pacifico, said that he travelled from Stanley to South Georgia in a small steamer of 250 tons, and, during the voyage, passed numerous icebergs.

GRAVE OVERLOOKING HARBOUR.

In the presence of a small congregation the Dean said the office of the dead with the committal prayers at the side of the grave, which overlooks the harbour. Sir Ernest Shackleton died in 1922, when on an expedition in Southern seas.

The Dean, who is an experienced sailor, has travelled about 1,500 miles in small boats to visit the outlying portions of his parish, and in addition rides on horseback about 1,200 miles a year. Sometimes Mrs. Lumsdale accompanies the Dean, as she is an expert horsewoman.

A motor-car which they took out to the Falkland Islands was quickly sold, as there are only about six miles of road along which a car can be driven.

THE NEW BISHOP.

The new Bishop of the Falkland Islands, the Right Rev. J. R. Weller, formerly superintendent chaplain to the Mersey Mission to Seamen, was enthroned in the Cathedral Church of Christ, Stanley, on January 31. A few days afterwards the Bishop left in a small steamer to go round some of the islands confirming candidates.

Ferns from Robinson Crusoe Island, Juan Fernandez, consigned to the Royal Botanical Gardens, Kew, have been brought 9,000 miles in the Reina del Pacifico, which also had on board specimens of fish taken from Chilean waters, preserved in salt and alcohol for the British Museum.

SOUTH POLE IN HIS PARISH

Dean's Return To England

VISITS BY BOAT

His Service At Grave Of Famous Explorer

HORSEBACK TOURS

A service at the grave of Sir Ernest Shackleton, the famous explorer, in South Georgia, was held by the Dean of Stanley, in the Falkland Islands, Britain's most southerly possession, during one of his visits to the outlying parts of his extensive parish, which includes the South Pole.

The dean, the Very Rev. Harold Ernest Lumsdale, who landed at Liverpool, to-day, from the P.S.N.C. liner, Reina del Pacifico, said that he travelled from Stanley to South Georgia in a small steamer of about 250 tons, and during the voyage passed numerous icebergs of all colours and sizes.

In the presence of a small congregation the dean said the office of the dead with the committal prayers, at the side of the grave of Sir Ernest Shackleton, which overlooks the harbour.

Sir Ernest Shackleton died in 1922 when on an expedition in Southern seas.

EXPERIENCED SAILOR

The dean, who is an experienced sailor, has travelled about fifteen hundred miles in small boats to visit the outlying portions of his parish, and in addition, rides on horseback about 1,200 miles a year. Sometimes Mrs. Lumsdale accompanies the dean, as she is an expert horseman, and they are occasionally in the saddle all day.

A motor-car which they took out to the Falkland Islands was quickly sold, as there are only about six miles of roads along which a car can be driven. Only about eight people own cars, but motor-cycles are becoming popular.

BISHOP ENTHRONED

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Falkland Islands

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Cutting from

Irish Independent
23 FEB 1935

Issue of

Argentine Claim To British Colony

CLAIMING that the British colony of the Falkland Islands is Argentine territory, the Argentine Minister of the Interior has taken the remarkable step of ordering the cancellation of the identity cards of two men born in the Falklands and ordering the issue of new documents describing them as Argentine citizens.

It appears that the cards had been issued by the Argentine police.

The names of the men in question are given as Ines Willis Deboe and Francis Ushuaia Lewis, and the cancelled identity documents described them as British subjects.—Reuter.

[Note.—Known in Argentina as the Malvinas, the islands, which are situated in the Southern Atlantic, some 300 miles east of Southern Argentina, are invariably described in that country as Argentine territory illegally occupied. On this ground the Government two years ago decided not to regard as valid the stamps issued in the colony to commemorate the centenary of Britain's re-occupation of the islands in 1833. Capt. Byron took possession of West Falkland for Britain in 1767, and left a small garrison on Saunders Island, whence it was driven out by the Spaniards three years later. The latter abandoned the island in 1774, and, in 1820, the Republic of Buenos Aires established a settlement which was destroyed by the Americans in 1831. In

1833 occupation of the islands was resumed by the British Government for the protection of the whale fishery. The colony has a population of 2,300].

The Governor and Commander-in-Chief of Falkland Islands is Mr. Herbert Henniker-Heaton, who married, in 1909, Phoebe, daughter of the late Lindsay Talbot Crosbie, of Ardert Abbey, Co. Kerry. She died in 1922.

Falkland Islands

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Cutting from

Quintessence

Issue dated

25 FEB 1935

ARGENTINA AND THE FALKLAND ISLANDS.

The old claim of the Argentine Republic to the sovereignty of the Falkland Islands has been revived in a rather aggressive form. Two natives of the islands who went to Buenos Aires carrying identity cards issued by the British authorities, certifying them to be British subjects, have had these taken from them and in their place have been supplied with documents claiming them as Argentine citizens.

The Argentine claims the islands as the heir of Spain. But though in the eighteenth century Spain laid claim to them she never occupied them.

They were first discovered by a

British navigator, who claimed them for Britain, and gave them the name they have ever since borne. They have been constantly occupied as a British colony since 1833, a decade before the Argentine Republic came into existence as such by securing the acknowledgment of her independence by Spain.

If the Argentine had pressed its claims in the days of the late President Cleveland he might have thrown the mantle of President Monroe over its pretensions. They are about as good as the claims of Venezuela to part of British Guiana which he sponsored.

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Cutting from *Harrogate Advt*

Issue dated

19. 2. 33

THE FALKLAND ISLANDS.

Mrs. Roberts, introduced to the members by Miss Gaunt, gave an interesting lecture on Wednesday, at the meeting of the German section of the Harrogate Modern Language Society.

Stand in the midst of Blubber-houses Moors on a grey, windy day, imagine a surrounding sea, and you will get a very good idea of the scenery and weather of these islands, situated at the south of South America, said the lecturer.

Twelve hundred people live in Stanley, the only town, situated in East Falkland. The remaining eight hundred inhabitants are scattered about the numerous islands, employed in the chief occupation—sheep-rearing. All the wool is sold in London, other

exports are hides, skins, and tallow.

The natives are all British, with the exception of a few Scandinavians, whose ancestors were wrecked off the islands, in the days when ships were forced to sail round Cape Horn.

Sea-lions, sea-elephants, and seals abound, and there are thousands of penguins. Their eggs are good for cooking, said the lecturer, and if you are too lazy to collect them yourself, they can be bought, quite cheaply, at a hundred a shilling.

Mr. Kenyon thanked Mrs. Roberts, on behalf of the members, for her informative address.

Cutting from.....

Daily Mail
15 MAY 1935

Issue dated.....

MARKING 45 WHALES A DAY

RESEARCH SHIP'S 17,500-MILE TRIP

SEVEN MONTHS IN ANTARCTIC

THE royal research ship, William Scoresby, is home again after a seven-months voyage in the Antarctic. Most of her time was spent in the company of icebergs, pack ice, whales, and "dirty seas."

Weather at one period was so bad that she had to use whale carcasses as fenders to avoid damage when re-fuelling from the giant floating whale factories of the Antarctic.

The William Scoresby berthed at St. Katharine's Dock yesterday morning. She left London last October for an expedition to the whaling areas of the Southern Seas, and has been occupied in marking whales to determine their migration.

After leaving Capetown on November 26 last year, she was out of sight of land for 122 days.

STEEL DARTS

During this time she steamed 17,500 miles and marked more than 700 whales, sometimes at the rate of 45 a day. They were marked by long steel darts fired into the blubber.

Later, these marked whales will be caught and their position reported. The Falkland Islands Development Fund pays £1 for every report of this kind.

Mr. G. W. Rayner, the scientist in charge of the operations, told a "Daily Mail" reporter that the work has a definite commercial value as it may lead to legislation to prevent too many whales from being caught in certain areas.

"When one knows where they are going one can take measures to stop their becoming extinct," he said.

Thousands of whales were sighted during the voyage, the maximum being 200 in one day. The grounds visited were those about Bouvet Island, Queen Mary Land, and Enderby Land.

The crew lived entirely on salt provisions, eked out by whale meat.

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Cutting from *Evening Standard*
Issue dated 1 MAY 1935

**OTHER COLONIES
FALKLAND ISLANDS**



Report for 1933.—Imports in the year 1933 were valued at £69,261, a decrease from £82,050 in 1932, while exports, practically all of which went to the U.K., declined from £121,947 to £116,912, according to Annual Colonial Report No. 1689 (Stationery Office, 1s. 3d. net). Exports of wool declined in value from £109,475 to £100,749 owing to falling market prices, although the quantity exceeded that exported in the previous year. Exports of hides and skins increased from £5,119 to £8,807, and seal oil decreased from £5,000 to £4,600. The U.K. supplied approximately 81 per cent. of imports (£56,301), Uruguay supplying £9,918. In the section dealing with the Dependencies, the Report states that the depression in the whale oil market continued; the quota restrictions remained in force and limited the production of oil. The number of whales caught at South Georgia during 1933-34 was 2,364 (compared with 996 in 1932-33), and 132,190 barrels of oil and 123,996 bags (of 100 kilos.) of guano were produced. Imports into the Dependencies declined from £228,952 in 1932 to £200,557 and exports from £369,542 to £337,353. Imports of whale oil (for re-export) accounted for £102,982, and coal, coke and oil fuel for £56,888. Exports of whale and seal oil amounted to £293,764, and of guano and bone meal to £41,674.

"Discovery II."—The Royal research ship *Discovery II* has returned to England from the Antarctic where she has spent about seven months continuing previous research on whaling problems and surveying and charting the South Shetland Islands.

Falkland Islands
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Cutting from *Times*
Issue dated 5 JUNE 1935

**Imperial and Foreign
SURVEYING THE
ANTARCTIC**

**II.—SCIENCE AND
WHALING**

The Royal Research Ship Discovery II reached London yesterday after 20 months' surveying work in the Antarctic. The first article on the survey appeared in "The Times" yesterday.

By J. M. Wordie

The season was now late, and a passage in these high southern latitudes was not without risk. At times the ship ran into newly forming ice in the different stages of smallish disks to the larger "pancake" was passed on March 8; and finally the south to north series of stations in about



the meridian of 80deg. W. was repeated, and passing through Magellan Straits Discovery II finally reached Port Stanley on March 22, 1934.

By completing the return route of the Pacific cruise she rounded off the second stage of a long-range programme. A close examination of ice edge conditions in the Pacific was to be the central feature of the third commission. What was now being studied was the region in the Pacific between the Antarctic convergence and the ice edge. A particular reason attaches to this work being done. The Pacific has not so far been the scene of any pelagic whaling, and this sector of the Antarctic has accordingly at times been suggested as a possible sanctuary. This, however, raises two problems: whether there is any concentration of whales in the Pacific comparable with that found in the Atlantic, and if this is the case whether the whales there are of interchangeable stock with the Atlantic whales. Answers, it is hoped, will now be given to both these questions.

A few days only were spent at Stanley. The Falklands were left on March 27, and on March 30 the ship passed east of Clarence Island and Elephant Island, where Shackleton's men had wintered in 1916. Thence she made the South Orkneys, and from there took a line of observations northwards along the 44th meridian, reaching South Georgia on April 10.

MEETING WITH RYMILL
The second season began almost as much under winter conditions as the first in its turn had ended. Such was necessary in both cases, as the programme had been laid down that a comparison was required of summer and winter conditions in the Falkland sector. Discovery II sailed from Capetown, therefore, on August 1, 1934, and arrived at Magellanes in the middle of October; a notable discovery had been the fixing of the positions of greatest concentration of the plankton at different seasons, which goes far to settle an important problem which had not hitherto been solved.
The previous season's work may have appeared both full and varied. The second was equally so. Zigzags were run westwards between 70deg. W. and 110deg. W., and a return then made between these same limits of longitude, but at more northern latitudes. The result of this manoeuvre has been to provide the East Pacific sector with a network of traverses made in four separate months, and these show the differences in animal and plant concentration and temperature variations with respect not only to latitude, but also to the time of year.
The Discovery II. was back at Port Stanley on November 24. She was now under orders to assist the British Graham Land Expedition whenever possible, consistent with her own scheme of work in the Falkland Islands Dependencies. Mr. Rymill's ship the Penola arrived at Sydney on November 28. On the Discovery II. many, both officers and crew, had had as many as eight years' experience of the South Shetlands and Graham Land; Rymill's party were new to the work, but given time they will carry their explorations into regions far beyond those which are accessible to the research ship.
THE FALKLANDS
A feature of the Discovery Committee's endeavours has been the mapping of the various dependencies of the Falkland Islands. In addition, running surveys have been made of the South Sandwich group on the first commission, and of the South Orkneys during the second. The resulting charts are all the work of Lieutenant Nelson, who continues to be surveyor as well as captain of the ship. Similar mapping in the South Shetlands has been much more difficult, but it can at last be said that the South Shetland running survey is now practically complete.
The Discovery II. was back at South Georgia on January 27. She was now homeward bound, but only after a further run towards Enderby and thence to Capetown. This work was very much the same as that done previously, but carried out earlier in the season. Many ships were about, large factory ships and the smaller catchers. Of most interest, however, was the near presence of the whale marker, William Scoresby. The ships never met, but there was frequent talk by wireless. They are working towards the same objective, though by different methods. Discovery II. has now almost completed exploring the whale's habitat and the life history of its food supply; the William Scoresby has only just begun marking the whales in order to know whence and where they travel, at what speed, and in what numbers. Discovery II. was first to leave the South, but the Scoresby has reached London before her, for from Capetown the bigger ship's route took her south-east to Marion Island, and from there northwards through the Indian Ocean and home via the Suez Canal. She will be in London for a few months only, as she is already under orders to leave again in the autumn on her fourth and probably final commission.

Concluded

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Cutting from *Daily Herald*

FRIDAY, DAILY HERALD JULY 26, 1935.

BLACK SPOTS IN EMPIRE

Gibraltar Workmen Complain

CHILD SLAVERY AT HONG-KONG

By ERNEST JAY, Our Parliamentary Correspondent

WHEN the work of the Colonial Office comes up for review, as it did in the House of Commons last night, it reveals a story of life in places as far apart as Hong-kong and the West Indies, the Falkland Islands and the Gold Coast.

The problems disclosed are as varied as they are urgent to the people of every race, colour and creed concerned in this microscopic survey. There are difficulties to be solved and injustices to be righted.

BALANCED BUDGETS

Mr. Malcolm MacDonald, the former Prime Minister's son, who recently became Colonial Secretary, listened for six hours to appeals for remedies in almost every part of these possessions.

He had spoken proudly of the financial rectitude in most of the Colonies with their balanced budgets.

Once or twice he became rhetorical, as when he described the Colonies as "climbing back from the valley of economic depression to the heights of greater prosperity."

TIN REGULATION

Of the tin regulation scheme, which has produced much controversy, he said little. But he claimed that it had avoided wide fluctuations in price. Tea from Ceylon and rubber from

Malay had increased both in quantity and value.

It was Britain's policy, he said, not to exploit the native peoples in the Colonies, but to give them a "larger life."

Almost everywhere steps were being taken to improve the social services—child welfare and maternity matters being in the foreground.

NO EXPLOITATION

But Mr. W. Lunn, who had experience at the Colonial Office in the Labour Government, was less optimistic as to the speed with which social amelioration was being effected.

He denounced the ideas of exploitation underlying the proposal of Lord Beaverbrook's Empire Free Trade scheme.

It would be most regrettable, he said, if as a result of anything done by this country native peoples felt that their demands for improvement were being overridden in the selfish interests of Britain.

He suggested that a Labour Office should be established for the colonies to regulate conditions of native labour.

A real movement should be started to raise the standard of life in all the colonies. Little had been done, in the way of workmen's compensation, the fixing of hours of labour, or minimum wages schemes.

STEALING LAND

On the land question in Kenya, he said the British settlers had no right to steal land from natives, nor had they any right to make them work for things that were not for their own welfare.

"The Labour Party," he said, "cannot agree that there is any justice in allowing 16,000 square miles of land to be taken for the purposes of a few selected settlers."

Referring to the presence in London of a native delegation anxious to present a petition from the Gold Coast, Mr. Lunn urged the Colonial Secretary to "get away from the red tape of the Colonial Office and meet these two men."

"I do not understand," he added, "why we should have this disgusting superiority shown."

"Because they are black men and come from the Gold Coast it is possible for a Minister to ignore their claim and the representations they have to make on behalf of their people."

Referring to Mut-Sai, or child slavery in Hong-kong and the Malay States, he said this should be abolished.

"We have far too many child slaves in the British Empire," he declared, "and this system should be abolished without delay."

GIBRALTAR GRIEVANCE

Mr. Neil Maclean (Lab. Govan) called attention to conditions in Gibraltar where, he said, there was much dissatisfaction with the treatment by the Colonial Office under Sir Philip Cunliffe-Lister.

He said every request that had been made to him for improvements of the position had been met with refusal.

Although large numbers of the workers were employed there by Government Departments, there was no workmen's compensation, and many grave injustices had resulted.

He cited details of three cases which, he said, the new Colonial Secretary should investigate.

In one case a man who had served 15 years in the Army Ordnance Labour Section was discharged from the service owing to injuries received at work.

He was reduced to a physical wreck but all the compensation he obtained was £65 7s 9d.

Mr. Maclean contended that in this case the Workmen's Compensation provisions applying in this country in Government workshops should be applicable in Gibraltar.

In another case, the widow of a man who was killed by an explosion on Government service received only £11.

If Mr. Malcolm MacDonald could do something for these people he would go a long way towards restoring their confidence in the justice of British administration.

He complained also that the Governor had declined to allow officials of the Transport and General Workers' Union, which has a branch in Gibraltar, to deal with grievances of the men concerned.

All representations made to the Governor, he said, had to be referred to the War Office, the Admiralty, or the Colonial Office, the Governor having no power to deal with serious questions.

The view of the Labour Party was that the same rights ought to be given in any of the British Colonies to British workers as in this country.

Mr. MacDonald, in his reply, referred to the increase of Jewish immigration into Palestine.

In 1933, 30,327 Jewish immigrants arrived, in 1934 the number was 42,359, and in the first six months of this year it was 28,121.

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Cutting from *Star*
Issue dated 19 JUL 1935

JUDGE'S WAY OUT Argentine Claim To British Islander

A curious case arising out of disputed nationality has been settled at Buenos Aires in favour of Francis Ushuaia Lewis, a Falkland Islander.

Lewis's identity certificate was sequestered recently, says Reuter, because it declared him British, whereas the Argentine view is that the Falkland Isles are Argentine territory.

He was later prosecuted for non-enrolment in the Argentine army under the conscription law. The case was quashed to-day, the judge giving as his reason the fact that there is no enrolment station in the Falkland Isles.

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Cutting from *Daily Herald*
Issue dated 30/9/35
ARGENTINE CLAIM TO FALKLANDS

DEMAND FOR INCOME TAX DUES

The Argentine claim that the British colony of the Falkland Islands is Argentine territory has been carried a step further by the decision of the income-tax authorities at Buenos Aires that all income derived from the Falkland Islands is subject to Argentine taxation.

Earlier this year a similar gesture was made by the Argentine Minister of the Interior (says Reuter). He ordered the identity cards of two men born in the Falklands to be cancelled and documents issued describing them as Argentine citizens.

Known in Argentina as the Malvinas, the islands, which are situated in the Southern Atlantic, some 300 miles east of Southern Argentina, are invariably described there as Argentine territory illegally occupied.

The colony has a population of some 2,300 people.

Cutting from *Times*
Issue dated 1. 10. 35
RESEARCH IN THE ANTARCTIC

MOVEMENTS OF WHALES

SAILING OF DISCOVERY II.

The Royal research ship Discovery II. is about to leave London for her fourth commission in the Antarctic. She is expected to sail from St. Katharine Dock on Thursday, and to be absent from home for about 20 months.

After calling at Capetown she will circumnavigate the Antarctic continent, making observations on the distribution of whales and investigating conditions along the ice edge and at the junction of the Antarctic water with the warmer water farther north. She will make calls at Australia, New Zealand, and the Falkland Islands, returning to Capetown in June next. Then after a short rest she will return to the South for a further season's work before returning home in the early part of 1937.

During the circumnavigation of the Antarctic in 1935-36 the scientific officers on board will continue the observations made during preceding voyages, thus providing material for a comparison of conditions in various seasons. These investigations are designed to acquire knowledge of the stocks of whales which form the basis of the southern whaling industry—their abundance, distribution, life history, and migrations.

Details of the programme of work for the season 1936-37 have not yet been finally decided upon, but will follow the lines of the work on which the ship has been engaged since she was specially designed and built in 1929 for whaling research. The work is controlled by the Discovery Committee, acting on behalf of the Falkland Islands Government under instructions from the Secretary of State for the Colonies. Mr. G. R. Deacon, M.Sc., will be in charge of the scientific work, and the ship will be under the executive command of Lieutenant L. C. Hill, R.N.R.

THE WILLIAM SCORESBY

Among those who will witness the departure of the Discovery II. will be the officers and crew of another ship which also is engaged upon the work of the Discovery investigations, the Royal research ship William Scoresby. This vessel is in active preparation for return to the Antarctic, and will leave in a few days' time to resume experiments in marking whales, to obtain information as to their migration. This will be the fifth commission of the William Scoresby in the South. A further commission in 1934-35, much valuable information was obtained of whale movements in the neighbourhood of Enderby Land. In the course of that commission the vessel steamed 17,500 miles and passed 122 days out of sight of land, fuel being obtained from whaling factory ships operating on the southern whaling grounds. Mr. G. W. Rayner, M.Sc., of the Discovery scientific staff, and Lieutenant C. R. U. Boothby, R.N.R., will again be in command of the operations and in executive command of the ship respectively.

The William Scoresby is of the trawler type, and has a tonnage of 329, with a complement of 23 officers and crew. Like the larger Discovery II., which is of 1,036 tons, with a complement of 50, she was specially built for the work of whaling research.

Although it is unlikely that the two ships will meet in the South, their work is complementary and designed to acquire information which, it is hoped, may lead to measures being taken to prevent the depletion of the stock of whales in the South beyond a point at which whaling will become uneconomic.

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Cutting from *Daily Telegraph*
Issue dated 1 OCT 1935

20 MONTHS IN THE ANTARCTIC

FOURTH VOYAGE OF DISCOVERY II.

OBSERVING STOCKS OF WHALES

The Royal Research ship Discovery II. will leave St. Katharine Dock to-morrow on her fourth voyage to the Antarctic. She will be away about 20 months.

After calling at Cape Town she will circumnavigate the Antarctic continent, making observations on the distribution of whales and conditions along the ice edge and at the junction of the Antarctic water with the warmer water further north.

She will make calls at Australia and New Zealand and the Falkland Islands, returning to Cape Town next June. After a short rest she will return to the south for a further season's work, returning home early in 1937.

BASIS OF AN INDUSTRY

In the 1935-36 survey the scientific officers will continue their observations into the stocks of whales which form the basis of the southern whaling industry, their abundance, distribution, life history and migrations.

Details of the programme of work for 1936-37 have not yet been finally decided. The work is controlled by the Discovery Committee, acting on behalf of the Falkland Islands Government, under instructions from the Secretary of State for the Colonies.

Mr. G. R. Deacon, M.Sc., will be in charge of the scientific work, and the ship will be under the executive command of Lt. L. C. Hill, R.N.R.

The departure of Discovery II. will be witnessed by the officers and crew of the Royal Research ship William Scoresby, now in active preparation for her fifth commission in the Antarctic. She will leave in a few days to resume experiments in marking whales to obtain information as to their migration.

Cutting from *Daily Telegraph*
Issue dated 30 SEP 35

CLAIM TO THE FALKLANDS

ARGENTINA'S TAX RULING

BUENOS AIRES, Sunday.

The Argentine claim that the British Colony of the Falkland Islands is Argentine territory has been carried a step further by the decision of the income-tax authorities here that all income derived from the Falkland Islands is subject to Argentine taxation.

Earlier this year a similar gesture was made by the Argentine Minister of the Interior, who ordered the identity cards of



ARGENTINA, with inset of the Falkland Islands.

two men born in the Falklands to be cancelled and documents issued describing them as Argentine citizens.

The islands, which are situated in the southern Atlantic, some 300 miles east of southern Argentina, are invariably described in Argentina as Argentine territory.

On this ground the Argentine Government two years ago decided not to regard as valid the stamps issued in the colony to commemorate the centenary of Britain's reoccupation of the islands in 1833.

The colony has a population of about 2,500, the chief industries being sheep-farming and whaling.—Reuter.

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Cutting from *Dundee Advertiser*
Issue dated 2-10-35

ARGENTINE CLAIM TO THE FALKLANDS

Income-Tax Ruling

BUENOS AIRES, SEPTEMBER 29.

The Argentine claim that the British colony of the Falkland Islands is Argentine territory is revived by the decision of the income-tax authorities here that all income derived from the Falkland Islands is subject to Argentine taxation.

Earlier in the year the Argentine Minister of the Interior ordered the identity of two men born in the Falklands to be cancelled, and documents were issued describing them as Argentine citizens.—Reuter.

[The Islands, which lie some 300 miles east of Southern Argentina, are always considered in Argentina as Argentine territory illegally occupied. West Falkland was occupied by Britain in 1767. The British garrison was driven out in 1770, by Spaniards, who abandoned the island in 1774. In 1833 the British Government resumed occupation.]

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Cutting from *Manchester Guardian*
Issue dated 1. 10. 35

Whaling Research Ships

The research ship *Discovery II* is to sail from here on Thursday for her fourth Antarctic commission, which this time is to last some twenty months. After calling at Capetown she will circumnavigate the Antarctic continent, observing the distribution of whales and investigating conditions along the ice edge and the line where the Antarctic water joins the warmer seas farther north. Calls at Australia, New Zealand, and the Falkland Islands will bring her back to Capetown next June, and after a short spell in port there she will repeat the programme.

Not since her first voyage has the *Discovery II* circumnavigated the South Pole, and her officers will continue investigations made on that voyage into the stocks of whales in the Antarctic, their distribution, life history, and migrations. This British ship will, in fact, be continuing her work of research on behalf of an industry which employs hardly a single Briton. Much British capital is invested in the whaling industry, but nearly all the working whalers are Scandinavians.

Only a few days after the *Discovery II* leaves London the *William Scoresby* will start for the Antarctic, where she will resume her experiments in the marking of whales so as to trace their migrations. The two ships, working separately, will be gaining the information about Antarctic whales which may lead some day to the adoption of measures for their preservation. By "preservation" one means only a prudent restriction of the rate of killing, which at present threatens to bring the industry to an end.

Cutting from *Dundee Advertiser*
Issue dated 2-10-35

THE ARGENTINE AND THE FALKLANDS

The Falkland Islands have been in the continuous occupation of Britain for over a century, and they have been colonised by people of British blood, not a few of them of Scottish blood.

On the ground that the islands were once for a brief period occupied by Spain (and afterwards abandoned) the Argentine Republic has long been asserting a claim to them as the heir of Spain in that quarter of the world.

It appears that this claim has now taken a remarkable turn, the Argentine

income tax authorities have mulgated a decision derived from the Argentine taxation authorities.

They do not seem to have asked their collectors to tax the Falkland Islands apparently if any Falklander himself in Buenos Ayres, a port of call with them, he is to be seized as an income tax debtor.

It will be interesting to see how John Bull will react to this ere when it comes.

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Cutting from *Brown Colonist*

Issue dated *Oct 1935*

Nationality of Falkland Islands.—Answering a question regarding the action of the Argentine Government in sequestering an identity certificate, Mr. Eden, on behalf of the Foreign Secretary, stated that the Argentine Government had never been left in any doubt as to the view of His Majesty's Government that the Falkland Islands were British territory and that persons born in the Falkland Islands had the national status of British subjects and could not merely by reason of their birth in the Islands be claimed as Argentine citizens.

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Cutting from *Chileno Newspaper*

Issue dated *16 NOV 1935*

WHO OWNS THE FALKLANDS?

A Far-Fetched Claim

The income-tax authorities of Argentina have decided that they can tax all income from the Falkland Islands.

By so doing they have shown that their knowledge of history is as weak as that of the London collector who applied to one John Gay for tax due on author's royalties for the *Beggar's Opera* during its revival 200 years after John Gay's death.

The claim to these islands is apparently becoming an obsession among the rulers of this great Republic, for when the British colony issued stamps to commemorate the centenary of our reoccupation in 1833 the Argentine Government refused to regard the stamps as valid.

There is, of course, not a tittle of evidence on which this strange claim can be based. The islands never have belonged to the South American State, and were owned by this country before Argentina broke away from Spain. The islands, an area of some 6500 square miles, were discovered in 1592 by John Davis, and in 1690 an English captain named them a Lord of the Admiralty. The French took them in 1764, but gave them to Spain, who gave them to England in 1771. When the whaling industry began to be important we established a definite Government on the islands, and they have been a Crown Colony ever since.

Falkland Islands.
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6 • Cutting from *Irish Times*
Issue dated *30 Dec 1915*

Bones of Contention

I see that the Argentine is still agitating for the return of the Falkland Islands. In spite of their comparative barrenness and bleak climate, these islands are of such strategic importance that the wish of the Argentine Government is quite understandable. Junius's letter to the printer of the *Public Advertiser* of January 30th, 1771, makes reference to these islands, which were then the subject of a dispute with Spain. Besides their importance as a coaling station, the islands are able to produce good beeves and sheep. It will be remembered that during the War they provided Von Spee's squadron with the surprise of their lives. Curiously enough, the film of that battle, which was made later, used the Scilly Isles for some of the scenes, as the general appearance of much of the land was very similar.

QUIDNUNG.

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Cutting from *Evening News*

Issue dated *18.11.36*

SHE IS A P.M.G.



Miss Maud Carey, who is the only woman Postmaster-General in the British Colonies, leaving London for the Falkland Islands to-day.

Falkland Islands

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Cutting from *Daily Herald*

Issue dated *17.1.36*



MISS MAUD CAREY, the only woman P.M.G. in the Colonies, photographed at Paddington Station yesterday, when leaving London for the Falkland Isles.

Southampton Daily
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Cutting from *Daily Mail*
Issue dated 12 FEB 1936

BRITAIN OBJECTS TO NEW STAMP

PROTEST TO ARGENTINE

A postage stamp issued by the Argentine Government in which the Falkland Islands are shown as Argentine property is to be the subject of representations by the British Government.

This was stated yesterday by Mr. Eden, the Foreign Secretary, in a written Parliamentary answer to Lord Apsley, who asked whether any steps had been taken to object to the stamp.

Mr. Eden replied that the Government could not admit the claim that the Falkland Islands were Argentine property. They were British.

Mr. Eden added he welcomed the opportunity of denying the claim. The Argentine Government were already well aware of the views of the Government on the subject, but the British Ambassador had been instructed once more to draw attention to the fact that "no useful purpose can be served by such actions as the issue of the stamp in question, which can only be detrimental to good relations between the two countries."

The possession of the Falkland Islands, off the south-east coast of South America, was disputed in the 18th century. After being evacuated for many years, they were definitely occupied by Britain in 1833. One of the great naval actions of the late war, the destruction of the German squadron under Admiral von Spee by the British squadron under Admiral Sir Doveton Sturdee, was fought in the Falkland Islands on Dec. 8, 1914.

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Cutting from *Yorkshire Post*
Issue dated 12 FEB 1936

The Falklands Are British

I mentioned two days ago Lord Apsley's question to the Foreign Secretary about Argentine stamps showing the Falkland Islands as Argentine property. Mr. Eden, in a written reply, has now rejected the Argentine claim.

Actually, the Islands have been British since 1771. Previously, however, they were owned or claimed by several nations. In 1764—more than a century and a half after they were

first sighted by Davis—de Bougainville seized the Islands for France. Three years later they were ceded to Spain. But in the interval Commodore Byron had staked a claim on behalf of England and had founded a settlement. The situation became so tense in 1770 that war nearly broke out between Britain and Spain. Next year, however, Spain yielded the Islands to Britain by convention. It appears that at no time has the Argentine come near to owning the Falklands.

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Issue dated 13 Feb 36



THE NEW ARGENTINE STAMP, showing Falkland Islands as Argentine territory. Its publication is to be the subject of representations by the British Government.

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Cutting from *Evening Standard*
Issue dated 20 JAN 36

Argentine Claim to the Falkland Isles

BUENOS AIRES, Monday.

British ownership of the Falkland Islands is disputed by the Argentine on a new one-peso stamp issued for use on foreign postage only.

The stamp bears a map of South America on which the Falkland Islands are clearly shown as part of Argentine territory. It is one of a new series of postage stamps for use on foreign mail. The other stamps in the series all advertise some Argentine product.

The Argentine has never given up her claim to the Falkland Islands, although they have been occupied by Great Britain for more than 100 years.—Reuter.

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Cutting from *Star*
Issue dated 20. 1.36

20, 1936

CHALLENGE ON A STAMP

British Ownership Of Islands Disputed

BRITISH ownership of the Falkland Islands is disputed by the Argentine on a new one peso stamp issued for use on foreign postage only.

The stamp bears a map of South America, on which the Falkland Islands are clearly shown as part of Argentine territory, says Reuter from Buenos Aires.

After 100 Years

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The Argentine has never given up her claim to the Falkland Islands, although they have been occupied by Great Britain for more than 100 years

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Cutting from *Daily Telegraph*
Issue dated *2 FEB 1936*

**ARGENTINE CLAIM
TO FALKLANDS**

REITERATED BY MINISTER

From Our Own Correspondent

BUENOS AIRES, Wednesday.

By studiously ignoring the fact that the British discovered the Falkland Islands in the 16th century, the Foreign Secretary of the Argentine Republic, Señor Carlos Lamas, reiterated his Government's claim to this British Crown Colony to-day.

He was commenting on a question to Mr. Eden in the House of Commons, which drew attention to the issue of an Argentine stamp on which the Falkland Islands are shown as Argentine property.

He said: "In Britain they always maintain that the islands are British just as we always maintain that they are Argentine. That is a century-old controversy, but they have admitted our assertion of claim to possession."

Señor Lamas declared that he hoped that one day the Argentine claim would be satisfied, but added that at present there was no reason for the republic "to vary the momentary solution" of the question.

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Cutting from *Argentine Herald*
Issue dated *1/2/36*
THE FALKLAND ISLANDS

In reply to a question in the House of Commons about the issue by the Argentine Government of postage stamps on which the Falkland Islands are shown as belonging to Argentina, the Foreign Secretary, Mr. Eden, said that he welcomed the opportunity for stating that his Majesty's Government could not admit any such claim to the Islands, which were British territory. The Argentine Government were already well aware of the views of the British Government on that point, and his Majesty's Ambassador in Buenos Aires had been instructed once more to draw the attention of the Argentine Government to the fact that no useful purpose could be served by such actions as the issue of the stamps in question, which could only be detrimental to good relations between the two countries.

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Cutting from *Morning Post*
Issue dated *12 Feb 36*

**ARGENTINA AND THE
FALKLANDS**

**HOUSE OF COMMONS
CRITICISED**

BUENOS AIRES, Feb. 12.

Charges that anti-Argentine propaganda is being conducted in the British Parliament with a view to justifying Dominion preference are made in the Press to-day.

"La Prensa" and "La Nacion" take up Mr. Eden's reply in the House of Commons on Monday, regarding the issue of a stamp by the Argentine Government on which the Falkland Islands are shown as Argentine property.

The papers reaffirm the attitude of the Argentine Government, and "La Nacion" says, "Such words come strangely from the lips of Mr. Eden, especially at a time when the British authorities are seeking to settle differences by peaceful discussion."

"La Prensa" says: "Parliamentary questions on this and on economic subjects are obviously designed to create an anti-Argentine atmosphere with the object of justifying Dominion preference. This is the only visible and disagreeable impression created when Parliament discusses questions affecting Argentine sovereignty."

The paper goes on to attack a leader in the "Buenos Aires Herald," which refers to the pro-Falklands crusade as "the work of irresponsible publicists and minor bureaucrats, who apparently believe that pieces of the Empire can be had for the asking."—Reuter.

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Cutting from *Daily Telegraph*
Issue dated *15 FEB 1936*

Politics on Postage Stamps

By A PHILATELIST

THE question asked in the House of Commons about a new Argentine postage stamp which shows the Falkland Islands as part of the Argentine draws attention to the political implications of pictorial stamps; but it is not the first instance of its kind.

When a series of stamps was issued by the Falkland

Islands in 1933 to mark the centenary of British occupation, the three-penny value showed a map of the islands and the pound value a portrait of King George. Needless to say, these stamps were inscribed in English and the values given in sterling.



Islands in 1933 to

mark the centenary of British occupation, the three-penny value showed a map of the islands and the pound value a portrait of King George. Needless to say, these stamps were inscribed in English and the values given in sterling.

The Argentine Government, however, refused to recognise them, and were very annoyed that Britain should commemorate her occupation, although stamps showing the head of the British Sovereign had been used in the Falkland Islands since 1878.

In 1896 the Venezuela Post Office issued a series of six stamps between July 4 and Nov. 4, commemorating Francisco Miranda, a Spanish-American soldier-adventurer, who was a Venezuelan by birth. He landed at Caracas from Europe in 1806 and proclaimed Venezuela a Republic.

For many years there had been a dispute between British Guiana and Venezuela over the boundary between these two countries. The design of the Miranda stamps was a map which marked the boundaries between British Guiana and Venezuela. Needless to say, the Venezuelan version of the boundary was marked. The quarrel between the two countries became intense.

President Cleveland even stated that,

should Great Britain enforce the boundaries upon Venezuela without resort to arbitration, it would be considered as a cause of war. A few years later, however, the boundary question was settled.

At the beginning of this century another series of postage stamps came even closer than this to causing a war. In 1900 a set of nine stamps appeared which had been printed in New York and were issued under the authority of the Dominican Republic. The Dominican Republic and Haiti share a fairly large island in the



West Indies, and the map on these stamps showed a boundary between the two countries in accordance more with the Dominican hopes than with the actual facts. In the end the stamps were withdrawn and the remainders destroyed, but nevertheless the complete set can be purchased to-day for a few shillings.

It was only in 1929 that these two Republics finally settled their frontier dispute. The settlement was commemorated by an issue of postage stamps by both countries showing their respective Presidents' heads, but maps were carefully avoided!

During the Onaco war between Bolivia and Paraguay recently the Paraguay Post Office issued a postage stamp marking the Chaco as part of Paraguay. The stamp was inscribed in Spanish, "The Chaco has been, is, and will be Paraguay's."

Turning nearer home, we have only to look across to the Irish Free State, where the current 1d, 1½d, and 2d stamps show a map of the whole of Ireland represented as Irish Free State. There is not even a boundary line between the Free State and Northern Ireland. These stamps have been in existence since 1922, but no one seems to have taken the slightest notice of the annexing of part of Great Britain.

WASH-OUT

OIL sanctions are a washout. The Committee of oil experts said so yesterday, and what the experts said yesterday the Committee of Eighteen, the Committee of Thirteen, the League Council, the League Assembly, and finally our Mr. Eden will—though not without a deal of pompous and platinous chin-music—say to-morrow or in six months' time.

Months ago Mr. Baldwin said in Parliament "there is no such thing as a sanction that will *wash out* a *bad man* *war*." He might have added—what any sixth-form schoolboy could see after a ten-minute survey of the situation—"there is no such thing as an oil sanction that will work, whether it would mean war or not."

Oil sanctions are a washout because, among other things, (a) the United States has no intention, and never had, of throwing good money after fine words, (b) Venezuela and Holland are equally averse to spurning Italy's highly desirable lire and have not even wasted their breath trying to convey a contrary impression, (c) Norway has no intention of forgoing her oil-tanker business with Italy except on terms of compensation at which even our milch-cow Government draws the line.

Oil sanctions are dead. Why not kill the other sanctions? They are making Britain the secret laughing stock of the nations, stripping her of her valuable trade with Italy, searching her pockets for bribe money in order that a lot of second-rate nations may bootleg their Italian trade, turning a former friend and ally into a dangerous enemy and not doing a ha'p'orth of harm to Italy or of good to Abyssinia.

We say "Why not?" But it is quite safe to prophesy that long before Italy has conquered Abyssinia all sanctions will have become a dead letter.

It is a grave menace to the welfare of the world, as well as a melancholy reflection on the ineptitude of the political mind, that while international folly is produced at lightning speed, international recognition of the most rudimentary wisdom is only to be achieved after weeks and months of futile an dextravagant palaver.

If the politicians will not, let the people of this country recognise, once and for all, that they cannot kill Mussolini with the League's mouth. The money that is going to be spent on sanctions, the Jugo-Slavian pig money and Norwegian fish money and Greek raisin money, had by far better be spent on the *wherewithal* to chase away the first aggressor that comes to kill us with bombs.

The nations are waiting to share out the British Empire, and the League is the knife that is to cut the cake. The Argentine Republic has even printed a stamp showing the Falkland Islands—its share of the swag—as an Argentine possession. The others are all ready to pursue the good old Abyssinian custom of cutting steaks from the living animal.

Let us get out of the League before *messeieurs les égorgeurs* commence.

The Face of Things to Come

I hope the Government are not going to make a fuss about that Argentine stamp showing the Falkland Islands as an Argentine possession. After all, there's no harm in hoping, and the sturdy bull-whackers of the boundless pampa have merely anticipated the share-out of the British Empire which every nation in the world but our own is confidently expecting will come to pass at an early date.

Apart from the fact that the Argentines are not the first in this particular field of national self-expression—we have long been familiar with a stamp which is intended to convey the erroneous impression that Ulster is part of the Irish Free State—it would be both valuable and illuminating if all the other nations concerned would issue stamps showing just what segments of the British Empire—or any other Empire—they confidently expect, in the near or remote future, to be adding to their own inadequate dominions.

Stamps showing the Japanese Empire in 1960, the German Empire in 1950, and the U.S.S.R. in 2000, should be highly instructive.

As Others See Us

As for the projected dismemberment of the British Empire, so desired by Mr. Lansbury and so eagerly awaited by the goose-club members, an American (of all people) gave me, a couple of days ago, what I cannot help thinking was a terse summary of world opinion on the subject. I admit I had given the gentleman some cause for offence, because the conversation had turned to Sinclair Lewis's "It Can't Happen Here," and I said that the only thing I could see wrong about it was that it mightn't happen. So when the question of carving up the jolly old Empire cropped up, my friend said, "The British Empire is finished, because your statesmen haven't the guts to arm your people and your brasshats haven't the brains to arm them properly. And if they had, the other nations would still fool your League of Nations-obsessed Pacifists into believing that some rush of high-mindedness to the world's head will enable you to hang on to all the world's juiciest territories without fighting for them."

As I say, the chap was a bit peeved; but I cannot help thinking he spilt a mouthful. Anyway, we shall all breathe easier when the voice that breathes through Eden has ceased to be a *vox et praeterea nihil*, or, at any rate, nothing fit to shake under an aggressor's nose.

COLONIES IMPROVE THEIR POSITION

MR. M. MACDONALD SURVEYS THE PROSPECTS

SHIPBUILDING ORDERS FOR N.E. COAST

MR. LOGAN URGES MERSEYSIDE CLAIMS

Mr. Malcolm MacDonald (Colonial Secretary) made his first important speech in his new capacity in the House of Commons last night, when he reviewed the progress which the colonies have made on the road to recovery from the economic depression. There had been an improvement in the trading position and prospects of the Colonial Empire, he said, but the Colonies were by no means out of their convalescent stage.

Replying on the debate to a point raised by Sir Robert Hamilton, Mr. MacDonald asked the shipping companies to note that there was no direct British shipping line running between this country and Cyprus.

At question time complaint was made that contracts under the scrap-and-build shipping scheme had gone to the North-East Coast, and that the Clyde and Merseyside had received no orders. Mr. Runciman (President of the Board of Trade) pointed out that the shipowners had the right of selecting the firms to carry out the work.

From Our Own Reporters

WESTMINSTER, Thursday.

In the House of Commons to-day Mr. Kirkwood (Dumbarton, Lab) asked the President of the Board of Trade if he was aware that contracts under the Government's £10,000,000 scrap-and-build plan had been placed on the North-East Coast, whereas no such contracts had been placed on the Clyde. In view of the fact that public money was involved, he asked that Mr. Runciman would hasten placing of orders for the Clyde, and thus remove the discrimination which now existed between shipbuilders in these two areas.

Mr. Runciman said he was aware of the facts referred to, but pointed out that in a White Paper issued a year ago it was indicated that shipowners would be able to select the firms to carry out the work of building or modernising vessels anywhere in Great Britain. He was not prepared to alter that provision.

Mr. Logan (Scotland, Liverpool, Lab) asked whether, in view of the fact that eight new vessels were being constructed on the North East Coast and of the depression on Merseyside and elsewhere, the orders could be better distributed.

Mr. Runciman said that the North-East coast was selected by the shipowners themselves and not by the Government. Mr. Logan asked whether Mr. Runciman could make recommendations to shipowners to get the money more scattered.

Mr. Runciman.—I can give advice to the shipowners, but they need not take it.

Mr. Kirkwood.—Is the President of the Board of Trade aware that there is a feeling in Scotland that the interests of Scotland are not so well looked after in the Cabinet as, say, the Tyne and Birmingham, and what does he propose to do about it?

Sir Nicholas Gratian-Doyle (North Newcastle, C).—Is it not a fact that quite a disproportionate amount of work has gone to the Clyde in comparison with the Tyne? Will not the President of the Board of Trade see that a balance is struck in this matter?

Mr. Kirkwood.—Is he not aware that no orders have been placed on the Clyde, nor on the Mersey, nor on the Bristol Channel, and that the only place where orders have been placed is on the North-East Coast?

Sir Nicholas Gratian-Doyle.—Non-sense.

How Applications Were Dealt With

Mr. Runciman informed Mr. Dickie Consett, Durham, LN) that the total number of applications received under Part II. of the British Shipping (Assistance) Act was twenty-eight, covering forty-three vessels aggregating approximately 158,000 tons gross, of an approximate value of £2,600,000. Ten of these applications, covering the building of thirteen vessels totalling approximately 63,300 tons, had been approved. The shipowners concerned were now making their arrangements with shipbuilders for the construction of these vessels, but he had no information as to the number on which work had actually begun. The total number of applications rejected was ten, and the number still under consideration was eight. Eight of the thirteen new vessels were to be constructed on the north-east coast. The builders of the remaining five had not yet been selected.

been made in the arrangement whereby such horses are leased for racing purposes to one particular individual. The breeding of the highest class of thoroughbreds, which was the function of the stud, exercised a beneficial influence on light horse breeding generally, but the stud's continuance was not now essential on military grounds.

Mr. Logan (Scotland, Liverpool L).—Has the Minister any idea when it is likely to win? (laughter).

Mr. Hall Caine asked if the Minister would inquire into the considerable loss which was made on the national stud farm.

Mr. Elliot replied that he would be glad to go into the question.

Mr. Mander.—What is the name of the horse?

Mr. Elliot replied that the horse was Caretta, which ran third in the Thousand Guineas. Answering another question he said only one person had a right to that horse. It was not advisable to put the right up to auction and the only satisfactory way of dealing with the matter was to select one individual. That arrangement had worked well over a long period.

A Grievance Of Dock Workers

Mr. Gibbins (West Toxteth, Liverpool, Lab) asked whether the Minister of Labour was aware that dock workers in Liverpool signed eleven times a week at the clearing-house when unemployed, and would he take steps to reduce the number of signings.

Mr. Ernest Brown.—The requirement that registered dock workers in Liverpool should sign twice daily, except on Saturdays, was introduced on account of the local conditions of the industry and has been in operation for some ten years. The question whether any reduction in the frequency of signature can be made is being investigated by the National Joint Council for dock labour. I must await the outcome of this investigation before taking any further steps in the matter.

Children Who Do Not Take Milk

Miss Rathbone (English Universities, Ind) asked the President of the Board of Education whether, in view of the fact that much less than half the children in elementary schools were obtaining milk under the school milk scheme, he would cause inquiries to be made in a selected number of the poorer schools as to the reasons which were preventing the children from taking advantage of the scheme.

Mr. Oliver Stanley.—According to the board's information, at the end of last March 51.5 per cent of the children in public elementary schools were receiving milk at school, the milk being supplied in the great majority of cases under the Milk Marketing Board scheme. I will consider whether it would be desirable to make the inquiries suggested, but I should expect to find that, as was revealed by an inquiry of this sort conducted by the London County Council, many of the children do not join in the scheme, as they do not like milk.

Miss Rathbone.—Is the Minister aware that the excuse that children do not like milk is made by parents who cannot afford to buy it?

Mr. Stanley.—That was not revealed by the inquiry. It is conceivable that some people may not like milk, as there are others who do not like beer (laughter).

twenty-seven lengths of derestricting the Colwyn Bay Town Council road, and the Colwyn Bay Council that six lengths. He had suggested to the Caernarvonshire County Council, and to Denbighshire County Council eight, but he had not yet received definite replies. A number of other proposals with regard to Wales were under examination.

Argentina And The Falkland Islands

Colonel Sandeman Allen (West Birkenhead, C) asked if the attention of the Foreign Secretary had been drawn to the action of the Argentine Government in sequestering the identity certificate of Mr. Francis Ushuaia Lewis, a Falkland Islander, on the pleas that it described him as a British subject, whereas the Argentine view was that the Falkland Islands were Argentine territory, and would he make representations to the Argentine Government of the view to securing the recognition of the Falkland Islands as British territory and the native inhabitants as British subjects and, therefore, not liable to serve in the Argentine forces.

Mr. Eden (Minister for League of Nations Affairs) replied that the case of Mr. Lewis and the similar case of Mr. de Bae were reported by his Majesty's Ambassador at Buenos Aires when they occurred in February of this year. His Excellency raised the matter with the Argentine Ministry for Foreign Affairs at the time, and was informed that the Argentine authorities considered themselves entitled to revoke, for whatever reason, identity cards issued by themselves. He understood that the documents in question, apart from specifying the holders as British subjects, contained an inaccuracy in stating that their place of birth was the United Kingdom and not the Falkland Islands. The Argentine Government had never been left in any doubt as to the view of his Majesty's Government that the Falkland Islands were British territory, and that persons born in the Falkland Islands had the national status of British subjects, and could not merely by reason of their birth in the islands be claimed as Argentine citizens.

The Summer Recess

Mr. Baldwin announced the procedure of business for next week, according to which there will be a debate on the international situation, considered on Thursday. Mr. Baldwin stated that if all outstanding business had been disposed of, the motion for the summer adjournment would be taken on Friday next. He could not give a definite date for the reassembly after the recess.

COLONIAL EMPIRE

MR. MALCOLM MACDONALD SURVEYS THE POSITION

The estimates for the Colonial Office came up for consideration on report. Mr. Malcolm MacDonald (Secretary of State for the Colonies) said that many of the Colonies who balanced their budgets in 1933 had increased those balances in 1934. With regard to those who had had deficits and still had deficits, there was some progress to report. Although in a few cases the position had got worse, in most cases the deficits had been reduced. There were two rather remarkable cases. Northern Rhodesia, which had a deficit in 1933 of £117,000, had reduced it to £19,000 in 1934, and a surplus was estimated for in the current year. Similarly, in the case of Nigeria, where there was a deficit of £148,000 in 1933, there was in 1934 a deficit of only £16,000, and again a surplus was estimated for in the current year.

Regarding the trade position of the colonies, a good index was their domestic exports. As a result of the economic depression, the trade of the colonies had suffered very severely. They had a long way to go before recovering their past position. Comparing the calendar year 1934 with the calendar year 1933, the figures showed an improvement, though not in the case of every colony.

"Taking these figures generally," he continued, "it is clear that there has been an improvement in the trading position and prospects of the Colonial Empire, but it is also obvious that the colonies are by no means out of their convalescent stage. The problems of their economic development has still to be carefully watched."

The colonies had themselves made a great effort to deal with fallen prices by reducing their costs. Another successful effort had been the extension of the markets in colonial products in Empire countries by a system of Imperial preference. In 1935 84 per cent of this country's purchases of bananas came from the colonies, from whom we purchased 97 1/2 per cent of our raw cocoa, 100 per cent of our palm kernels, and 97 per cent of our palm oil supplies. Imperial preference was largely responsible for such results as that.

of resentment among our native fellow subjects in the Colonies in thinking that in any way they were being subordinated to the interests of the home country.

Sir Robert called attention to Cyprus, an island colony, not being connected to this country by a British line of ships. It was an intolerable position that that colony, which had been in our possession now for a great number of years, should be dependent for its communication with this country on what was a subsidised foreign line.

He hoped the Colonial Secretary would be able to tell them that something definite was in view to remedy that state of affairs. Was anything being done in regard to the harbour at Famagusta? It was only a partially-made harbour. In these days of extended touring by large cruiser liners, it was exceedingly unfortunate that such incidents should occur as had occurred lately where a cruiser liner was unable to land her passengers and had to leave the island because she could not get sufficient harbour accommodation.

Mr. Lunn (Rothwell, Yorkshire, Lab) said that the Colonial Secretary's speech was full of excuses for doing nothing. One of the greatest needs of the Colonies was the re-creation of labour opportunities, but nothing was being done in that direction. Although we had celebrated the centenary of the abolition of slavery in this country, we had still thousands of child slaves in Hong Kong, the Federated Malay States, and the Unfederated Malay States. It was time that child slavery was abolished.

If There Is War In Abyssinia

Sir Edward Grigg (Altrincham, C, an ex-Governor of Kenya Colony) said that very loose statements had been made, and he had also seen them in responsible newspapers, that if there was war in Abyssinia it would create racial trouble in Africa. It was perfectly true that there was strong race feeling in Africa, but that any such feeling would be deeply stirred in any part of the King's realm in Africa by events in Abyssinia was stretching imagination too far. The very opposite would be the case. There would be a reaction in our favour should war unhappily ensue in Abyssinia.

The time had come when we ought to think out some system of political development in Africa which would save us from being confronted suddenly with the choice between a representative system which would mean inevitably the weakening of the executive at a very critical time in African history, or a refusal to give representation on our own lines. We were giving to African states of a very primitive character systems of administration that were too expensive for them to bear and we would reap the result later in terrible discontent from the King's subjects in those places. The crux of the colonial problem was to give the colonies such economic development as would enable them to afford the things we had taught them to want. Kenya offered exceptional opportunity for settlement of people like retired officers. The question of white settlement had got to be faced in a different temperament than had been shown in the House in past years.

Grievance Of Jews

Mr. J. de Rothschild (Isle of Ely, L) urged that the Colonial Office should consider very carefully the present interpretation of Article 18 of the Palestinian Mandate, which deals with trade relations. Japan, despite the fact that she had left the League, was dumping silk and other goods into Palestine, and owing to the mandating position Palestine was defenceless in the matter. He criticised the action of the Government in permitting immigration into Palestine from neighbouring Jewish countries while restricting Jewish immigration. For the young Jews being persecuted in Germany there was a great demand in Palestine, but they could not go there because they could not produce £250. Were they to be allowed to starve while industries in Palestine were clamouring for their services?

Mr. Wedgwood (Newcastle-under-Lyme, Lab) condemned the restrictions against immigration into Palestine, where wages were rising to fantastic heights because of them.

Mr. Janier (Whitechapel, L) appealed to the Colonial Secretary to be vigorous and energetic in promoting the welfare of Palestine. The position of both Arab and Jew would be improved by the further immigration of Jews to Palestine.

Liverpool Regiment In "Regrettable Incident"

In reply to Mr. Attlee (Limehouse, Lab.), who asked for information as to an affray near Jubbulpore between troops of the King's Regiment (Liverpool) and villagers, Mr. Butler (Under Secretary for India) read the official statement on the incident, published in the Press. He added that the Secretary for India had received only a brief telegraphic report of this regrettable incident from the Government of India, but he expected to receive a more detailed account when the local investigations had been completed.

Gas Masks For Children

Mr. Mander (East Wolverhampton, L) asked the Home Secretary whether special gas masks were being provided for children, or by what alternative method were children to be protected?

Captain Euan Wallace (Under-Secretary, Home Office) said the whole question of the protection of the civil population against poison gas by the use of respirators and otherwise was under consideration by the Air Raid Precautions Department. Special attention was being paid to the needs of young children.

Mr. Mander asked if it would be any satisfaction to parents who were wearing gas masks to see their babies dying by suffocation (cries of "Oh")? Had the Government no policy for their protection?

Captain Wallace.—All of these precautions are in the embryo stage, and Mr. Mander had, in the classic words of a past leader of the Liberal party, "better wait and see" (laughter).

Dr. Addison (Swindon, Lab) asked if the Government proposed to leave the invention and advertisement of gas masks to private enterprise as was being done in America?

Captain Wallace.—Yes, but under close supervision of the Air Raid Protection Department.

A Horse From The National Stud

Mr. Elliot informed Mr. Hall-Caine (East Dorset, C) that one horse belonging to the national stud is at present in training. Horses which it is desired to retain for stud purposes are leased for their racing careers, and no change has

Childwall Children's Education

Mr. Cleary (Wavertree, Liverpool, Lab) asked whether the President of the Board of Education was aware that there was no elementary school in the whole of the Childwall ward of Liverpool; that of children between the ages of five and seven had a twenty-five minutes' walk to school; and in view of the fact that secondary schools and training colleges had been or were to be erected in the district, what action he was prepared to take in the matter.

Mr. Oliver Stanley.—My attention has not previously been drawn to the point raised by the hon. member, and I am making inquiries into it.

Mr. Cleary asked if there had not been complaints about this for a very long period, if a secondary school had not been built in this area, and would the Minister make very strong representations about it?

Mr. Stanley.—I will make inquiries first and representations afterwards if necessary.

Mr. Cleary asked the Minister of Labour how many applicants had had deductions made from unemployment payments by the Unemployment Assistance Board in respect of meals granted to necessitous schoolchildren, giving figures for Liverpool and the country generally.

Mr. Ernest Brown.—The board inform me that these statistics are not available.

Manx Water Grid Scheme

Mr. Chorlton (Platting, Manchester, C) asked whether the Minister of Health was aware that, as a first step towards the establishment of a water grid for the North of the Isle of Man, a water board had been constituted and financial assistance be granted by the Manx Government, and whether he would arrange to send one of his officials to the Isle of Man in order to learn how these modern methods were devised and carried through.

Sir Kingsley Wood.—I do not think this necessary. My hon. friend will appreciate there are many water boards and authorities with more extensive limits than that referred to in the question.

Road Distribution In North Wales

Mr. Hore-Belisha (Minister of Transport) informed Mr. Temple Morris (East Cardiff, C) that the Flintshire County Council were about to make an order

The Tin Regulation Scheme

Speaking of the beneficial effects of regulation schemes for certain commodities, Mr. MacDonald said the tin scheme had had a rather unfortunate experience this week, but he was advised that it was purely temporary. Because of the operation of that scheme, the violent fluctuation in prices which often took place had been almost wiped out. These regulation schemes had succeeded and had improved the economic and financial position of the Colonies concerned.

There were still things to do to extend markets for Colonial produce here and overseas, and he and his advisers were examining various proposals which he believed would do something effective to this end. The people of this country got an economic benefit from any development of the Colonial Empire. But that was not the prime object of encouraging Colonial economic development. We did not seek to exploit those peoples, nor did we seek economic development for its own sake, but only as a means to an end. It was the desire that these territories should become more prosperous so that more revenue should be available for medical education, social, and political services, as well as that the material welfare of the people should be increased.

Educational Improvement

As examples of the increased provision which was being made for medical and health services, Mr. MacDonald said there was a 4 per cent. increase in the estimates for these services on the Gold Coast in 1935 compared with 1934. In Uganda the increase was 7 per cent. and in Palestine 25 per cent. Expansion had also taken place in the provision of maternity services.

The great aim was to bring as large a part of the native and non-native population as possible within the scope of the medical services, and the best way of doing this was to enlist the help of natives who were themselves trained. Arrangements had been made in Nigeria to enable natives to obtain full professional qualifications. The Educational Advisory Committee of the Colonial Office had prepared schemes for educational improvement in various colonies which they could initiate and develop as the money came to finance it.

"Bad Old Proposals"

Sir Robert Hamilton (Orkney, L) said the question arose as to whether, in the carrying out of the Ottawa policy, too much attention was not sometimes given to the interests of the home producer and too little to the needs of the native populations in the Colonies. The Secretary of State had referred to the "bad system of exploitation of the Colonies." That was a system which one hoped nowadays was rejected by all thinking people.

"In that class," proceeded Sir Robert, "I don't include Lord Beaverbrook. One would hope in this year of grace the proposals put forward by him and people who think like him had become a thing entirely of the past, but unfortunately that is not so, and we see bad old proposals for the exploitation of the Empire coming up again to-day in their worst forms."

It would be most regrettable if action taken on this side should lead to a sense

MINISTER'S REPLY A HINT TO SHIPPING COMPANIES

Mr. Malcolm MacDonald, replying to points raised in the debate, expressed the hope that the shipping authorities would take note of the complaint that there was no direct British shipping line between this country and Cyprus.

As to the abolition of the mui-tsai system in Hong Kong and elsewhere, the Government were anxious to abolish it as soon as such a course was practicable. No new mui-tsai were now allowed to go into Hong Kong. They were paid wages, were regularly inspected by Government officials, and were perfectly free to leave their present employers. He had given instructions for the whole position of native mine workers to be reviewed, and if he found that there was a case for the establishment of additional labour departments or officers, he would see that that establishment took place.

Referring to emigration to Palestine, he pointed out that in 1933 there were 30,327 Jewish emigrants and in 1934 42,359. In the first six months of 1935 the number was 28,121. The High Commissioner agreed that they should welcome as many Jews as could possibly be settle in the country.

Dealing with the economic policy Mr. MacDonald said the colonies had gained a great deal more from the recent economic policy in this country by inter-Imperial arrangement than the United Kingdom itself had in relation to the Colonies. In 1931 the United Kingdom exported to the colonies £33,000,000 worth of goods, and in 1934 the value of the exports to the colonies had risen only to £33,340,000. Imports from the colonies to the United Kingdom had increased from £36,000,000 in 1931 to £48,000,000 in 1934. In the policy they had carried out the Government had consistently looked after the interests of their people in the colonies.

The vote was agreed to by 310 votes to 76.