

THE BRITISH GRAHAM LAND EXPEDITION.

In the Geographical Journal for June last is an article on Mr J. Rymill's expedition to Graham Land with thirteen others and some sixty Greenland dogs, the latter, under the care of two members of the expedition, being on their way to Stanley where they will await transshipment to Deception Island - the first base of the expedition.

We publish below, with due acknowledgement to the Geographical Magazine, extracts of the article in view of the association of the expedition with the Falkland Islands.

"First, as to personnel. This will consist of fourteen. Mr J.R. Rymill was with Mr Watkins on his first expedition to Greenland, and took charge of the second expedition when Mr Watkins was drowned in August, 1932. Four of the first Watkins Expedition will go with him: Mr Hampton, as air pilot; Mr Riley, as meteorologist; Mr Stephenson, as chief surveyor; and Surgeon-Lieutenant-Commander Bingham, R.N., as doctor; also two other naval officers. The Army Council has lent the services of a Signals Officer, Lieutenant I.F. Meiklejohn. Mr W.L.S. Fleming, now Chaplain at Trinity Hall, Cambridge, will go as geologist, the authorities having granted him permission to be absent. Mr J.I. Moore will be one of the engineers. Mr Brian Roberts, who has led expeditions both to Iceland and to East Greenland, will be surveyor and ornithologist. Mr Bertram, of Cambridge, will be the biologist: he is at this moment (June) in the Red Sea, and will therefore experience a pleasant change of temperature. An important member of the expedition will be Mr J.H. Martin; Mr Martin has twice been with Sir Douglas Mawson to the South, and has also had experience in Canada of Arctic travelling. One other member has yet to be chosen - perhaps another naval officer.

"A ship has been purchased and is to be named 'Penola', a name intimately connected with Mr Rymill and his family in Australia. She measures 112 feet long and 24 feet beam, with a carrying capacity of about 200 tons. She was built in 1908 of two thicknesses of 3½ inch oak planking, and is a three masted topsail schooner with a 100-h.p. Diesel engine, and a small deck engine for auxiliary work of 10-h.p.. She is now being reconditioned and strengthened at Southampton to suit her for Antarctic conditions and for the accommodation of fourteen men. The outside is being strengthened by greenheart with strong iron doubling plates on the bow. Her two propellers, which are small, will have protection against the ice. An aeroplane will be carried, and it may be mentioned here that every advantage will be taken of modern science in the supply of instruments both for survey, for communication, and for hydrographical work; the seismograph is not being asked for only because it is not expected that very deep ice formations will be met with during the exploration. But otherwise no effort will be spared to gain experience. The aeroplane is a de Havilland Fox Moth capable of carrying three, or two with an Eagle III survey camera, and it is intended that both survey and reconnaissance should be accomplished from the air. On the ground dogs and sledges will be used. Sixty dogs are now being purchased by Mr F.S. Chapman in West Greenland, which should be in England in the early part of this month. There will be about twelve sledges.

"Mr Hampton and Mr Stephenson with the dogs and a large portion of the equipment, including the aeroplane, will leave this country in July. Mr Rymill and the rest of the crew will sail in the 'Penola', and all will meet at Port Stanley towards the end of October. It is intended that the Discovery II shall meet the expedition there & assist them in transporting the stores to Deception Island."

(to be continued.)

ARGENTINE WHEAT.

▲ sharp increase in the prices of American and Argentine wheat has caused great activity on the Liverpool Exchange, states a message on Tuesday, and a rise occurred in the speculative market of three pence per cental, which is over a shilling a quarter.

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NORTH IRELAND CASTLE BURNT.

Hillsborough Castle, near Belfast, the official residence of the Duke of Abercorn, the Governor of Northern Ireland, was seriously damaged by fire on Tuesday. The Duke and Duchess were absent.

The castle staff foremen and villagers were able to save most of the valuable furniture, antiques and pictures, including a Van Dyck valued at £10,000, which was carried to safety in a wheelbarrow.

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VON PAPEN ACCEPTED.

According to a message from Vienna the Cabinet Council has decided to accept Von Papen as the German Minister to Austria without imposing conditions. The view is held that it would be contrary to diplomatic custom to refuse the appointment but Austria will "watch with interest how the new German Minister interprets his mission which is supposed to be one of reconciliation."

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U.S.A. CLOUDBURST.

▲ New Jersey correspondent states that a terrific cloudburst, following on a drought, has precipitated seven inches of rain, transforming the rivers into raging torrents while ships have been torn from the wharves and gas mains, telephones and waterworks have been put out of order. From Cleveland it is reported that fifteen people have lost their lives while many are missing and the damage done is estimated at millions of dollars.

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THE ELEPHANT'S REVENGE.

Months ago, states a message from Mexico City on Tuesday, Pedro Garcia, a Peon circus worker put some lime in the water of a huge circus elephant as a joke. Ever the week-end Garcia visited the circus but as he passed the elephant in a crowd it reached out with its trunk, seized him and hurled him to the ground, trampling on him three times. He died in the hospital on Tuesday after telling about the lime.

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W.M.S.C. NOTICE : Any person other than a Member found trespassing in or on the Working Men's Social Club premises and not in the company of a member will be prosecuted. This does not apply to any person visiting the Club for the purpose of witnessing the drawing of sweepstakes. sd. A.V. Summers, Hon. Sec..

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THE BRITISH GRAHAM LAND EXPEDITION.

(Continued.)

"The house which will be erected at the base is of a new design : in two storeys, of a double thickness of 1-inch pine planking, packed with insulation of a type not finally decided upon. There will be nine bunks on the upper floor. The downstairs portion will be divided into three rooms - a wireless room, a dark room & a general living room. The hangar for the aeroplane is attached to the house. The food will be practically the same ration as was used in Mr Watkin's expedition but it will be remembered that whereas in Greenland some supply could be expected from the country - seals, bears, salmon etc. - in the Antarctic, once away from the coast, no such supply can be expected, and provision has therefore to be made both for dogs and men for the whole period of two and a half years.

The final plans for exploration must of necessity be left very open and depend on what is found in the sector. The aeroplane will be rigged in Deception Island about the end of November, and a flight will be made over Bransfield Strait towards Graham Land. As soon as the ice is seen to be open enough the ship will proceed to Wilhelmina Bay on the west side of north Graham Land. From here it will be attempted to find a route across Graham Land to the east side by means of another aeroplane flight. If a possible sledge route can be found, a dog-sledge journey will be made down the east side of Graham Land, and if conditions are favourable, a point near Foyen Island should be reached. This journey, though interesting in itself, will serve mainly to fill in time while waiting for the ice to break out along the south-west coast of Graham Land. The sledge party will return to the ship in Wilhelmina Bay and another aeroplane flight will be made south to ascertain the condition of the ice towards Marguerite Bay. When the ice is seen to be open enough, presumably about the middle of February, the ship will continue south and the party will try to establish a base as far south on Graham Land as possible or on Hearst Land itself. If a good wintering-place for the ship can be found as far south as this she will be frozen in for the winter. Here again the aeroplane will prove very useful in reconnoitring along the coast and between the islands to find a suitable wintering place for the ship. As this will be in about 70 degrees south it is quite probable that the coast line will be too glaciated to allow of a good harbour being found, in which case the ship will return to Deception Island or perhaps to some other harbour south of Deception Island, if one is found during the first summer.

When the base has been established, assuming that it is on Hearst Land, there will be no time left for journeys in the first season. It is impossible to plan a definite journey for the next sledging season as the country which it is hoped to explore is that lying behind the Weddell Sea, and since this is one of the greatest unknown areas in the Antarctic it will be impossible to work out the details for a sledging journey before a reconnoitring flight has been made with the aeroplane. It may prove to be part of the main Antarctic Continent, or Graham Land may continue as a series of islands for some distance; in any case the object of the first sledge journey will be to discover what lies behind the Weddell Sea. This should take up all the first sledging season, after which the party will again winter at its base. In the second sledging season another journey will be made to the west as far as the end of the Falkland Islands Dependency, which is 80 degrees west. Here again it is impossible to give details of the journey as this area is also completely unknown. If time permits & the base is in a good position it is also hoped to make a journey northwards along the east side of Graham Land and if possible connect with the first journey which was made from Wilhelmina Bay. In 1937, when the ice breaks up sufficiently to allow the ship to work, the party will return home, arriving in England about May.