

MEMORAN

From

THE FALKLAND ISLANDS COMPANY, LTD.,

STANLEY.

To

Colonial Sec

Telephone: HOLBORN 4343.

Telegrams: BOOKSTALLS, ENTRAND, LONDON.

W. H. SMITH & SON,
Strand House, London, W.C.2.

PRESS-CUTTING DEPARTMENT.

Advertisements may be inserted in all Newspapers and Periodicals at Home and Abroad through any Branch of W. H. SMITH & SON.

Cutting from

Issue dated

With Mr Sec

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Cutting from *Western Inq News*Issue dated *3. 1. 30 Plymouth*

STIRLING, OF THE FALKLANDS

A MISSIONARY BISHOP OF THE WESTCOUNTRY

Recently
Dartmouth will celebrate the birthday, 101 years ago, of one of the greatest missionary heroes of the last century, Bishop Walter Mackin Stirling, of the Falkland Isles. (Bishop Stirling was born at Dartmouth in 1829, and in 1921 when 92 years of age he wrote to his life-long friend Dr. Townsend:

"Dartmouth! There I was born, and my associations were in early years connected with the dear old town. In the waters of its harbour I have bathed and boated, and on the hills overlooking the entrance I have climbed with boyish delight."

"Bishop Stirling, of the Falklands," by Canon F. C. Macdonald, published by Seeley, Service and Co., Ltd., at 10s. 6d., is a book that should find a place on every Westcountry bookshelf. It is a book which brings pride to elders, and inspires younger people, for it is the life story of one of the most remarkable men who ever set out in the mission field. In its 213 pages we have the story of yet another Westcountry hero, one who endured hardship and privation in the wilds of foreign countries for the sake of the Gospel.

The biography contains countless thrills of jungle life, but the dominant factor throughout is the character of the Bishop himself. To quote the author, "The story of his life, so far as he has allowed it to be known, reveals a character bold and daring, patient and self-reliant, simple and deeply spiritual. A born missionary, he was never so happy as when he was among the poorest and most ignorant natives. He was one of the missionary heroes of the last century. His nobility of character is not to be wondered at when his ancestry and early influences are revealed."

The Bishop died on November 18, 1923.

His father and brother professional men. The accused, casual and felt his position keenly. He came to the conclusion would be able to get a situation more a female (than as a male). The escapade was really in the nature of a practical joke. The magistrates dismissed the first charge and on the second charge fined the accused £5 and ordered him to pay £1 3s. 6d. costs. Afterwards he drove away in a motor-car to London.

WHO WANTS

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BISLEY

THE "MORNING POST"
TROPHYCOLONIAL INTEREST
INCREASED

By a Military Correspondent

Admiral of the Fleet Earl Jellicoe, Chairman of the National Rifle Association, recently stated that the remarkable development, in the last few years, of Imperial interest in the Bisley meeting was due largely to the trophy presented to the Association by the proprietors of the "Morning Post" for competition among representatives of the smaller Colonies and to the commemorative badges which the "Morning Post" presented to each individual member of competing teams.

There was a larger representation of the "outposts of Empire" last year than at any of the 65 previous meetings. Considerable credit for that must be given to the Secretary of State for the Dominions and Colonies, for as soon as arrangements for the Imperial match for the "Junior Kolapore" were announced, the Dominion Office sent particulars to all the Governors inviting their interest and support.

TWO NEW CUPS

Lord Passfield, the Dominion Secretary, has already communicated with the Colonial Governors concerning this year's match. He pointed out that all teams qualified to shoot for the "Morning Post" trophy were also entitled to shoot for the "Junior Mackinnon," which was competed for the first time last year, and won by Nyasaland. This challenge cup was presented by Major Sir Richard Barnett, a member of the National Council and an International competitor with the Match rifle. Two other Cups are "open only to members qualified to shoot in the 'Morning Post' (Junior Kolapore) match in the current year." One of these is presented by the Governor of the Falkland Islands, Mr. Arnold Hodson, who is a well-known marksman, and the other by Commander Sir Lionel Fletcher, a member of the Council.

It is hoped in the future that Colonies not able, for financial or other reasons, to send a team to Bisley will consider arrangements for teams of grouped Colonies. Two years ago the China Treaty Ports sent a team to compete for the "Morning Post" Cup, and it is suggested that there might be teams representing the Far East, East Africa, West Africa and the West Indies.

The Falkland Islands, Nigeria, Malaya States and Penang and Southern Rhodesia have already notified the National Rifle Association that they will be represented at the Imperial meeting this year.

for
Penguin
11/6 L

BROADCASTING.

**"WIRED WIRELESS" IN THE
FALKLAND ISLANDS.**

**DISTANT PROGRAMMES ON
SIMPLE APPARATUS.**

A few weeks ago it was reported in "The Birmingham Post" that a system of "wired wireless" was being inaugurated in Bradford. This has caught the eye of Mr. J. M. Ellis, Colonial Secretary of the Falkland Islands, who is a native of Birmingham, and he writes to the editor of "The Birmingham Post" as follows:—

"I was interested to notice in a recent issue a paragraph dealing with 'wireless on tap,' which is being planned for a Bradford suburb. The system by which programmes will be broadcast from a central station over wires to subscribers' houses is actually being installed in Bradford at present, and is regarded there, it would seem, as being in the nature of a novel experiment. Permit me to state that this same system has been in regular working order in the town of Stanley, the capital of the Falkland Islands, for some time. It was installed by the permanent staff of the Telegraphs and Telephones Department, and has proved an unqualified success."

Enclosed with the letter is a copy of "The Penguin," the local paper, in which the news item regarding "wired wireless" is quoted, with the addition of a comment to the effect that the fee for the service in Port Stanley, Falkland Islands, is only 10s. a year.

This system of "wired wireless," which has been fully explained in previous articles, is becoming increasingly popular all over the world. It, of course, will be of particular service to the small isolated community in this outpost of the British Empire, for it will enable them, at small cost, to keep in touch with the affairs of the outside world. If this system were not in operation residents who wished to pick up distant broadcasts would have to install powerful multi-valve sets.

Radiophone for Small Vessels.

Increasing use is being made of the radiophone in the U.S.A. maritime service. Small-power short-wave radio-telephone sets are being installed on a number of tugs, barges, coasting vessels, &c., which enable them to maintain reliable communication over distances up to about twelve miles. As the sets are very simple in operation messages can be transmitted by any member of the crew, and it is therefore not essential to carry a fully-trained wireless operator. The U.S.A. Government has amended the regulations in order to allow this to be done.

The regulations in this country order that, where wireless apparatus is carried, a qualified operator must be on board to work the installation. While this is necessary in the case of sea-going vessels, it precludes the smaller craft from taking advantage of wireless facilities on the grounds of expense. In view of the great advantages to be derived from radio it would appear that the regulations might well be amended so as to permit coasting vessels, &c., to carry radio sets of the class described.

WAR DEBTS PAID

IN a written reply to Mr. Day, who asked the Chancellor of the Exchequer whether he could state the annual sum now being paid to the United States Government in respect of our war debt, the following figures were given:—

Receipts from		Total	Payments to U.S. Governm't
Allied War Debts	German Reparations, including annuities payable by France, Belgium and Italy under The Hague Protocol of August 31, 1929		
£ 17,700,000	£ 16,800,000	£ 34,500,000	£ 33,038,000

* * *
"DO not let us forget that, even in these hard times, we are exporting twice as many manufactured goods, per head of the population, as any Protectionist country. If our exports per head were to sink to the level of those of the most prosperous Protectionist country, we should starve." — MR. RAMSAY MUIR.

Mr C.S

The same is interesting. I was under the impression we had lost heavily over war debts but according to this column we are making a profit of £ 1,462,000 per annum. Can you explain? Mr members of Council might care to see. All.

($\frac{1300}{8}$)

Mr. Treasurer. WCH
15.8.30

Mr P. D. O. J.M. 16.8.30

~~Mr. Col. Sq.~~ Cl. B 18.8.30.

Spoke J.H. 14.8.30.

Nil

Mr. L. W. H. Young WCH 19.8.30

Be working, please.

PA WCH
20.8.30

WCH
13.8.30.

Hon C.S

The attached cutting may interest
Hon members of Council. What a state
of affairs!

D.H.

27/30
9

Mrs. Thomas

McH
29. 9. 30

Mrs. P. D. O.

McH 30. 9. 30.

Mrs. G. E.

C. B. 1. 10. 30.

Mrs. L. W. H. Young, Dunbar 2/10

Accordingly, please

Yours

29. 9. 30.

LIVING ON THE STATE

THE DOLE HABIT

TO THE EDITOR OF THE TIMES

Sir,—Now that the Government is again asking Parliament to bolster up its bankrupt insurance fund, those who pay the taxes will be interested to know how the money is being spent.

It is now the practice in London to continue out-relief to able-bodied men on the condition that they accept work or training under the Minister of Health's Order of 1930. A large number of these men are also receiving unemployment "benefit" under the new Insurance Act; and in consequence many of them refuse the terms. A few instances of such cases may be given. A man aged 39 first "came on the guardians" at the age of 20. He has never earned his living without assistance from the guardians since. His income was usually 22s. out-relief, plus what he could pick up—which was unspecified. He has been on relief continuously since January, 1929. In March last he "suddenly bumps into 30s. a week benefit, and has never been so well off in his life," as a member of the committee—a working man who knew the applicant—aptly expressed it, when he came to have it supplemented. The relieving officer from long experience of the case reported that he was lazy and that no reliance could be placed on his or his wife's statements, and he was content to settle down and do nothing.

Another man has received altogether £370 from the guardians. His last spell of relief extends unbroken from January, 1929. He confessed that he had not earned a farthing since August, 1928. He is now receiving "benefit" of 40s. a week, and in the relieving officer's opinion "will go on relief for ever." A third man has an out-relief record dating back to 1921. Three children have been born while on relief. His room is filthy and stinking; the children are in a filthy state. The man has just come into "benefit" of 36s. a week. On applying to have this supplemented he was offered assistance on condition of accepting work or training. This he refused, saying "not if I've got to work for it"; and departed "to tell his tale to his political party round the corner." It may be added that the inspector of the N.S.P.C.C. was notified of the children's state. A still more interesting example is that of a man who has received £718 in relief since 1921. He has no record of work since, with the exception of casual employment. He was put off "benefit" three years ago as not genuinely seeking work. He again has, or had, 32s. "benefit" plus a small grant of 4s. from the old guardians. He was offered work or training pending a job, and replied—naturally from his experience of State assistance—"What! for 4s. a week? I refuse that, Sir."

How guardians supplemented this benefit in the days gone by for ever—if London is wise and awake next April—may be seen by a few instances picked at random. Two adults, aged 20 and 31, received 30s. unemployment benefit and 10s. out-relief. A family received 32s. unemployment benefit and 10s. out-relief; another family 34s. unemployment benefit and 10s. out-relief. One family receiving 30s. unemployment benefit had a grant of out-relief of 13s. 7d., making the total family income up to 60s.

The Government has two policies in opposition; the one—that of the Minister of Health—that every able-bodied man on out-relief shall be given work or training; the other—that of the Ministry of Labour—that the man shall be given the dole on condition that he does not go to training, since he loses his "benefit" if he goes into a training colony. The word "dole" is used here to distinguish relief that is not covered by insurance, and where there is little or no history of employment. The relief committees find that they are quite unable to help many of these men so long as they receive this mis-called "benefit"; since, unhappily, many seem to prefer to subsist on a bare sufficiency with idleness rather than accept training or work of a useful nature with an augmented family income. This new and pernicious system of granting unconditional out-relief through the labour exchanges is creating a new sense of hardship in poor neighbourhoods. Applicants at relief committees complain bitterly "There's people who have done no work for years and getting labour money." These unsophisticated people can see no difference between their fortunate neighbour who is now getting his dole and the less favoured man round the corner who does not, since both are in exactly similar circumstances.

It is difficult to see how the present policy of the Government is fulfilling Mr. Thomas's essential condition for any restoration of industry, which was "to stop the clamour for insurance pay and revive the clamour for work" (*The Times*, October 1, 1929). It at least gives point to Mr. Snowden's warning that "unless social reforms developed a greater sense of responsibility and brought forth a greater individual cooperation our social measures . . . would establish a pauper State" (*Hansard*, November 4, 1929).

Your obedient servant,
H. J. MARSHALL.

Hampstead.

NA 10

W. H. SMITH & SON, Strand House, London, W.C.2.

PRESS-CUTTING DEPARTMENT.

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Cutting from *Star.*
Issue dated *25.7.30*

A WHALE OF AN IDEA.

Scheme For Fishing A Fortune From The Sea.

£330,000 CAPITAL.

Anxious Man Who Wants Britain To Know.

There is a man in London to-day who has come all the way from the Falkland Islands, at his own expense, in the hope that he can interest English people in a proposition to "scoop wealth from the sea."

He is Mr. Mitchell Steel, a native of the Falklands; and he has first-hand knowledge of what the Norwegians are earning from the whaling industry in the antarctic.

He wants to interest England in the possibilities of the industry—before American capitalists do so.

Plans Mapped Out.

Not only has Mr. Steel come armed with all the possible data to prove that the opportunities he claims are waiting; but he has facilities with which to start a whaling company next season if anyone in London shows anxiety to make the venture.

"Britain," he told a "Star" reporter, "has spent thousands of pounds in scientific research into the whaling facilities in the Antarctic and British explorers have risked their lives time and time again."

Milking Our Brains.

Now, when pretty nearly everything has been discovered, foreigners are reaping the financial rewards."

Put into a nutshell, Mr. Steel's proposition is this:

He has an opportunity to purchase for £110,000 a 25,000-ton vessel. This would cost a further £90,000 to convert into a modern floating whaling factory.

With this vessel, he claims, it would be possible to obtain in one season 25,000 tons of whale oil. This, sold at an average of £22 a ton, would produce £550,000.

£300,000 Wanted.

To float the company, Mr. Steel says, a capital of £300,000 is required.

"The Antarctic is teeming with whales, which weigh anything between 100 and 150 tons each," argued Mr. Steel. "That means anything from 70 to 120 barrels of oil each, in addition to quantities of cattle food and valuable phosphates."

"With the modern whaling equipment, the whales are shot, hauled on board in the open sea up a slipway, cut up, and boiled down straight away."

A Trip's £250,000.

A whaling vessel these days goes out empty, and at the end of a season returns with a cargo valued at something like a quarter of a million pounds sterling."

Mr. Steel quoted actual returns published by Norwegian companies to press home his arguments.

"The whaling factory 'Kosmos' belongs to a company with a capital of £330,000, and in the first year its catch was valued at £600,000, and the company's shares were quoted at 45 per cent. above par," he said.

"The 'Antarctic' company, started in May, 1928, quoted its shares this month at 75 per cent. above par. The 'Laboremus' Company's shares are 200 per cent. above par, and the dividend for the past seven years has been 30 per cent."

Wealthy Antarctic.

"These are facts which can be verified," Mr. Steel urged. "So can the fact that last year 3,000,000 barrels of oil valued at £15,000,000, were produced from the Antarctic Seas."

"I know Englishmen will not do the actual work, but there is every reason why English people should earn some of the handsome profits that are waiting to be collected."

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Cutting from *Glasgow Bulletin*
Issue dated *26.7.30*

"WHALE" OF AN IDEA

Falkland Islander's Scheme to Fish Fortune from Sea

£300,000 CAPITAL NEEDED

There is a man in London to-day who has come all the way from the Falkland Islands at his own expense in the hope that he can interest English people in a proposition to "scoop wealth from the sea."

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Page 110.30

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Cutting from

27 JULY 1930

Issue dated

ARGENTINE'S CLAIM TO FALKLANDS

Talk of British
Usurpation of
Islands

SCENE OF BATTLE

BUENOS AYRES, Saturday.

British "usurpation" of the Falkland and South Orkney Islands is dealt with in a series of articles in the important Buenos Ayres newspaper "La Prensa," which resuscitates the claim of the Argentine to sovereignty over the islands.

The newspaper asks by what right, other than might, does Britain levy tribute from the Norwegian and other whalers operating there, and also asks why the British Governor of the Falkland Islands extended permission to Argentine citizens to disembark on the South Orkneys to take up duties at the Argentine Observatory there.

The Argentine Government is urged to assert its right to the islands, "which geographically and historically belong to the Argentine."

This claim to the Falkland Islands, the South Orkneys, and South Georgia crops up periodically, despite the fact that in 1933 the centenary of British occupation of the Falkland Islands occur.

It was off the Falkland Islands, of course, that the British naval squadron, under Admiral Sturdee, destroyed the German squadron from the Pacific under Admiral von Spee.—B.U.P.

W. H. SMITH & SON,
Strand House, London, W.C.2.

NEW STATESMAN

PRESS-CUTTING DEPARTMENT.

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Antarctic whale fishery centred at South Georgia, several hundred miles west-south-west of the Falkland Isles. From the very beginning this fishery was remarkably successful. The principal whales taken were two of the Rorquals, the Blue and the Fin whales, the former being the largest of all whales. Subsequently operations extended to the neighbouring South Shetland and South Orkney Islands and to the African coast. In the year 1912-13, when the Government of the Falkland Isles restricted further development, there were over fifty vessels engaged in the fishery, but its value continued to increase, and in the season 1928-29 over one million barrels of whale-oil, valued at a little over five and a-half million pounds, were obtained. In addition the flesh and bones were sold after being converted into cattle food and fertiliser.

been asked to devote his genius to a case of the sale of a jar of chicken-and-ham paste in forbidden hours? There is something to be said also for the law's ignoring such trifles.

Y. Y.

WHALING RESEARCH AT SOUTH GEORGIA

WHALES may not unreasonably be described as the most interesting of living creatures. They include in their numbers the largest animals of this or any other epoch in the history of the world. They may approach—perhaps, if old records do not exaggerate, even exceed—one hundred feet in length, and attain a weight of eighty tons, greater in both respects than any of the gigantic dinosaurs which lived in the swamps of the Jurassic period. Whales are also more perfectly adapted to their surroundings than are any of the other mammals—seals, walruses, sea-lions or dugong—which have taken to a marine existence. They are stream-lined like fish. The vast head merges without the interposition of a neck into the still greater body which terminates in a massive tail, like that of a fish but with horizontal instead of vertical flukes, whose powerful movements propel the animal at great speed through the water. The fore limbs have been transformed into short broad flippers which act as stabilisers, while all external traces of the hind limbs have been lost.

Whales are especially abundant in the polar seas, and to insulate the body from the intense cold there is a thick layer of fatty blubber beneath the skin which, except for a trace around the mouth, is hairless. Alone amongst marine mammals they bear and suckle their young in the open sea. They are so completely adapted for life in the sea that they have lost the power, which the seal and its allies still possess, of movement on land.

And finally, to their own undoing, their economic value is so great and the whaling industry consequently so lucrative, that they have been ruthlessly hunted until all the larger, more valuable species are practically extinct in the northern hemisphere. The universal use in the seventeenth century of whale-oil for lighting purposes led to the development, by British, Dutch and French sailors, of an immense whaling industry in Arctic waters which employed hundreds of vessels and thousands of men. The comparatively slowly moving Greenland whale which was the object of this fishery is now almost extinct, and so are the swifter Rorqual or Finner whales, which became intensively hunted after the introduction during the last century of speedier vessels and the invention of the harpoon-gun.

In the year 1904 the enterprise of Captain C. A. Larsen, a Norwegian whaling expert, led to the establishment of an

Although the industry is almost completely in Norwegian hands, the islands are all dependencies of the Falkland Isles, and so under the control of the Colonial Office in this country. Fearing, and with good reason, that the Antarctic whaling industry would have the same tragic history, of rapid development and final collapse following the extinction of the whales, as the Arctic fisheries, it was suggested shortly after the war that scientific investigations should be conducted to ascertain whether this could be prevented and, if so, by what means. The matter was referred by the Secretary of State for the Colonies to an Inter-departmental Committee on Research and Development in the Dependencies of the Falkland Islands. This Committee reported in 1920, and its recommendations to prosecute immediate investigations were acted on. The *Discovery*, originally constructed for the National Antarctic Expedition of 1901-3, which was led by Captain Scott, was purchased, and a Discovery Committee appointed to direct the investigations. A second, smaller but speedier vessel, the *William Scoresby*, was especially built for pursuing and marking whales. A large scientific staff was appointed, with Dr. S. Kemp as Director of Research, and work was begun in 1925. In 1929 the old *Discovery* (now again at work in the Antarctic with an Australian expedition under Sir Douglas Mawson) was replaced by a new vessel built for the particular work required of her, the Royal Research ship *Discovery II*. In conjunction with these vessels a fully-equipped marine laboratory was erected on South Georgia near to the whaling station at Grytviken. The entire cost of this necessarily expensive investigation is being paid out of revenue raised from the whaling industry itself.

The first volume of reports* appeared during the past year, and the preliminary investigations there recorded show that important progress is being made in the elucidation of the problems of breeding, growth, food and habits of the whales, and a full understanding of these must precede any attempt at a rational control of the whaling industry. In spite of their immense size, the majority of whales feed upon the minute floating plant and animal life of the sea which is known as plankton. This they strain from the water by means of the frayed edges of the plates of whalebone which hang down from the roofs of their capacious mouths. The sperm-whales have teeth and feed on large fish and squids, but they are of minor importance in the Antarctic fishery. The polar seas are far richer than the warmer seas in dissolved nutrient salts, which form an essential part of the food of the plant plankton, and in turn constitute the food of the animal plankton. As a result vast shoals of these little animals occur in Antarctic waters, and especially near the coasts of islands such as South Georgia. This whale food is known as "krill," and its most important constituent has been found to be a shrimp-like creature called *Euphausia*,

* *Discovery Reports*. Volume I. Cambridge University Press, 1929.

which grows to the relatively great length of over two inches. During the summer when, owing to the brighter light, the plant plankton, and hence the "krill," is most abundant, the whales come south to feed, but during the winter they go northward for breeding. There is less food in the warmer water, but this is eked out by utilising the immense food reserves present in the blubber.

Breeding takes place only in the winter months, especially June and July, and the period of gestation is shorter than would be expected, a little under a year. Whales apparently breed not more often than once every two years, and as only a single calf is born at a time the whale population increases very slowly. It is fortunate that during the breeding season the whales are apparently scattered widely over the warmer waters, and so are relatively safe. They are caught in greatest numbers when they are on their feeding grounds around the Antarctic islands during the southern summer.

The most surprising fact that has so far come out of the investigations is that, in spite of their great size, whales are sexually mature when only two years old! But so quickly do they grow that a Blue whale at this age will be nearly seventy feet long, and a Fin whale about sixty feet long. They are both about twenty feet long when they are born. Thus, though they breed slowly, they make up for this to some extent by beginning to breed at a remarkably early age. The comparative immunity from destruction while breeding and the early age at which breeding begins are both encouraging, but a study of the age of the whales killed has revealed a very serious state of affairs. At South Georgia over forty per cent. of the Blue whales and about twenty-five per cent. of the Fin whales slaughtered are immature—they are under two years old, and so have left no descendants to maintain the stock. In South Africa, where the number of whales killed is fortunately much less, no fewer than eighty per cent. of the Blue whales and eighty-five per cent. of the Fin whales are immature. Though the result of this slaughter of the oncoming generation of whales (which in nature have singularly few enemies) may not be at present appreciable, it must inevitably have a cumulative effect, and there will probably be a serious decrease in the whale population before many years are past unless some effective method is devised for preventing this destruction of young whales.

The *Discovery* expedition has a programme of work of direct economic bearing, and it will have abundantly justified its existence if it can secure the permanence of this last of the great whale fisheries. Its purely scientific work has already assured the expedition a high place in the history of oceanography.

C. M. Y.

Correspondence

REVISION OF THE TREATIES

To the Editor of THE NEW STATESMAN.

SIR,—Mr. Geoffrey Mander will, I am sure, forgive my apparent discourtesy in not replying earlier to his letter of October 6th. I, too, have been absent from home, and I have just seen his defence of Article 19 of the Covenant which purports to make provision for the revision of treaties, but which, in my view, is utterly worthless—and worse than worthless, since it misleads us.

My case is confirmed by Mr. Mander. Not only does he admit that Article 19 is less than nothing, but he cruelly reveals the mentality which supports this fiction of Article 19. He refers to my "love of logic and juridical certainty" (described as French) as something undesirable. But why should logic and juridical certainty be omitted in this supreme matter of peace and war? He boasts of his "ordinary mind" (which he describes as Anglo-Saxon)—a mind content to leave everything to the hazard of the moment. Precisely. That is my complaint against the peace-

lovers, the muddlers-through, whether they have Latin or Anglo-Saxon minds. If they think at all they think foggily; they resent attempts at clarification; they hold it to be almost treason to expose the hollowness of the texts on which they build their hopes; they wish to be left alone with their delusions; and they fondly trust that, somehow, with the Parting-of-the-way of improvisation, or a Canute-like oratorical gesture, they will be able, when the time comes, to push back the menace of war. In the meantime, no disturbing discussions if you please. They spoil the peace game.

I have, I believe conclusively, shown that Article 19 is without substance, that it does not mean what it is supposed to mean, namely, that by its operation the treaties of 1919 may be revised peacefully. The League under Article 19 simply washes its hands, a collective Pontius Pilate, of the central problem of revision. If the alternative to revision is war, then war it must be; but the League may be able to flatter itself that it has at the last minute "advised" the reconsideration of the treaties. Much good the self-satisfaction of the League will do us when war comes! My "love of logic" is certainly shocked by this strange complacency. I asked to whom the League would give its advice, and I suggested that there is no competent body to whom it can give its advice. Apparently it is enough that it may give its advice in the air, for it to be acquitted of any neglect of duty in advance.

Of course, if twenty-eight of the thirty-two signatories of the Versailles Treaty agree to changes, there should be no difficulty in obtaining the assent of the four signatories who are outside the League. But the point is that any one of the twenty-eight signatories in the League can, and doubtless will, refuse even to permit the reference to a non-existent competent body until it is too late. Whereas, if the competent body were in existence, it could, with or without the advice of the League, which must be given unanimously, take it upon itself to examine the treaties, without waiting for a crisis, and it need not be bound by any stupid unanimity rule. If we wait, with our "ordinary Anglo-Saxon minds," which happen to work similarly in this matter to the Latin political mind, for a crisis, if we wait for a definite menace of war, to ask the League to give its advice, what chance is there that, in the war atmosphere, the threatened nation will cast its vote for a reference to an unknown body? And even if it does, are we then to begin to consider what kind of body would be competent, and to obtain approval for it, and to look to its composition, and to call it into existence, and to set new, untried, unoled machinery into operation, without knowing whether it will work, at what speed it will work, and what results it will produce?

Surely Mr. Mander, who admits the lack of a competent body, will see that he would be rendering service in supporting my plea for the immediate remedying of this fatal flaw in the organisation of peace. Now is the time to see whether we can revise dangerous treaties, and now is the time to construct this vital piece of machinery. Without machinery for revision, Pacts and Covenants and Leagues of Nations are without real value. The peaceful revision of treaties is by far the most important problem of Europe—far more important than, for example, disarmament. On the existence and the timely use of machinery for the revision of treaties the prospect of peace depends; for the only alternative to the old process of war is a new process of peaceful revision of treaties.—Yours, etc.,

St. Pierre d'Autels.

SISLEY HUDDLESTON.

CAN BRITAIN FEED HERSELF?

To the Editor of THE NEW STATESMAN.

SIR,—Returning from Italy to an opportunity of reading THE NEW STATESMAN, I find in your correspondence column of October 11th and 18th conflicting statements of what may have said as to the capacity of Great Britain to feed its population, wholly or partially. Whatever value attaches to these statements they are meaningless apart from the context; it is of more importance that we should realise the conditions governing the amount of food obtainable from our soil. To put it briefly, the production from the British country is mainly determined by the relation between the cost of labour and the price obtainable for the product. In other words, the nation can, within limits, have as much food from its soil as it likes, provided it is prepared to pay the price. The Pennine moorlands could be covered with glass and made to grow cabbages.

The land that has gone out of cultivation, the abandoned crofts in the uplands, indicate not that the land will no longer produce food, but that the returns in cash are not sufficient to maintain the standard of living which farmers or labourer now think necessary and can obtain in some other occupation. As the prices realisable for agricultur-

Colonial Secretary
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53

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Cutting from *Portsmouth Evening News*

Issue dated *1 NOV. 1953*

The Falklands Islands Battle reunion dinner will be held on Monday, December 8. Officers of all H.M. ships which were under the late Admiral Sturdee's command and who wish to attend should communicate with Instructor Captain C. S. F. Franklin, R.N. College, Greenwich.

int for present
M

From the Newcastle
Chronicle, 7 Oct. 4th 1930.

The "Penguin."

This is the name of the only news organ published in the Falkland Islands, and claims to be the most southerly newspaper. Miss Robson, of Port Stanley, who has kindly sent me a copy for Thursday, July 31, informs me that it is published by the Falkland Isles Government, and is valuable for local news, such as entertainments, mail services, and events appertaining to the life of the colony. The population is only about a thousand, so there is not much scope for development. It is not a newspaper in the strict sense, as it is typewritten first and then duplicated. Still, I have no doubt it is appreciated by the inhabitants of the far-away islands in the South Atlantic Ocean.

WHALING IN THE FALKLANDS

DISCOVERY REPORTS. Volume I. In Six Parts. STATION LIST, 1925-1927. Pp. 1-140, plates I-VI. 14s. net. DISCOVERY INVESTIGATIONS, OBJECTS, EQUIPMENT AND METHODS. By S. KEMP, A. C. HARDY and N. A. MACKINTOSH. Pp. 141-232, plates VII-XVIII. 9s. 6d. net. THE NATURAL HISTORY OF THE ELEPHANT SEAL, WITH NOTES ON OTHER SEALS FOUND AT SOUTH GEORGIA. By L. HARRISON MATTHEWS. Pp. 233-256, plates XIX-XXIV. 4s. net. SOUTHERN BLUE AND FIN WHALES. By N. A. MACKINTOSH and J. F. G. WHEELER. Pp. 257-340, plates XXV-XLIV. 39s. net. PARASITIC NEMATODA AND ACANTHOCEPHALA. By H. A. BAYLIS. Pp. 341-560. 2s. net. THE BIRDS OF SOUTH GEORGIA. By L. HARRISON MATTHEWS. Pp. 561-592, plates XLV-LVI. 12s. 6d. net. (Cambridge University Press. Complete set of Parts, 63s. net.)

Whale fisheries have had a similar and lamentable history. When an area abounding in these great aquatic mammals has been found its exploitation has been swift and imprudent. In the first period there is great abundance, during which the industry develops quickly. The number of ships increases and the equipment improves, and large profits are made. After a shorter or longer interval a decline sets in, ending in the cessation of operations. Such was the sequence in the pursuit of the Atlantic right whale and the Greenland whale, species which have been hunted almost to extermination; and the northern Rorqual fisheries, which have been pursued far little more than half a century, have declined to a vestige of their former magnitude. In the season 1904-5 a Norwegian, Captain Larsen, made the first serious attack on the whales of South Georgia, in the Falklands; and chiefly, although not wholly, in Norwegian hands, these Southern hemisphere fisheries have become more productive than those of the rest of the world combined. The species of greatest economic importance are the Blue whale and the Fin whale. Of the former there were killed between 1913 and 1925 18,484 in South Georgia and 7,925 in South Shetlands; and of the latter in the same two localities respectively 15,535 and 9,433.

The whale fisheries are an asset of high commercial value to the Falkland Islands, whose Government, as well as the Colonial Office in London, have been concerned as to their future, while these authorities, no less than clamorous zoologists and humanitarians, have been anxious lest these huge and slow-breeding creatures should be in danger of extermination. But restrictions and regulations are futile unless based on knowledge. The whales come ashore in the Southern summer to feed on a large crustacean abundant in the season, and the fishery is within forty miles of the shores. A few may be found at any time of the year, but the rest disappear. It was suspected that they go to warmer water to breed and that a north and south migration was seasonal; but even this was uncertain, and it was unknown if they were the same whales which were the basis of the smaller fisheries of South Africa, or possibly, even if they were identical specifically with the similar whales of the Northern hemisphere.

More than a dozen years ago Mr. E. R. Darnley, of the Colonial Office, proposed that there should be a full investigation of the biometrics of whales in the Antarctic, on the results of which regulation of the fisheries might be founded. The Secretary of State for the Colonies referred the suggestion to an interdepartmental Committee which made a full inquiry into the problems and the possible means of investigating them. As a result of their recommendations the Secretary of State appointed a Committee, thenceforward known as the "Discovery Committee," from the name of a vessel purchased and fitted for the purpose, to direct the investigations; and the cost of the work was defrayed by revenues raised from the whaling industry in the Dependencies of the Falkland Islands. The Discovery, which had been built to resist Antarctic ice, was equipped with the latest vessel designed chiefly for whaling; marking experiments were added to the resources of the Committee, and a laboratory was built close to one of the whaling factories in South Georgia; and since 1925 investigations have been pursued actively at sea and on land.

The Reports are sumptuous quartos with numerous tables, figures in the text, and beautifully reproduced maps and photographs. They have been issued by the Cambridge University Press, as they were ready, but in separately bound and priced parts to suit the specialized tastes or needs of readers. The titles at the head of this notice indicate the subject-matter sufficiently. In the part for which they are responsible, Dr. Stanley Kemp, the extremely competent and energetic chief of the scientific staff, and two of his associates describe the origin and general objects of the investigation and give very full details of the equipment and apparatus, which, doubtless, will be of some value to persons engaged in marine research. Dr. Baylis, of the Natural History Museum, describes some of the parasitic worms, including species new to science. Mr. L. H. Matthews's two parts, respectively on elephant and other seals and on the birds of South Georgia, contain very little that is new, but have most charming photographs.

The part devoted to the whales themselves is a valuable contribution to knowledge and entirely pertinent to the primary object of the committee. No fewer than 1,577 whales, divided almost equally between Blue and Fin whales, were examined at the Marine Biological Station in South Georgia and at Saldanha Bay, South Africa, special attention being given to the evidence that could be gained as to the reproductive processes, breeding habits and growth. It is shown that no distinction can be drawn between the whales of South Georgia

and those of South-West Africa, and materials are provided by which it will be possible to ascertain if the whales of the Northern hemisphere are also specifically indistinguishable. It is further shown that pairing takes place for the most part during certain months in the Southern winter, reaching a maximum in June and July, that gestation lasts for a little less than a year, and that probably two years is the normal interval between successive pregnancies. There is also much evidence, for the most part that nursing lasts for about seven months and that sexual maturity is reached about two years after birth.

With regard to practical results, the authors have formed the opinion that because of the similarity of all the whales of each species it is possible for a reduced number of whales in one locality to be replenished from another locality. They are of the opinion, however, that the ratio of immature whales killed is unduly high, especially in South Africa. The facts that the breeding season is protracted, and that during it the whales are outside the fishing areas, and the rapid growth to maturity all favour the maintenance of the stock. On the other hand, the rate of propagation is very slow; and although the authors of this individual Report thought it outside their province to give a definite opinion, it is not difficult to deduce the need of drastic protection of whales if the industry and the species are to be preserved.

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Cutting from **BRITISH MEDICAL JOURNAL**Issue dated **15 NOV. 1980**

GLANDULAR FEVER IN THE FALKLAND ISLANDS.

A short note on an epidemic of glandular fever that occurred in 1926 in a very isolated community may be of interest. The cases numbered 87—52 males and 35 females. The incidence in the sex and age groups is shown in the following table.

Age Group.	Male.	Female.	Total.	Percentage.
Under 5 ...	5	2	7	8
5-15 ...	9	8	17	20
15-25 ...	22	11	33	39
25-45 ...	11	10	21	21
45-65 ...	4	4	8	9
65 and over ...	1	—	1	1

The youngest person afflicted was a boy aged 2 years; the oldest a man of 70. The disease was characterized by the sudden onset of slight soreness and redness of the throat, difficulty in swallowing, and pain in the neck, accentuated by movement. Fever was present in all cases, the temperature ranging between 100 and 103° F. Painful bilateral adenitis of the neck appeared between the second and fourth days of the disease. The glands varied in size from that of a pea to a hen's egg, and were of a stony consistence. In eight cases the onset was very acute, with marked headache, nausea, vomiting, and prostration. In two cases the onset was marked by severe epistaxis. At an early stage of the disease five cases showed a nephritis of a mild type associated with pain in the lumbar region. Recovery in all cases was uneventful. Four cases developed retropharyngeal abscess. One of these, a female aged 30, died owing to the sudden rupture of a large retropharyngeal abscess causing rapid asphyxia. In a boy, aged 8, the cervical adenitis went on to suppuration, and a large quantity of pus was evacuated on incising the affected gland. One patient only, a man of 29, showed a slight enlargement and tenderness of the spleen and liver. The average duration of the disease was about a month. Careful nursing and the administration of small doses of calomel was the method of treatment.

In isolated communities the lack of resistance to infectious disease and its incidence in age groups is of interest. Old and young alike have little immunity to the

so-called diseases of childhood. It has been my experience in a community where infectious diseases were previously unknown, or a mere legend, that the maturer people are as liable to infection as, and suffer more acutely than, the young. During this epidemic of glandular fever all the complications of the disease occurred in the third, fourth, and fifth age groups, with the single exception of the boy whose adenitis went on to suppuration.

Among several recent immigrants, men of the third age group from the South of England, none of whom gave a history of glandular fever, only two contracted the disease, although all without exception lived in precisely the same manner and in close association with the natives of the island, among whom the case incidence of the disease was very high.

J. INNES MOIR, M.B., Ch.B., D.P.H. Aberd.,
Principal Medical Officer, Falkland Islands.

VOYAGE OF DISCOVERY II.: THE SOUTH SANDWICH ISLANDS



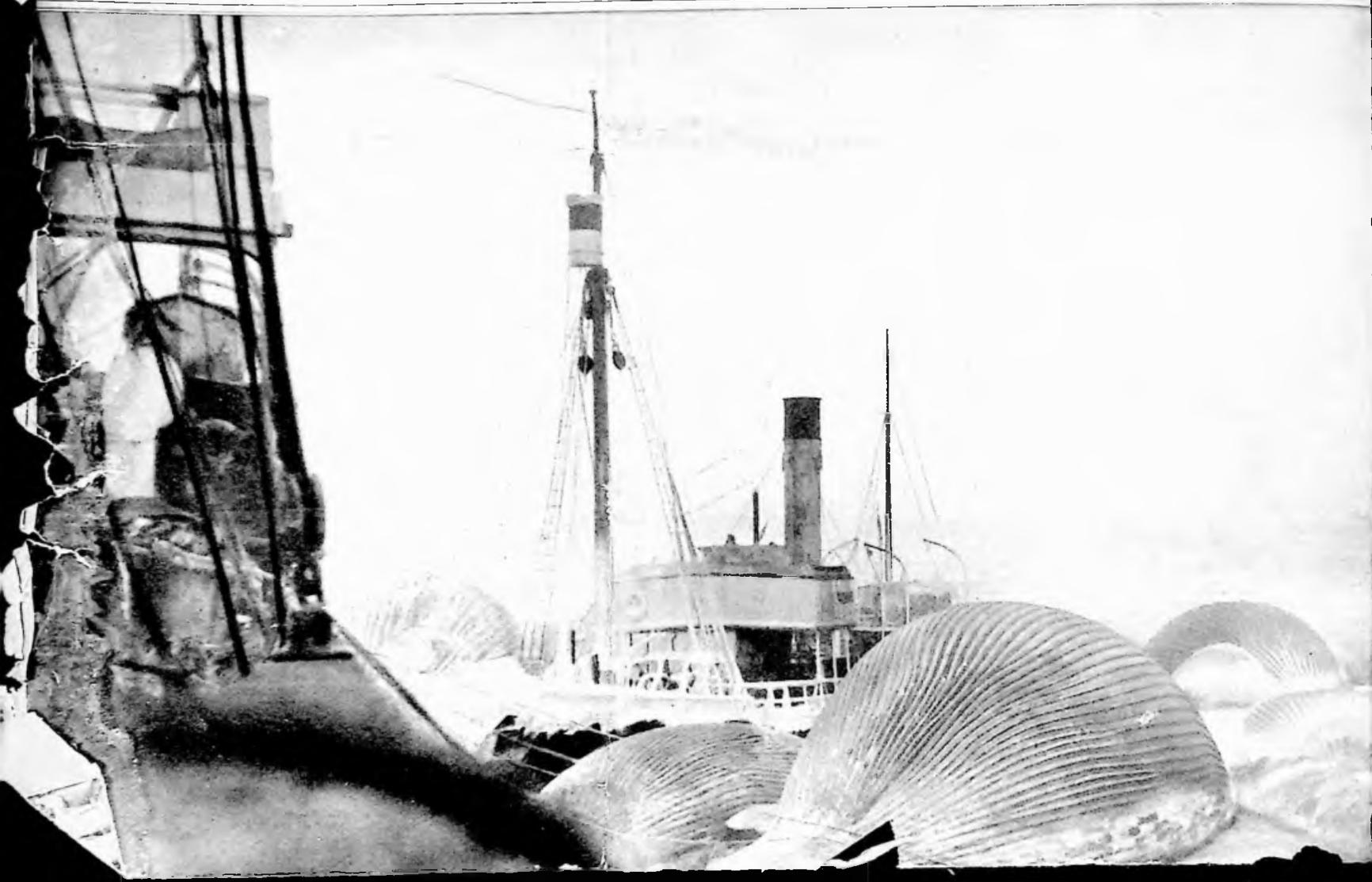
ON SAUNDERS ISLAND.—A detailed survey of the South Sandwich Islands, which lie about 1,200 miles E.S.E. of the Falkland Islands, has been carried out by members of the Royal Research Ship Discovery II., and a big advance in the little known hydrography of the islands, hitherto uncharted, has been made. Thus a chapter in Antarctic history, associated with Cook and Bellingshausen, has been completed. This photograph shows the snow-clad but active volcano on Saunders Island.



FREEZELAND PEAK, a commanding rock, 900ft. in height, lying to the west of Bristol Island in the South Sandwich Island group. It was the first land seen by Captain Cook when he discovered the island in 1775.

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Cutting from *Portsmouth Evg News*

Issue dated *12/11/20*

AMONG THE WHALES.

WILLIAM SCORESBY LEAVES FOR FALKLAND ISLES.

The R.R.S. William Scoresby, which came into Portsmouth on Saturday to complete her crew, sails to-day for the Falkland Isles, where she will remain for two years to carry on research work in connexion with the whaling industry. She only returned from a similar expedition in June, and hopes to arrive back by Christmas Day.

The William Scoresby, which is assisted in her work by the Discovery, is chartered by the Discovery Committee of the Colonial Office, and manned by Naval ratings from the three bases. Captain J. Irving, R.N., is in command, and the full complement is 23 officers and men, including two scientists.

Built at Hull five years ago from a special design, she resembles a converted trawler, and although not beautiful to look at, she is constructed to withstand the ice. The fact that even in moderate seas she rolls so much that it is impossible to use a typewriter in the saloon does not promise any great degree of comfort for the small but courageous party who are sailing all the way to the Falkland Isles in this miniature craft.

Whaling is the staple industry of the Falkland Isles, and by these research expeditions it is hoped to improve and extend the economic possibilities of the islands.

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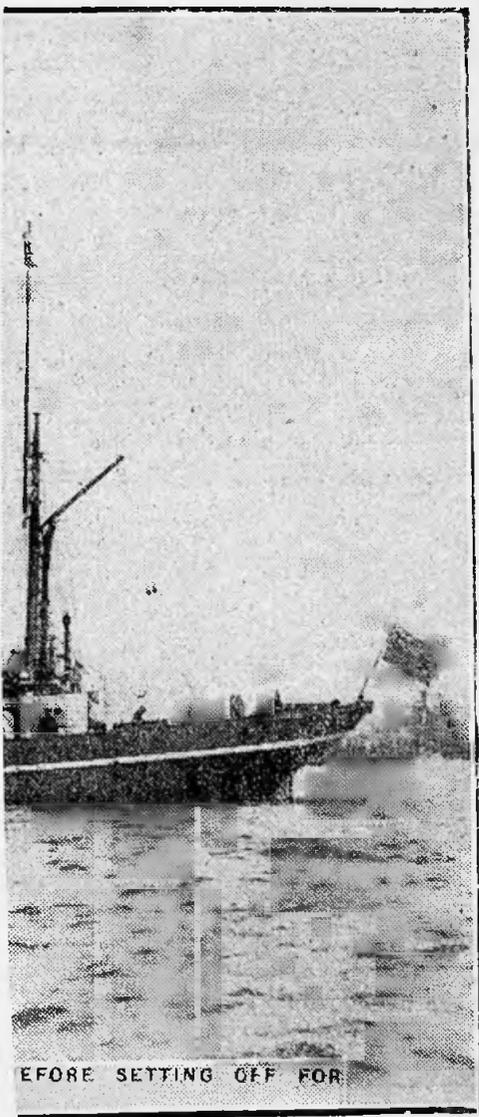
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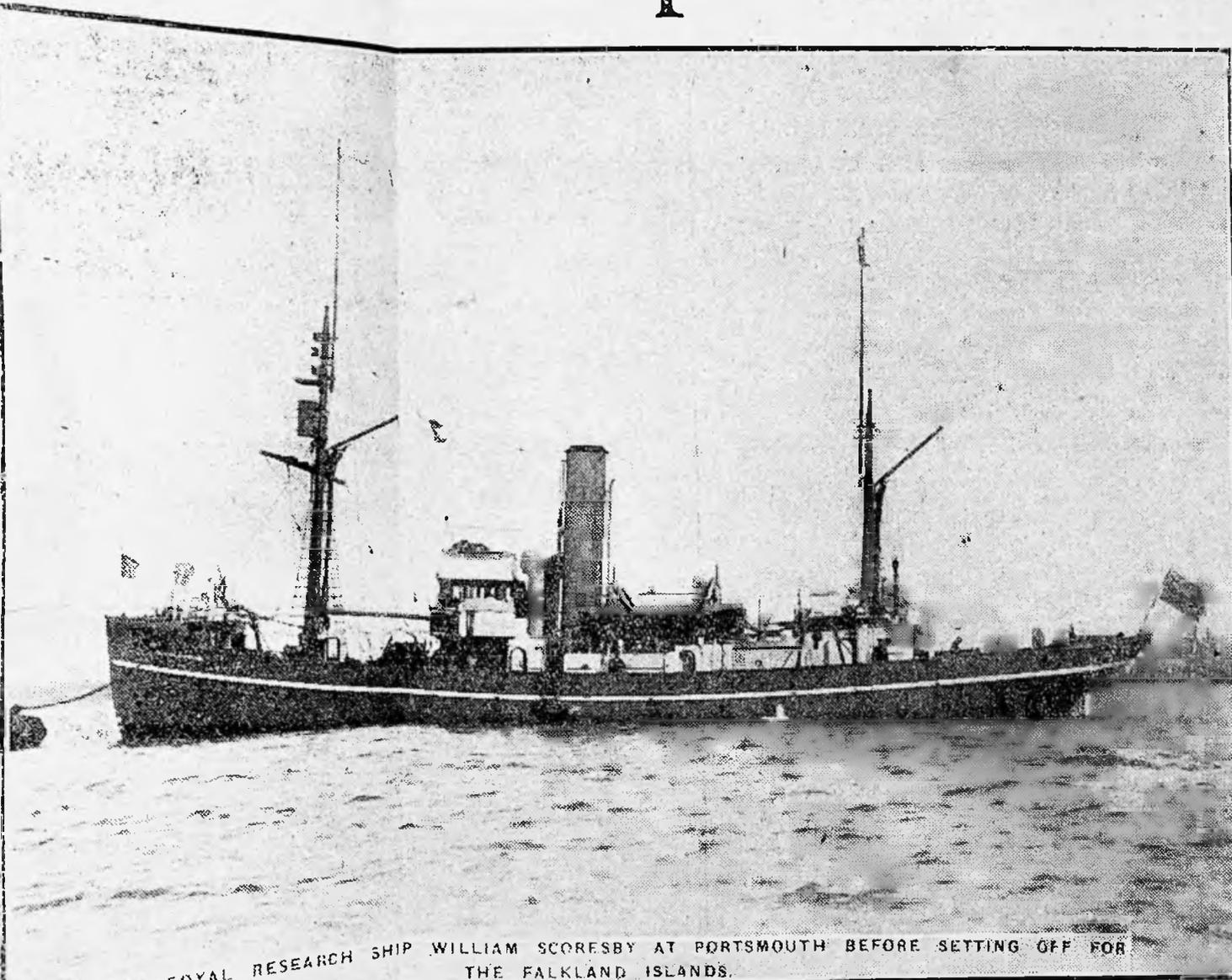
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Cutting from *Portsmouth Evg News*

Dated *12/11/30*

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Cutting from Daily Express
Issue dated 28.4.31

SIR JAMES O'GRADY'S NEW POST.

COMMANDER-IN-CHIEF OF FALKLAND ISLANDS.

It was officially announced yesterday that the King has approved the appointment of Sir James O'Grady to be Governor and Commander-in-Chief of the Falkland Islands in succession to Mr. Arnold Weinholt Hodson, C.M.G. Sir James has been Governor of the State of Tasmania since 1924. He was appointed to that office shortly after his name had been mentioned as the possible British Ambassador to the Soviet Government.

He was formerly Socialist M.P. for one of the Leeds constituencies for eighteen years, and in his House of Commons days was known as Jim O'Grady.

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Cutting from Daily Telegraph
Issue dated 28.4.31

SIR JAMES O'GRADY

APPOINTED GOVERNOR OF FALKLAND ISLANDS

Sir James O'Grady, K.C.M.G., has been appointed Governor and Commander-in-Chief of the Falkland Islands, in succession to Mr. Arnold Weinholt Hodson, C.M.G.

Born at Bristol of Irish parents sixty-four years ago, Sir James O'Grady, who landed in England on April 9 after six years as Governor of Tasmania, has had a romantic career. He started work in a mineral-water factory, and was afterwards apprenticed to a furniture maker. He became an active trade unionist, and after working in various parts of the country returned to Bristol in 1890, and entered municipal politics.

Eight years later he was elected President of the Trades Union Congress in that city, and he served for a period as President of the General Federation of Trade Unions. He represented East Leeds in the Socialist interest from 1906 to 1918, and later sat for South-East Leeds.

Sir James holds the military rank of captain, which he received as a reward for a recruiting campaign in Ireland during the war in company with Col. Arthur Lynch. He visited Russia on an official mission in 1917, and it was he who drew up with M. Litvinoff at Copenhagen the scheme for the exchange of British and Russian prisoners of war.

Falkland Islands
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Cutting from Evening Standard
Issue dated 28.4.31

Sir James O'Grady.

I THINK that Labour might have found some better reward for so old and trusted a servant as Sir James O'Grady than the Governorship of the Falkland Islands. To accept such a post at the age of 65 requires courage. No one who knows Sir James will question his possession of a full abundance of that quality.

I first met him during the Russian revolution. In those days he was plain "Jim"—a plain man with a plain, common-sense point of view. He was one of a delegation of six English and French Socialists sent out to argue with the Russian revolutionaries.

Mr. O'Grady did not argue. He sat four-square in his chair, pipe in mouth and a pair of carpet slippers on his feet, and snorted. There was a fine British contempt in that snort. It was more effective than the mellifluous oratory of his colleagues.

The Empire Spirit.

Even as Commander-in-chief of the Falkland Islands (for this honour has also been conferred upon him) Sir James will find his duties light.

One thing he will meet with—a strong Empire spirit and a generous proportion of Scots. Was it not at Stanley, the little port of the colony, that the local waitress made history?

She had served a famous sailor, who was struck with the purity of her Scottish accent. "You were born in Scotland?" he asked confidently. "Na," she replied, "I was bor-r-r-n on the island."

"Then your father or your mother was born there?" "Na, they were bor-r-r-n on the island."

"Your grandparents, then?"

"Na," she said again. Then, as the admiral looked nonplussed, she added quickly: "But we're n' going home next year."

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Cutting from *Glasgow Herald*

Issue dated *28 14 31*

SIR JAMES O'GRADY

NEW GOVERNOR OF FALKLAND ISLANDS

The King has approved the appointment of Sir James O'Grady, K.C.M.G., to be Governor and Commander-in-Chief of the Falkland Islands in succession to Mr Arnold Wienholt Hodson, C.M.G.

It is less than three weeks since Sir James O'Grady landed in England on the completion of his term of office as Governor of Tasmania — the first Labour man to hold such a position.

Sir James O'Grady has been Governor of Tasmania since 1924. He was Labour M.P. for East Leeds in 1906 and sat for South-East Leeds from 1918-24. He was for some time secretary of the National Federation of General Workers, and was president of the Trades Congress which met at Bristol in 1898.

In 1919 at Copenhagen he negotiated the exchange of British prisoners of war and the repatriation of British civilians in Soviet Russia. He was created K.C.M.G. in 1924.

Mr Arnold Wienholt Hodson has been Governor and Commander-in-Chief of the Falkland Islands since 1926, and was previously for three years H.B.M. Consul for South-Western Abyssinia.

Mr Hodson married in 1928 Elizabeth daughter of Major Malcolm V. Hay, of Seaton House, Aberdeenshire.

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Cutting from *South-Western Times*

Issue dated *1.5.31*

FALKLAND ISLANDS GOVERNOR

Sir James O'Grady's New Appointment

The King has approved the appointment of Sir James O'Grady as Governor and Commander-in-Chief of the Falkland Islands, in succession to Mr. Arnold Wienholt Hodson, C.M.G.

Born at Bristol of Irish parents sixty-four years ago, Sir James O'Grady, who began work in a mineral water factory and afterwards was apprenticed to a furniture maker, was Governor of Tasmania from 1924 to December, 1930, his term of office having been extended for one year. Sir James, who was formerly secretary of the General Workers' Federation, sat in the House of Commons as a Labour member from 1906 to 1924, representing successively East Leeds and South-East Leeds. In the spring of 1917 he was sent by the Government on a special mission to Russia. He was created K.C.M.G. in 1924.

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Cutting from *Manchester Guardian*
Issue dated *6/6/31*

THE DISCOVERY AT HOME

Scientific Results of Expedition

WHALE'S-HEAD TROPHY

(From our London Staff.)

FLEET STREET, FRIDAY.

The royal research ship Discovery II. came into St. Katherine's Dock to-day after her eighteen months' voyage in the South Atlantic and Antarctic whaling grounds. The somewhat "gamy" smell that greets you on board speaks of old whale. Mounted on the fore-castle is the tenton head of a whale, and other parts of its anatomy are distributed about the ship. The skeleton is destined for the Natural History Museum. This kind of whale is protected in the South Georgian areas, and it had the misfortune to blunder into the ship and was harpooned in mistake.

Discovery II., the successor of Captain Scott's famous ship, is a floating laboratory for the study of whales, their habits and feeding grounds, and everything about them. She is the first vessel to have been specially built for this scientific purpose, and contains most elaborate apparatus for hydrological, meteorological, and biological work. The investigations are conducted under the control of a committee appointed by the Colonial Office, and their cost is paid by the Falkland Islands Government from revenues obtained from the whaling industry. She carries a staff of scientific men under Dr. Kemp, the leader of the expedition, and several members of the crew sailed with Captain Scott on his last voyage.

Thousands of Water Samples

The work of the Discovery Expedition is comparable to the scientific research that is now carried on in aid of so many less picturesque industries than whaling. The investigations, which have included the making of thousands of hauls at all depths with special nets, the taking of innumerable tests and water samples, have the practical aim of finding out why the whales feed in one part of the seas and not in another, and the collection of many kinds of information which will guide the whaling trade.

At present there is overproduction in whales as in wheat and in most other commodities. The whaling operations in the south have resulted in catching too many whales, with the result that the factories will be closed next season. There has been a danger that the stock may be so reduced that the industry would die out. Next season there will be for this reason very little whaling, and the respite will, it is hoped, increase the whales and give time for arrangements to be made between the Norwegians and our own people which will lead to better regulation in the future.

In talking over the voyage this afternoon Dr. Kemp said that he expected the scientific results when they were worked out would be of the greatest value. Asked about the feeding habits of the whales, he pointed to a jar full of pink shrimps, and replied that they feed on shrimps and nothing else. The movement of the blue and white whales is determined by the abundance or scarcity of shrimps in one place or another. Shrimps depend upon small plants for their food, and these again depend upon the presence of nutrient salts and sunlight. The researchers have been studying all along this chain, beginning with movements in the water that determine everything.

Meal that Would Fill a Room

"A whale," said Dr. Kemp, "can swallow millions of these shrimps at one meal. I have sometimes seen sufficient shrimps in the stomach of a whale to fill a room. I have seen shoals of shrimps several hundred yards long into which the whale plunges, taking gigantic mouthfuls, squeezing the water out through the whalebone at the side of its mouth and so straining the shrimps."

Dr. Kemp said that whaling and scientific opinion agreed that the southern industry would die out if whaling continues at its former rate. Owing to overproduction the price of whale oil has sunk to less than half within two years. Whalebone used to fetch £1,500 a ton, but now that corsets are out of fashion the bone can almost be given away. The Discovery II. is packed with interesting apparatus—winches, with five miles of wire with which little-known seas have been explored, echo machines with which scientists in their cabins can listen to soundings four miles below them, and ingenious apparatus for taking water samples. Specimens of the plant and animal life on which the shrimp feeds were taken in vertical nets. The ship travelled through ice for hundreds of miles, her specially strengthened sides resisting all pressure.

Dr. Kemp said that they had been able to do a great deal of important surveying work. The ship visited the South Sandwich Islands for the first time since they were visited by a German expedition a century ago. They were able to confirm in a striking way the accuracy of Captain Cook, who reported that there were two Candlemas Islands with a rock in between. Since Captain Cook's time the islands have been reported upon three times, and each time a different account from Cook's has been given, a German expedition in 1910, for instance, saying that there was only one island. Last year the surveyors of Discovery II. found that Cook was right—there are two islands with a rock in between.

3 WOMEN ON AN ISLAND.

A woman who lives on a little island in the South Atlantic which has a population of 20, including only three women, landed at Liverpool yesterday for a holiday in England and France. She is Mrs. Mabel Clarke, wife of a sheep farm manager on Speedwell Island, one of the Falklands group. She intends to take back with her a wireless set—there is none on the island—with which she will try to listen-in to London.

"We spend most of our time shooting and fishing; and we even play bridge," Mrs. Clarke said yesterday. "It is a great life and I am convinced there is nothing in civilisation to take me from the island."

Falkland Islands

Telephone: HOLBORN 4313. Telegrams: BOOKSTALLS, ESTRAND, LONDON.

Off to the Falklands

W SIR JAMES O'GRADY left London for the Falkland Islands yesterday, and with him went a large crate of boxing gloves.

P "I love boxing," he explained to me at Waterloo, "and I hope to make the people of the islands just as keen."

I The new Falkland Islands Governor hopes to make many new friends.

A He will make them, too. Sir James has a genius for friendship. There were folk who shook their heads when he was appointed Governor of Tasmania—the first Labour man to receive such an appointment—but he soon won the confidence of Tasmania.

Advertisement at Home
Cutting
Issue dated



SIR JAMES O'GRADY, the Governor of the Falkland Islands, leaving London yesterday for Monte Video, to take over his new appointment.

Telephone: HOLBORN 4313. Telegrams: BOOKSTALLS, ESTRAND, LONDON.

W.

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Cutting from *Daily Sketch*
Issue dated *22 5 31*

Sir James O'Grady's Adventure

Sir James O'Grady was in great fettle when he was saying his adieux prior to leaving for Port Stanley to become Governor of the Falkland Isles.

He might have been a youngster instead of a man of 65 starting out on a new adventure.

Life in the Falkland Isles is an adventure, especially for the Governor, for whose use in covering the wide spaces the Government provides a yacht.

His journeyings will take him to the very fringes of the Antarctic.

He has plans for developing a new industry out there in the profitable exploitation of birds' feathers.

Cutting
Issue dated

SIR J. O'GRADY AND TASMANIA.

The Gem Of the Southern Seas.

GREAT VIRGIN AREA.

Sir James O'Grady, who recently returned home after his term as Governor of Tasmania and who has since been appointed Governor of the Falkland Islands, revealed that 7,000 square miles of land in Tasmania have never been trodden by man, when speaking at an Overseas League luncheon at London yesterday.

"Tasmania possesses every mineral that mankind needs for his service," he said, "and in great quantity and fine quality. It seems amazing that in this 20th century one-fourth of Tasmania has never been trodden by the foot of man."

"It is impenetrable—nearly 7,000 miles of it. It is guarded from mankind by the horizontal bush. There is a proposal on foot that a scientific expedition should set out from London to penetrate this area in the hope that there may be new forms of fauna and flora there, that are yet unknown to zoologists and botanists. I think that quite possible."

Sir James referred to Tasmania as another England and the gem of the Southern Seas. If the centre of power shifted from the Atlantic to the Pacific, Australia and particularly Tasmania,

Falkland Islands

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Cutting from *Daily Herald*
Issue dated *16 5 31*

Among the passengers sailing by the R.M.S.P. Asturias from Southampton to-morrow will be Sir James O'Grady, the new Governor of the Falkland Islands (for Montevideo).



Sir J. O'Grady, London, W.C.2.

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Cutting from *Daily Telegraph*
Issue dated *23 5 31*



SIR JAMES O'GRADY, photographed at Waterloo before departing for the Falkland Islands, of which he is the new Governor.

Falkland Islands

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Cutting from *Times*

Issue dated *7.6.32*

SUBMARINE PLATEAU IN SOUTH SEAS

RESEARCH NEAR FALKLAND ISLANDS

The Royal Research Ship William Scoresby arrived at the East India Docks yesterday afternoon after a commission which has lasted 19 months. She has been employed in scientific investigations in the South Atlantic and on the west coast of South America under the direction of the Discovery Committee, and throughout the greater part of the commission Mr. E. R. Gunther has been in charge of the work.

The ship came to her berth about half-past 3. She is only 134ft. in length and looks a small craft to have sailed the oceans. Shortly after her arrival she was inspected by the Hydrographer of the Navy, Vice-Admiral H. P. Douglas, C.B., C.M.G., R.N., who was accompanied by Mr. E. R. Darnley, chairman of the Discovery Committee, and Dr. Stanley Kemp, F.R.S., Director of Research. Admiral Douglas addressed the small crew and presented mementoes of the commission to the officers and men. The officers received framed photographs of the William Scoresby with a silver commemorative plate attached.

A REMARKABLE CURRENT

Leaving England on November 4, 1930, the vessel was engaged for some months in biological and hydrological work near South Georgia and the South Sandwich Islands, and in March, 1931, finding ice conditions to be favourable, she was able to extend observations as far as latitude 70deg. south, obtaining results of great scientific value. Later in 1931 she undertook a survey of the Humboldt or Peru current on the west coast of South America, an area from which little precise knowledge has hitherto been obtained. The current is caused by the prevailing winds and brings cool water as far north as the Equator. Apart from its profound effect on the meteorology of the whole coastal tract the current is remarkable for the great wealth of its marine fauna, and this is to be ascribed to an offshore component in the wind direction, which produces an upwelling of deep water rich in the phosphates and nitrates on which marine organisms are dependent. At times the Humboldt current is opposed by a contrary current known locally as "El Niño," and if, as sometimes happens, this warm southerly current gains the predominance it causes floods and devastation on land and the wholesale destruction of marine life.

Our knowledge of the Humboldt current has hitherto been mainly derived from surface observations, but has been largely increased by the William Scoresby. Working along lines tangential to the coast, Mr. Gunther and his colleagues have obtained much new information both on the physical characteristics of the water at different depths and on the associated marine fauna.

From the autumn of 1931 until her return to this country the vessel has been engaged on a survey of the trawling grounds in the vicinity of the Falkland Islands, exploring the extensive plateau with less than 100 fathoms of water which lies between these islands and South America. These grounds, where hake occur in some numbers, had previously been examined by the William Scoresby on two occasions. The third and final survey has been carried out with great thoroughness and it is expected that the results will afford material for an accurate estimate of the commercial possibilities of the area.

In carrying out these long and arduous scientific programmes the William Scoresby has performed most notable work, for her total complement has never exceeded 23. Great credit is due to Commander T. A. Giffie, R.N. (retd.), and all hands for the amount of valuable work which has been done.

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Cutting from *Times*

Issue dated *2.8.32*

FALKLAND ISLANDS CENTENARY

The Falkland Islands are to celebrate the centenary of the Colony during the second week of February next.

A programme of celebrations has been drawn up, and includes a church parade and commemoration service at the Cathedral on Sunday, February 12, and a Colony dance on the following day. Further events are a stock show, sheep dog trials, horse races, steer riding, and old people's dinner. The Governor will lay the foundation-stone of a swimming bath at Stanley, and on February 15 tableaux illustrating the Colonial history of the islands will be followed by fireworks and flood-lighting. The celebrations will end with a farewell dance on February 18.

50

Falkland Islands

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Cutting from *Daily Mirror*

Issue dated *25 JULY 1932*

Round the Empire—No. 16

The Falkland Islands, off the coast of South America, and made famous by Admiral Sturdee's victory in 1914, were found by Captain J. Davis in 1592. They were without trees and uninhabited except by sea-fowl and large foxes which preyed on these.

In 1764 French settlers arrived and were bought out by the Spaniards, leaving behind domestic animals that ran wild. We went there in 1767 and were nearly at war with Spain over them, but left seven years afterwards.

Islands of Sheep

In 1832 a number of criminals and desperadoes had been shipped there from Buenos Aires, and for the protection of our whalers we asserted our old claim, and our naval ships then surveying in that part of the world, took charge of the islands.

Since then they have remained under the British flag, and are now almost entirely devoted to sheep-farming, the shepherds being largely of Scottish descent.

voted to sheep-farming, the shepherds being largely of Scottish descent.

Falkland Islands

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Cutting from

Times

Issue dated

26 AUG. 1932

THE FALKLAND ISLANDS

TO THE EDITOR OF THE TIMES

Sir,—I shall esteem it a favour if I may be permitted through *The Times* to bring to the notice of your readers that the Dean and Chapter of Stanley Cathedral, Falkland Islands, and with the full approval of the Bishop, Dr. De Jersey, are anxious to perpetuate the memory of our gallant fellow-countrymen who have been associated with these Islands in the past.

From there Scott and Shackleton sailed into the Antarctic, from whence they came back no more. From the altar of the Cathedral Church the gallant Craddock and our sailors went forth on the Sunday before the Battle of Coronel, knowing full well they would not return. From its pulpit their chaplain preached a sermon which he knew would be his last one. From Port Stanley a little later Admiral Sturdee and his squadron sailed and linked for ever the names of the Islands with the most brilliant and decisive naval victory in the late War.

It is, then, with a view to making the Cathedral Church of this huge diocese, which spreads for nearly 5,000 miles along the western coast of South America, more worthy of their gallant countrymen that the Dean and Chapter venture to appeal to those living at home to assist them in the work they have in view. This is the necessary restoration of the brick facings of the stone buttresses which are sadly in need of repair, owing to the wind and weather there experienced, as well as to provide stalls within the sacred walls for the Dean, Archdeacon, and Canons, and further to raise a sufficient sum towards the stipend of an assistant chaplain whose help in pastoral work in the many Islands is sadly needed.

It is estimated that a sum of £3,000 is required for these objects, and I am asked to bring it to the notice of our countrymen at home in the hope that they will in very deed become "Friends of Stanley Cathedral" and permit me to enrol them as members. It is felt that there must be many of position and influence and means connected with those who have in some way been associated with the Islands who will be glad to do what they can to make the Cathedral a shrine, sacred to the heroes of Britain. Will such be so kind as to communicate with me, and thus cheer and encourage Dean Lumsdale in this far-distant outpost of our Empire?

I am, Sir, your obedient servant,

W. JAMES MACKAIN, Canon of Stanley Cathedral and Commissary to the Bishop of the Falkland Islands.

Royal Empire Society, Northumberland Avenue, W.C.2.



Falkland Islands

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Cutting from *Times*
Issue dated *16. 8. 32*

THE FALKLAND ISLANDS BATTLE

GERMAN NAVY'S TRIBUTE TO DEAD COMRADES

BERLIN, Aug. 15.—A tribute has just been paid by the German Navy to the German sailors who perished in the famous naval battle off the Falkland Islands.

In this encounter, which took place on December 8, 1914, a strong British force practically wiped out the whole of the German squadron which only a short while previously had successfully attacked a British force off Coronel. Four out of the five German ships were sunk, including the flagship Scharnhorst, in which the commander, Admiral von Spee, and every man on board went down.

When the German cruiser Karlsruhe recently visited the scene of the battle full naval honours were rendered to the dead. While the officers and crew stood to attention on board the cruiser a large Iron Cross was dropped into the sea in memory of their comrades. Attached to it by a ribbon was the Iron Cross posthumously awarded to Admiral von Spee.—*Reuter.*



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Cutting from *Morning Post*
Issue dated *5 SEP. 1932*

WHALING INDUSTRY DECISION

NORWEGIAN AND BRITISH INTERESTS

TONSBERG (Norway), Sept. 5.

A decision which will affect British companies interested in the Norwegian whaling industry was taken at an extraordinary meeting of the shareholders of the Hektoría Stock Company, a Norwegian whaling concern.

It was decided at this meeting to suspend, provisionally, the trading agreement between the interested British and Norwegian companies. The meeting authorised the Board of Directors to draft a scheme for the continued collaboration between British and Norwegian interests during the period of suspension.

A proposal was adopted authorising the transfer to the British flag, or to the flag of the Falkland Islands, of the floating factory, Hektoría, and seven whalers, provided that they are transferred to a company in which the Stock Company may acquire the total amount

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Cutting from *Times*
Issue dated *6. 9. 32*

WHALING INDUSTRY

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A proposal was adopted authorizing the transfer to the British flag, or to the flag of the Falkland Islands, of the floating factory Hektoría and seven whalers, provided that they are transferred to a company in which the Hektoría may acquire the total amount of shares.—*Reuter.*

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Guernsey Eng Press

Issue dated

6 9 32

THE FALKLAND ISLANDS

The following letter to the Editor appeared in "The Times" of August 26, written by the Rev. James Mackain, Canon of Stanley Cathedral and Commissary to the Bishop of the Falkland Islands, now in London, his address being The Royal Empire Society, Northumberland Avenue, W.C. 2:

"Sir,—I shall esteem it a favour if I may be permitted through "The Times" to bring to the notice of your readers that the Dean and Chapter of Stanley Cathedral, Falkland Islands, and with the full approval of the Bishop, Dr. De Jersey, are anxious to perpetuate the memory of our gallant fellow-countrymen who have been associated with these Islands in the past.

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"It is, then, with a view to making the Cathedral Church of this huge diocese, which spreads for nearly 5,000 miles along the western coast of South America, more worthy of their gallant countrymen that the Dean and Chapter venture to appeal to those living at home to assist them in the work they have in view. This is the necessary restoration of the brick facings of the stone buttresses which are sadly in need of repair, owing to the wind and weather there experienced, as well as to provide stalls within the sacred walls for the Dean, Archdeacon, and Canons, and further to raise a sufficient sum towards the stipend of an assistant chaplain whose help in pastoral work in the many Islands is sadly needed.

"It is estimated that a sum of £3,000 is required for these objects, and I am asked to bring it to the notice of our countrymen at home in the hope that they will in very deed become 'Friends of Stanley Cathedral,' and permit me to enrol them as members. It is felt that there must be many of position and influence and means connected with those who have in some way been associated with the Islands who will be glad to do what they can to make the Cathedral a shrine, sacred to the heroes of Britain. Will such be so kind as to communicate with me, and thus cheer and encourage Dean Lumsdale in this far-distant outpost of our Empire?"

Telephone: HOLBORN 4343

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Cutting from *Western Free Press Bristol*
Issue dated *8.11.32*

NO 'BUSES, TRAMS, TRAINS OR INSTITUTIONS.

Things They Do Not Have in the Falklands.

Folk in the Falkland Islands apparently find they can do without many of the amenities enjoyed by other countries. The islands lie in the South Atlantic Ocean and, according to a colonial report for 1931 issued yesterday, there are in the colony—
No railways and no roads beyond the town of Stanley (the capital) and its immediate vicinity.
No omnibuses or tramways ply for public service nor have the means of aerial travel been introduced.
There are also no institutions, orphanages or poor law institutions, and no legislative provision for maintenance in the event of accidents, sickness or old age.
The people of Stanley are proud of one thing. The town hall has a large stage fitted with modern appliances for theatrical productions.
Plays and concerts are given from time to time. "the most recent and widest famed being the children's fantasia "Zachariah Fees" which enjoyed a run of three years."

Falkland Islands

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Cutting from *Newcastle Evening Chronicle*
Issue dated *7.11.32*

WHERE LIFE IS SIMPLE

Modern Progress Has Missed Falkland Islands

People in the Falkland Islands apparently find they can do without many of the amenities enjoyed by other countries. The islands lie in the South Atlantic Ocean, and, according to a colonial report for 1931 issued to-day, there are no railways and no roads beyond the town of Stanley (the capital) and its immediate vicinity.
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Cutting from *Sheffield Independent*
Issue dated *8 NOV. 1932*

LIFE IN FALKLANDS

FOLK WHO DO WITHOUT 'BUSES OR TRAINS

Folk in the Falkland Islands apparently find they can do without many of the amenities enjoyed by other countries. The islands lie in the South Atlantic Ocean and, according to a Colonial Report for 1931, issued yesterday, there are in the Colony—
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No omnibuses or tramways ply for public service, nor have the means of aerial travel been introduced.
There are also no institutions, orphanages, or Poor-law institutions, and no legislative provision for maintenance in the event of accidents, sickness, or old age.

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Cutting from *Freemans Telegraph*
Issue dated *5. 12. 32*

FALKLAND ISLANDS

Centenary of British Occupation

Natives of Falkland Islands, now away from their homeland, will make a special journey back to Britain's most southerly possession in the South Atlantic in the New Year to take part in the celebrations which are being arranged to mark the centenary of British occupation of the islands. The celebrations will open on Sunday, February 12, on which date the P.S.N.C. liner Reina del Pacifico will reach Port Stanley. There will be a commemoration service in the Cathedral on that day, and the week's programme will include a pageant illustrating the history of the islands, and among numerous sporting events will be horse-racing, steer riding, and sheep dog trials. There will also be a stock show and a display of fireworks. Important buildings will be flood-lit, and there will be several dances. During the week the foundation stone of a swimming bath will be laid by the Governor, Sir James O'Grady, K.C.M.G. A centenary set of postage stamps will be issued, and it is possible that British naval vessels will be lying in Port Stanley harbour. The Falklands were discovered in 1592 by the English navigator Davis, and two years later by Sir Richard Hawkins. They were named in 1690 by Captain Strong, who landed upon them, but in 1764 a French colony was founded at Port Louis. In 1832 the British flag was restored, says the "Journal of Commerce".

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Cutting from *Morning Post*
Issue dated *9 DEC. 1932*

FALKLAND ISLANDS BATTLE REUNION

The Falkland Islands Battle Reunion Dinner took place at the United Service Club, Pall Mall, last night. The following officers attended:

- H.M.S. INVINCIBLE.—Admiral T. P. H. Beamish, Captain G. B. H. Lloyd, Engineer Captain J. F. Shaw.
- H.M.S. INFLEXIBLE.—Admiral Sir Richard Phillimore, Admiral L. Wigram, Engineer Admiral H. Lashmore, Major-General J. B. Panton, Commanders T. H. Back and J. D. Chapple, Wing Commander R. C. Parry, Major R. Sinclair, Lieutenant W. S. Barnes.
- H.M.S. CARNARVON.—Admiral A. P. Stoddart, Admiral H. L. D.E. Shipworth, Surgeon Captain E. Cooper, Commander the Hon. H. A. Pakington, Surgeon Commander A. E. A. French, Lieutenant Commanders R. G. Fowle, P. J. M. Pebody, and R. Mandley, Waitant Engineer J. Telford.
- H.M.S. GLANGOW.—Engineer Admiral P. J. Shrubsole, Paymaster Commander N. H. Beall, Surgeon Lieutenant Commander A. T. Woodard, Subwright Lieutenant S. G. Pugh.
- H.M.S. CORNWALL.—Captain H. E. Spence Cooper, Commanders R. F. J. Reys and M. B. F. Colville, Archdeacon R. McKew, Instructor Commanders C. S. P. Franklin and G. H. Andrew, Surgeon Commander M. Cameron, Lieutenant Commanders A. H. Ashworth and L. Gardner.
- H.M.S. KENT.—Captains J. R. Harvey, C. M. Redhead, and J. Marshall, Commanders H. E. Dyer and F. C. Howard, Surgeon Commander T. B. Dixon, Surgeon Lieutenant R. Barn, Lieutenant J. K. Whittaker.
- H.M.S. CANOPI.—Engineer Admiral S. P. Start, Commander C. C. Cartwright, Paymaster Commander H. L. W. Lupton, Captain J. D. de Vito, Lieutenant-Commander E. K. Dutton.
- H.M.S. ORAMA.—Captain E. S. Carver, Commander J. W. E. Hunt.
- H.M.S. GERANTO.—Lieutenant-Commander D. N. White.
- Transport TREGURNO.—Captain E. N. Humphreys.

Telephone: HOLBORN 3343.

Telegrams (Book Stall) ESTRAND, LONDON.

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Cutting from *Journal of Commerce*
Issue dated *2. 12. 32*

Falkland Islands Centenary.

NATIVES of the Falkland Islands, now away from their homeland, will make a special journey back to Britain's most southerly possession in the South Atlantic in the New Year to take part in the celebrations which are being arranged to mark the centenary of British occupation of the islands. The celebrations will open on Sunday, February 12, on which date the P.S.N.C. liner Reina del Pacifico will reach Port Stanley. There will be a commemoration service in the Cathedral on that day, and the week's programme will include a pageant illustrating the history of the islands, and among numerous sporting events will be horse-racing, steer riding, and sheep dog trials. There will also be a stock show and a display of fireworks. Important buildings will be flood-lit, and there will be several dances. During the week the foundation stone of a swimming bath will be laid by the Governor, Sir James O'Grady, K.C.M.G. A centenary set of postage stamps will be issued, and it is possible that British naval vessels will be lying in Port Stanley harbour. The Falklands were discovered in 1592 by the English navigator Davis, and two years later by Sir Richard Hawkins. They were named in 1690 by Captain Strong, who landed upon them, but in 1764 a French colony was founded at Port Louis. In 1832 the British flag was restored.

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Cutting from Board of Trade Journal
Issue dated 14. 11. 32.

FALKLAND ISLANDS

FOREIGN TRADE 1927-31

According to the Annual Report on the Social and Economic Progress of the People of the Falkland Islands for 1931 (published by H.M. Stationery Office, price 1s. 3d. net), the aggregate value of trade for the year under review was £257,728, as compared with £330,386 in 1930, imports showing a decrease of £5,670 and exports £66,988.

IMPORT TRADE

The total value of the import trade in 1931 was £110,775. The following table shows the value of the main groups, with comparative figures for the years 1927-30 inclusive:—

Group.	1927	1928	1929	1930	1931
	£	£	£	£	£
Food, drink and tobacco ...	70,302	45,568	43,850	44,584	40,267
Raw materials and articles mainly unmanufactured ...	28,056	22,289	17,944	13,057	12,093
Articles mainly or wholly manufactured ...	75,240	74,338	95,281	53,613	56,965
Miscellaneous and unclassified ...	715	2,973	4,073	5,191	1,415
Bullion and specie ...	25	1,900	—	—	35

The principal articles of import in 1931 were:—Provisions, £25,667; hardware, etc., £22,467; drapery, etc., £8,769; timber, £8,168; and paints, etc., £6,057.

EXPORT TRADE

The export trade in 1931 was valued at £146,953. The following table gives the value of the principal articles of export, together with comparative values for 1927-30:—

Commodity.	1927	1928	1929	1930	1931
	£	£	£	£	£
Wool ...	236,028	280,770	236,992	190,943	125,818
Hides and skins ...	10,713	13,332	13,029	14,704	8,941
Tallow ...	860	1,016	1,529	722	1,860
Livestock ...	—	600	—	473	—
Seal oil ...	—	—	16,423	5,920	—
Bullion and specie ...	—	—	—	—	8,000

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Telegrams (BOOKSTALLS, STRAND, LONDON.)

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Cutting from Aberdeen Press Journal
Issue dated 9 11 32

The Simple Life:

THE cult of the simple life, which was once so popular (in theory) appears to be fading away, perhaps because so many people, by reason of economic reverses, have been having a little too much of the real thing. But if any of those stalwart upholders of the simple life, the sentimental novelists without ideas, wish to practise it in earnest away from the distracting fripperies of modern civilisation, the Falkland Islands are at their disposal. In that little colony near the toe of South America the art of doing without can be learned. It has no roads except in the vicinity of Port Stanley, the capital, no motors, no trams, no railways, no aircraft. There is no poor law, and public provision for the aged and the disabled is unnecessary. So there is nothing, or not much, to prevent a hero from finding his lost manhood while he is delving in the health-restoring earth, or from solacing his soul by dipping sheep. One adjunct of our culture might seem to be necessary, an umbrella, for the Falklands have only about a hundred dry days in the year, but Nature bans even that infringement upon her simplicity by keeping strong winds blowing almost everlastingly. So, if the back-to-the-land novelists wish to escape the inflictions of our social system, they can live the simple life in the Falklands—and see how they like it.

Telegrams (BOOKSTALLS, STRAND, LONDON.)

4 *Falkland Islands*
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 Cutting from *Bristol Evening Post*
 Issue dated *13 Dec. 1932*

LINK WITH FALKLAND ISLANDS

BRISTOL PRESENTATION OF SILVER TO GOVERNMENT HOUSE

IN May of last year Sir James O'Grady, the Bristol boy who had risen to the dignity of Governor of Tasmania and later to that of being Governor and Commander-in-Chief of the Falkland Islands, the Empire's most southern colony, was entertained at a luncheon given in his honour by the Bristol branch of the Royal Empire Society.

The Lord Mayor and Sheriff of the city, with local members of Parliament and other representative citizens, took that opportunity of expressing to him Bristol's good wishes in his new appointment. In February next the Falkland Islands are celebrating the centenary of the Colony, and the sheep farmers and other scattered residents of the various islands are assembling at Port Stanley, the capital, to do honour to the occasion.

SILVER GIFTS

A group of Bristol citizens have decided to mark the event by presenting a gift to Government House, Port Stanley. This has taken the form of a large and handsome cigar box in solid silver, with a cigarette box to match, and a pair of silver ball swing lighters mounted on carved dolphin stands.

The arms of Bristol and the Falklands appear in enamel upon both boxes, and the city arms are also engraved upon each of the swing lighters. Under the hall marks on each article appear the words "Bristol silverware." The feet of each box are represented by silver dolphins, and

"Presented by Bristol citizens to Government House, Port Stanley, on the occasion of the Falkland Islands Centenary Celebrations, 1933, during the Governorship of Sir James O'Grady, K.C.M.G., born in Bristol in 1866, a member of Bristol City Council 1897-1899."

PRESENTATION BY MAIL

The presentation will be made by mail early in January, and will be accompanied by a cordial message of good wishes to the Colony from the Lord Mayor of Bristol, Councillor T. J. Wise.

There has been no public appeal for subscriptions in connection with this presentation but a large number of the members of the City Council have contributed, as have also such representative bodies as the Royal Empire Society, the Chamber of Commerce, the Bristol Development Board, and others. Individual subscriptions include the Lord Mayor and the Bishop of Clifton.

There is still a small balance of cost to be raised, and any interested citizens who wish to be associated with this gift are invited to send a contribution to Colonel E. W. Lennard, care of the Royal Empire Society, Clifton.

The set is at present at the Council House for the inspection of members of the City Council, and it is hoped also to arrange for a brief public display elsewhere in the city before despatch.

This fine example of the silversmith's craft was supplied by Messrs Pleasance and Harper, Ltd., 4, Wine Street, Bristol.

BRISTOL GIFT TO MARK THE FALKLANDS CENTENARY

Sir James O'Grady, Who Is Now Governor.

In May of last year, Sir James O'Grady, the Bristol boy who had risen to the dignity of Governor of Tasmania, and later to that of being Governor and Commander-in-Chief



SIR J. O'GRADY.

of the Falkland Islands, the Empire's most southern colony, was entertained at a luncheon given in his honour by the Bristol branch of the Royal Empire Society. The Lord Mayor and Sheriff of the city, with local members of Parliament and other representative citizens, took that opportunity of expressing to him Bristol's good wishes in his new appointment. In February next the Falkland Islands are celebrating the centenary of the colony, and the sheep farmers and other scattered residents of the various islands are assembling at Port Stanley, the capital, to do honour to the occasion.

Bristol Silverware.

A group of Bristol citizens have decided to mark the event by presenting a gift to Government House, Port Stanley. This has taken the form of a large and handsome cigar box, in solid silver, with a cigarette box to match, and a pair of silver ball swing lighters, mounted on carved dolphin stands.

The arms of Bristol and the Falklands appear in enamel upon both boxes, and the City Arms are also engraved upon each of the swing lighters. Under the hall marks on each article appear the words "Bristol Silverware." The feet of each box are represented by silver dolphins, and the fronts bear the inscription:—

"Presented by Bristol Citizens to Government House, Port Stanley, on the occasion of the Falkland Islands Centenary Celebrations, 1933, during the Governorship of Sir James O'Grady, K.C.M.G., born in Bristol in 1866, a member of Bristol City Council, 1897-1899."

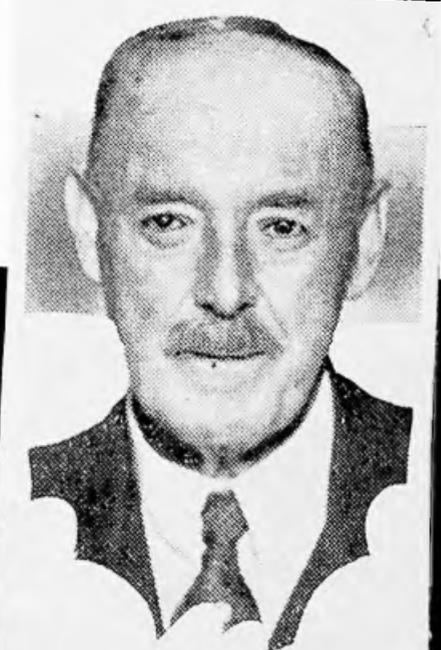
For Citizens to Inspect.

There has been no public appeal for subscriptions in connection with this presentation, but a large number of the individual members of the City Council have contributed, as have also such representative bodies as the Royal Empire Society, the Chamber of Commerce, the Bristol Development Board, and others. Individual subscribers include the Lord Mayor and the Bishop of Clifton. There is still a small balance of cost to be raised and any interested citizens who wish to be associated with this gift are invited to send a contribution to Colonel E. W. Lennard, C/o the Royal Empire Society, Clifton.

The set is at present at the Council House for the inspection of members of the City Council, and it is hoped also to arrange for a brief public display, elsewhere in the city, before despatch.

This fine example of the Silversmiths' craft was supplied by Messrs Pleasance and Harper, Ltd., 4, Wine Street, Bristol.

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SIR JAMES O'GRADY, Governor and Commander-in-Chief of the Falkland Islands, who was entertained to luncheon by the Bristol branch of the Royal Empire Society.

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Cutting from *Bristol Evening World*
Issue dated

**GIFTS TO GOVERNOR
BRISTOL HONOURS SIR
JAMES O'GRADY**

Eight relatives of Sir James O'Grady, the Bristol born Governor of the Falkland Islands, met at the Council House to-day to inspect Bristol's gifts to him.

The gifts include solid silver cigar and cigarette boxes and two silver lighters, on each of which is engraved the Arms of Bristol and the Falkland Island.

They are to be presented to the Governor in commemoration of the centenary of the Southern colony.

Mrs. J. S. Tucker, mother of Sam Tucker, the rugby international, and Mrs. J. A. Clements, sisters of Sir James O'Grady, Misses Kathleen Tucker, Eileen Clements and Winifred Clements, nieces, Miss C. Daly, cousin, and Mr. F. Tucker and Mr. John Clements, nephews, were present.

Others present were Alderman E. F. Clothier and Mr. J. F. Bicker, who introduced the relatives to the Lord Mayor, Mr. T. J. Wise.

The gifts will be sent to the Falkland Islands next week in time to arrive for the centenary celebrations in February.



BRISTOL'S TRIBUTE—The silver cigar box and cigarette box and a pair of swing lighters which will be presented by Bristol to Government House, Port Stanley, on the occasion of the Falkland Islands centenary.

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Cutting from *Molts Big News*
Issue dated *2 JAN 1933*

A "FRIENDLY" DISPUTE.

Argentine Wants the Falkland Islands Back.

The centenary of the British occupation of the Falkland Islands which falls to-day is the subject of interesting comment in the Buenos Aires Press.

It was a 100 years ago that the captain of the frigate *Clio* forced the Argentine garrison to leave the islands and since then the Falklands have been the subject of a friendly dispute between Britain and the Argentine.

It is pointed out here that this controversy, however, has never upset the consistently cordial relations between the two countries but several newspapers of Buenos Aires to-day re-echo the hope that "justice will one day be achieved and the occupied islands returned to their lawful owners." (United Press).

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Cutting from

Daily Telegraph

Issue dated

Falkland Islands, with a score of 1,910 out of a possible 2,000, have won the first Small Bore Rifle shooting match, under postal match conditions, for the Colonial Associations and Defence Forces of the British Empire.

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Cutting from

Bristol Eye Post

Issue dated

SILVER-WARE FOR FALKLANDS

On View At Rotary House

THE speaker at Bristol Rotary Club lunch to-day was Mr. Arthur Bryant, chairman of the Tenth District, who dealt with the six objects of Rotary.

He mentioned the fact that there were 3,500 Rotary clubs, with 149,000 members, scattered over something like 75 countries of the world.

Fellowship was one of the strongest features of the club, and service in its many branches.

There was on view at the luncheon the handsome piece of Bristol silver-ware which is being presented by the city to Port Stanley in connection with the Falkland Islands centenary.

BRISTOL INTERESTS.

Colonel E. H. Lennard, treasurer of the presentation fund, mentioned that Rotary had an interest in it, as the silver work had been done under the supervision of Rotarian Harper.

There were three special interests for Bristol in the Falklands, for the Governor (Sir James O'Grady) was once a poor Bristol boy; his present Bishop lived and ministered in Bristol for a number of years; and now, lying in the harbour at Port Stanley, was the Great Britain—the world's first ship of iron, which was built in the port of Bristol.

WINNER OF CLOCK.

A clock given for the Lord Mayor's Christmas Dinner Fund by Mr. E. G. Harper, and bought in by Rotarian President Scull, was raffled for at the lunch for £10, the balance of the purchase price being given to the fund. The clock was won by the popular steward, Mr. Hayward, the announcement being received with applause.

Cutting from

Bristol Eye World

Issue dated

Bristol Link With the Falklands

Smoking Set Gift Made by City Craftsmen

BRISTOL is to forge yet another link with the Falkland Islands with a gift which is being presented to the Empire's most southern colony to mark its centenary in February, writes an "Evening World" reporter.

I saw the gift at the Council House to-day. It takes the form of a large and handsome cigar box in solid silver with a cigarette box to match and a pair of silver ball swing lighters mounted on carved dolphin stands. The arms of Bristol and the Falklands appear in enamel upon both boxes and the city arms also appear upon each of the lighters.

The feet of each box are represented by silver dolphins and the fronts bear the inscription:

"Presented by Bristol citizens to Government House, Port Stanley, on the occasion of the Falkland Islands centenary celebrations, 1933, during the Governorship of Sir James O'Grady, K.C.M.G., born in Bristol in 1865; a member of Bristol City Council 1897—1899."

GIFT'S HISTORY

This beautiful work was done by Bristol craftsmen at Messrs. Plesance and Harper, Ltd., Wine-street.

The gift has an interesting history. When Sir James O'Grady visited his native city in May of last year he was entertained at luncheon by the Bristol branch of the Royal Empire Society.

The Lord Mayor and Sheriff, with local members of Parliament and other representative citizens, expressed good wishes on his new appointment after being Governor of Tasmania.

It was learned that in February next the Falkland Islands are celebrating the centenary of the colony and the sheep farmers and other scattered residents of the various islands are assembling at Port Stanley, the capital, to do honour to the occasion.

A group of Bristol citizens decided to mark the event by presenting the gift to Government House, Port Stanley, and it will be sent by mail in January with a cordial message of good wishes to the Colony from the Lord Mayor of Bristol, Mr. T. J. Wise.

FUNDS NEEDED

No public appeal for subscriptions was made in connection with the presentation, but a large number of individual members of the City Council and representative bodies, such as the Royal Empire Society, the Chamber of Commerce, the Bristol Development Board, and others, contributed.

Individual subscribers included the Lord Mayor and the Bishop of Clifton.

There is still a small balance to be raised, and any interested citizens who wish to be associated with this gift are invited to send a contribution to Colonel E. W. Lennard, c/o The Royal Empire Society, Clifton.

It is hoped to exhibit the handsome gift in Bristol before it is dispatched.

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Times

Issue dated

2.1.33

- BARTON, ARTHUR EDWARD VICTOR, Esq., Collector of Customs and Excise, Colony of Trinidad and Tobago.
- BLACKMORE, HARRY, Esq., V.D., Director of Education, Sierra Leone.
- BRADLEY, JOHN THOMAS, Esq., M.D., Chief Medical Officer, Seychelles.
- CLARKSON, FRANK CECIL, Esq., M.B.E., Commissioner of the Virgin Islands.
- DURMAN, FREDERICK JAMES, Esq., Assistant Chief Secretary, Tanganyika Territory.
- ELLIS, JOHN MEDLICOTT, Esq., Colonial Secretary, Falkland Islands.

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Cutting from

Contemporary Review.
Jan 1923.

THE HUMPBACK WHALE.

III

or at least before it was found practicable to put it into operation. The great slaughter of Humpbacks took place in the Antarctic in 1905, at which time no measurements of the fœtuses were made. Again in 1908 there was a huge killing of Humpbacks on the African coast and the opportunity was again neglected. While we have hundreds of measurements of the fœtuses of Blue and Finner Whales, there are only about twenty-eight available for the Humpback. There is, however, one record of exceptional interest from the African coast where a female Humpback, accompanied by her calf, was found to be pregnant. This is the only known instance of pregnancy of whales in successive years. In all other cases two years or even three elapse between successive pregnancies, an important point in the preservation of the species. The slaughter of the immature Humpback, especially of the female, is a permanent reduction of the breeding stock and obviously cannot, or should not, be permitted beyond a certain limit.

Of all the species of whales that still swim in the seas of the globe the Humpback is the most susceptible to overfishing. It has more definite habits of migration than the other whales and is consequently easier to follow or wait for and to attack. It has been hunted to the verge of extinction, not only on its feeding grounds in the Antarctic but also on its breeding grounds in the tropics and more particularly off the African coast. The statistical evidence available is not reassuring, in fact without exaggeration it may be considered alarming. In 1928 D'Arcy Thompson published statistics of whales landed at the Scottish Whaling Stations during the periods 1908-14 and 1920-7. In the first or pre-war period 31 Humpbacks were killed, in the second period 1920-7 only four. Since the Humpbacks are in Scottish waters a large and valuable whale, their scarcity in the second period is not due to negligence on the part of the whalers. In Newfoundland 287 Humpbacks were killed in 1903; in 1915 five Humpbacks were killed by three steamers. In Portuguese West Africa in 1910-11 the average catch of Humpbacks was 250-300 per boat; in 1925 the total catch was 17 Humpbacks by three steamers. Off the French Congo, where there was no whaling during the war and for years afterwards, the catch in 1923 averaged 137 Humpbacks per boat; in two years (1925) this average had declined to 60.

But it is in the Antarctic that the worst slaughter took place. In the waters of the Dependencies of the Falkland Islands the

percentage of Humpbacks to total whales captured was 96·8 in 1910-11 and 2·5 in 1917-18. In 1911-12 no less than 7,936 Humpbacks were killed in these waters; by 1917-18 the number had sunk to 131. It is quite plain, from reference to the recent reports of the scientists engaged in investigating the problems of modern whaling, that the Humpback is no longer considered worthy of detailed investigation, or alternatively there is not the material available for such a purpose. One thing, however, is obvious, and that is, wherever the Humpback has been persistently hunted by modern methods it shows a rapid decline to the verge of extinction. This is universally true, and applies alike to the Arctic, Antarctic, Newfoundland, South African and South American stations.

Since whaling has flourished and still flourishes in spite of the practical disappearance of the Humpback, no hardship would be inflicted if the killing of this species of whale were forbidden for a long term of years. A long term is necessary, since experience shows us that in former cases—such as the Nordcaper, Greenland Right Whale and the Cachalot—where a whale has been over-hunted, its recovery is a very lengthy process. For humanitarian reasons alone it is to be hoped that the British authorities concerned in this problem will press forward for a measure of protection—which must of necessity be international—of one of the most harmless and interesting inhabitants of the Seven Seas.

J. TRAVIS JENKINS.

SMITH & SON
and House, London, W.C.2

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Cutting from *the Eastern Daily Gazette*
Issue dated 18 JAN. 1933

Prosperous Lands

From other parts of the Empire come similarly encouraging reports of industrial progress in face of the economic crisis. Palestine, for example, with a

vigorous policy of development, is one of the few countries where there is actually no unemployment.

The Canadian Province of Quebec has a favourable trade balance and negligible taxation, and in the West Indies the development of the banana trade with Britain is yielding a golden harvest.

The palm for comparative wealth, however, goes to the Falkland Islands, with their prosperous whaling industry. The Falkland Islanders pay no taxation, and their accounts in the banks in London are the heaviest of all the colonies.

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Cutting from *Birmingham Post*
Issue dated 31 JAN. 1933

CENTENARY OF THE FALKLAND ISLANDS.

PLANS FOR CELEBRATIONS NEXT MONTH.

Admiral Sir Richard Phillimore will preside over the London celebration of the centenary of the British colonisation of the Falkland Islands, which is being organised for the evening of Monday, February 13, to synchronise with the celebration at Port Stanley.

The London celebration will take the form of a dinner in the Royal Empire Society's building, followed by a meeting at which an illustrated address on the life of the islands will be given by Mr. George Bonner, a member of the Executive Council of the Falklands.

Enquiries will be welcomed by the secretary of the Royal Empire Society from any who are or have been associated with the islands, either as residents, as officers of the fighting services, or in connection with the whaling or grazing industries, or with the scientific and exploratory missions which have visited the islands or utilised them, or their dependencies, as a base.

Falkland Islands
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Cutting from *Star*
Issue dated 31 JAN. 1933

Admiral Sir Richard Phillimore will preside over the London celebration of the Falkland Islands Centenary, which is being organised for the evening of Feb. 13, to synchronise with the celebrations at Port Stanley.

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Cutting from *Northampton & Exeter*
Issue dated 31. 1. 33

... opinion is given...
... coming of those who say that the...
... There are last has the stable...
... necessary to the healing of Europe...
... representative to declare that the...
... regime will be little more self...
... than recent German Administration...
... for it derives its strength from...

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Cutting from *Sunderland Echo*
Issue dated 31 JAN. 1933

PROSPEROUS PARTS OF EMPIRE

FORTUNES REAPED IN FALKLAND ISLANDS

What is the most prosperous part of the British Empire at the present time? Quebec has had a favourable trade balance and negligible taxation, and its people, almost entirely of French stock, labour diligently and happily on some of the richest agricultural, mineral and timber-bearing land in the world. Palestine, too, is doing well, for, thanks to a vigorous policy of development, it is one of the few countries where there is actually no unemployment.

The West Indies are thriving exceedingly, and a new era of prosperity is opening through the development of the banana trade with this country.

But the palm for comparative wealth must go to the misty and fog-girt Falkland Islands. Their inhabitants have reaped great fortunes from whales and whale products; their expenses are trifling; they pay no taxation, and their accounts in the banks in London are actually the heaviest of the Colonies.

But, perhaps, more within the competitive orbit comes Hyderabad, the sunny antithesis of the Falklands and happy State of India, which refutes the common impression that that great country is universally and continually in an economic turmoil. Hyderabad occupies the very centre of the Indian Continent, boasts a population of fifteen millions—half as great again as that of Canada—and sent us regiments and fortunes during the War.

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Cutting from *Belfast Telegraph.*
Issue dated *1. 2. 33.*

FALKLAND ISLES ADMIRAL.

The choice of Admiral Sir Richard Phillimore to preside over the Falkland Islands centenary celebrations in London in February is a suitable one, for he commanded the *Inflexible* during the battle of the three islands. Sir Richard comes from one of our most famous naval families. His father, Sir Augustine, served on the *Hibernia* with the last of Nelson's captains, Admiral Sir William Parker, and his grandfather, Dr. Phillimore, was Admiralty Advocate as far back as 1804. During the war he saw more varied service than any other officer. In 1914 he was serving as commodore and Chief of Staff in the Mediterranean, and later as commander of the *Inflexible* was in the South Atlantic for the Falkland Islands engagement. He next saw service in the Dardanelles, where he was principal beach master during the landing in Gallipoli. On appointment as rear-admiral he went as chief of a naval mission to Russia and was present when Varna was bombarded. After crowding so much into the first two years of the war he was appointed to command battle cruisers with the Grand Fleet and in 1918 an aircraft carrier squadron, which still remains a unique command for our Senior Service.

Telep

W.

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Cutting from *Observer.*
Issue dated *5. 2. 33*

The Falkland Islands are celebrating their centenary next week, but the British claim of a hundred years has not reconciled the Argentine Republic to the position. The islands had been ceded by Spain to this country, but we did not colonise them, and the enterprising progenitors of the Argentine, emboldened by a success against British troops in 1807, formed a settlement at Port Louis. What was taken by force was lost by force, for the United States destroyed the place in the course of a dispute some ten years later. In 1833 the British flag was again hoisted, but for a long time the Argentine maps marked the islands as "illegally retained by Great Britain," and perhaps do so still. As the war years saw that incomparably most important event in the history of the islands, the defeat and destruction of Von Spee's squadron, it would be a courtesy to acquiesce in an occupation now so intimately bound up with British sentiment and history.

The islands are not in themselves very desirable as territory. Though in very

much the same latitude to the South as London is to the North, the skies are almost uniformly bleak, overcast, and tempestuous; there are no trees, and the population is mainly sheep. Yet from these discouraging surroundings came a vivacious and delightful actress, Miss Ellaline Terriss. So far the Falkland Islands have not done anything better in the way of exports.

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STRAND, LONDON.

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Cutting from *Liverpool Jnl of Commerce*
Issue dated *1. 2. 33*

Falkland Islands Centenary.

THE London celebration of the Falkland Islands Centenary, which is being organised for the evening of Monday, February 13, to synchronise with the celebrations at Port Stanley, will be presided over by Admiral Sir Richard Phillimore. The London celebration will take the form of a dinner in the Royal Empire Society's building, Northumberland - avenue, London, followed by a meeting at which an illustrated address on the life of the islands will be given by Mr. George Bonner, a member of the Executive Council of the Falklands. Inquiries will be welcomed by the secretary of the Royal Empire Society from any who are or have been associated with the islands, either as residents, as officers of the fighting services, or in connection with the whaling or grazing industries, or with the scientific and exploratory missions which have visited the islands or utilised them, or their dependencies, as a base.

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Cutting from *Church Times*
Issue dated *10 FEB 1933*

THE FALKLAND ISLANDS.

Is this, the centenary year of the acquisition of the Falkland Islands, the Society of the Friends of Stanley Cathedral is endeavouring to raise £3,000 to pay for urgent repairs to its fabric and to provide stalls for the Dean, Archdeacon and Canons, and the stipend of an assistant chaplain. The Cathedral is a real centre of the religious and social life of the islands, the people of which are doing what little they can to make the building more worthy of a diocese which is associated with the names of many gallant men, among them Scott, Shackleton, Craddock, and Admiral Sturdee. If people in this country would like to join in the effort, they are invited to write to the Bishop's Commissary, Canon W. J. Mackain, Mungary Lodge, Claremont-road, Tunbridge Wells.

Telephone: HOLBORN 4343. Telegrams: SMITHSON.

W. H. SMITH & SON, LTD.
Strand House, London, W.C.2.

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Cutting from *Ipswich Evening Star*
Issue dated *1. 2. 33.*

A FALKLAND ISLES ADMIRAL.

The choice of Admiral Sir Richard Phillimore to preside over the Falkland Islands centenary celebrations in London in February is a suitable one, for he commanded H.M.S. *Inflexible* during the battle off the three islands. Sir Richard comes from one of our most famous naval families—his father, Sir Augustine, served on the *Hibernia* with the last of Nelson's captains, Admiral Sir William Parker, and his grandfather, Dr. Phillimore, was Admiralty Advocate as far back as 1804. During the war he saw more varied service than any other officer. In 1914 he was serving as Commodore and Chief of Staff in the Mediterranean, and later as commander of the *Inflexible* was in the South Atlantic for the Falkland Islands engagement. He next saw service in the Dardanelles, where he was principal beach master during the landing in Gallipoli. On appointment as rear-admiral he went as chief of a naval mission to Russia, and was present when Varna was bombarded. After crowding so much into the

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Cutting from *Evening Ad*
Issue dated *10 FEB 1933*

Falkland Isles Celebration

A CORRESPONDENT points out to me a curious coincidence in connection with the visit of the Argentine Vice-President to this country.

Next week the Falkland Islands will celebrate their centenary of British rule. The Argentine has never recognised the British claims, and even to-day Argentine school-children are taught to regard the islands as illegally retained by Great Britain.

The Argentine claim is based on conquest. They occupied the island, ceded to Britain by

Spain but never colonised, in 1807. They were driven out ten years later by the Americans. The British flag was again hoisted in 1833.

Bougainville's Colony

The islands, not unlike the Outer Hebrides in appearance, have had a chequered history. The first colony was founded by Bougainville, the great French soldier and sailor, who gave his name to the flower bougainvillea. He christened the islands "Iles Malouines," after St. Malo.

To-day the population has a strong Scottish stock; hence Sir Burton Chadwick's story of the waitress he met at the little capital of Stanley.

She served his rolls and coffee with a strong Scottish accent. He asked her if she was born in Scotland. No; she was born on the island. She gave the same answer for her father and her grandfather.

Then she added in the Doric: "But we're a'comin hame next year-r."

Cutting from

Roundelay Post
9 FEB. 1933

Issue dated

ISLANDS WITH BRISTOLIAN AS GOVERNOR

STORY OF STRUGGLE FOR FALKLANDS

THOSE patriotic citizens who recently clubbed together and presented a Bristol-designed cigarette-box and lighter to Sir James O'Grady, the Bristol-born Governor of the Falkland Islands, will be interested to read in United Empire, the journal of the Royal Empire Society, the history of these remote island colonies of the Empire.

The islands were first sighted in 1592 (says the writer, E. R. Yarham, F.R.G.S.) by the intrepid navigator John Davis, who ranks with Baffin and Hudson as the greatest of early Arctic explorers.

Two years later they were again seen, this time by Sir Richard Hawkins in the Dainty, during his plundering voyage in the South Seas. He sailed along their north shore and named them the Maiden Islands, in honour of Queen Elizabeth.

MANY NAMES

Six years later they were visited by a Dutch navigator, Sebald de Wert, who named them the Sebald Islands, and they are still so called on some Dutch maps.

For nearly a century they were practically forgotten, until in 1690 Captain Strong used the name by which they are still known in the Empire.

He sailed through the passage separating the east and west islands, calling it Falkland Sound. Some idea of the diversity of the names by which the group is even yet known abroad is shown by the fact that on French maps the Falklands are marked as the Iles Malouines. This is because they were visited in 1770 by a French voyager from the port of St. Malo.

So far no attempt at settlement had been made, but in 1764 the famous French sailor, de Bougainville, claimed the islands on behalf of his country, and established a little colony, Port Louis, on Berkeley Sound, not far from the present capital, Port Stanley.

70 YEARS' DISPUTE

Opening up the islands for colonisation appeared greatly to increase their value in the eyes of other Powers, who successively essayed to form settlements, and for nearly 70 years their possession was in dispute.

In 1767 France agreed to cede the islands to Spain on condition that de Bougainville was indemnified. By this time Britain had appeared on the scene, for only a few months after the French settlement had been planted, Commodore Byron, known as "Foul-weather Jack" to his men, seized the islands on the ground of prior discovery, and formed a second colony on an islet off West Falkland, naming it Port Egmont.

INEVITABLE CLASH

Spain, too, established a military post, and for a period there was pretended or real ignorance of each other's presence. But the inevitable clash occurred, and in 1769-1770 war seemed nearly certain, and both countries had armed fleets in the vicinity.

After negotiations Spain recognised Britain's right to at least part of the islands, and the British colony was re-established for a period, only to be withdrawn a few years later.

Even then the vicissitudes of the lonely group were not ended. In 1820 the young Argentine Republic formed a settlement, claiming the islands as part of the heritage of Spain, from which it had revolted early in the century.

600,000 SHEEP

Eight years later it made a concession of the islands to Louis Varnet, a French stockbreeder. His ownership was not recognised by the Powers, and when he tried to levy taxes on North American whalers using the islands as a base, United States naval vessels destroyed his settlement.

Finally, in 1833, heedless of the protests of the Argentine, the British Government resumed possession of the islands.

Of animals on the islands, the sheep reign supreme, and there are about 600,000 of them at the present time, yielding some 4,000,000lb. of wool annually. The population is just over 2,000.

PRESS

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Cutting from

Yorkshire Post
10/2/33

Issue dated

THE FALKLAND ISLANDS

From a Leeds friend of mine, formerly in the Navy, I have some observations on the Falkland Islands, which are now celebrating their centenary of British occupation. He knew the Islands during his Service days.

"Throughout the week the celebrations will continue," he writes. "From what I remember I have no doubt that there will be steer riding, horse races, sheep dog trials, football and cricket matches, and various other sporting events. In the evenings there will certainly be dances and concerts in the Town Hall, at Stanley, and Sir James O'Grady, the Governor, and former South-East Leeds M.P., is sure to put in an appearance. He has made himself especially popular with the young people out there.

"Almost certainly a man-o-war will put in. Whenever that happens the visitors are casually informed that the Islands can produce a racing boat's crew of their own, and how about a race? The sailors are agreeable, and look forward to a walk-over. Out comes the 'double-ender,' in which the Islanders race—it is very similar to that medium-sized rowing boat known as a whaler—but it is manned by a crew made up of the stoutest men in Stanley. What is more, they have kept together for several years, and made it their business to practise over a course a mile and more longer than the race course. And so the Navy gets beaten every time!

LEGENDS HAVE GROWN UP

"Now on the hill facing Port Stanley large boulders have been placed to form the word BEAGLE. You can see them clearly from some distance off, and there are others like it, spelling other words, in various places round about. These, some say, are the names of old sailing ships which, having successfully rounded the Horn, called at Stanley; and their crews commemorated the fact in this way. But a different story has grown up about the boulders, which is that these names—Beagle, and so on—are those of various naval ships which have beaten the famous double-ender in one or other of the boat races, though no one at Stanley can actually remember being beaten.

"Ask one of the oldest Islanders, however, and he will tell you yet another version. The boulders certainly represent the names of ships, he will say, but they were laid, not by the men but by the young women of the Islands, so that they would remember the men of those ships who had sailed away and left them."

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Cutting from

Greenock Telegraph
21 FEB. 1933

Issue dated

THE FORLORN FALKLANDS

Little Scotland at the South Pole

Admiral Sir Richard Phillimore will preside over the London celebration of the Falkland Islands Centenary which is being organised for the evening of Monday, February 13, to synchronise with the celebrations at Port Stanley. This out-of-the-world colony, in the South Atlantic, south-west of dreary Patagonia, lies between 51deg. and 53deg. S. lat., and 57deg. and 62deg. W. long. Formed a colony to shelter tempest-tossed ships round Cape Horn, with attractions for those tired of the giddy crowd, it has many comforts, if not luxuries.

A cluster of two hundred islands, they were discovered in 1592 by the English, and occupied in 1769 by the French, who called them the Malouines. The English settlement of Port George was made in 1766, though the Spaniards came in 1771. Abandoned by all, a party from Buenos Ayres had a location in 1820, destroyed by Americans, 1831. The British took possession 1833, having in 1840 an establishment for whalers, and a harbour of refuge. The country is rough and the climate is in keeping, the skies are almost uniformly bleak, overcast, and tempestuous; there are no trees, and the population is mainly sheep. Yet from these discouraging surroundings came a vivacious and delightful actress, Miss Ellaline Terriss. So far the Falkland Islands have not done anything better in the way of exports.

SCOTS SHEPHERDS.

The resources of the colony, which are estimated to amount to £1,170,000, are mainly sheep. His state of affairs showed a look place in the Sheriff Court at Dumfries. Peter Robertson, the Home Farm, Dalmeir. The public examination in bankruptcy of a race at Windsor. had to be destroyed after an accident during a race on the first day of the draw, but it is recorded in the list of horses to be a dead horse in the Grand National Sweep. receives £500 to be drawing the name of the state that a number of people will each. The Irish Hospitals Sweepstake authorities. leave two young sons. Both Mr and Mrs Townsend were 55. They. Thomas' Hospital, also from influenza. table forwarded of Edmonston, died in St. loses than a week ago her husband, Con. County Hospital, Edmonston, from influenza. Thursday night in North Middlesex.

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Cutting from

Chamber of Commerce
9 FEB. 1933

Issue dated

FALKLAND ISLANDS

Trade with Britain
The trade of the Falkland Islands during 1931 showed a decrease as compared with the previous year, the aggregate value declining from £330,386 to £257,728. Imports, however, declined by only £5,670 to £110,775, and consisted for the most part of manufactured articles, food, drink and tobacco. There were decreases in supplies of provisions, timber and spirits, but there were increases in imports of hardware, drapery and beer. According to a recent Colonial Report (No. 1588, 1s. 3d. net), approximately 81 per cent. of the imports came from Great Britain.

The export trade for the year was valued at £146,953, towards which wool contributed £125,818. Almost the entire export trade was with the United Kingdom, and the quantity of wool shipped, although lower in value than in 1930, increased to 3,931,593 lb. Other exports were tallow, hides and sheepskins.

Important Exports from Dependencies
A much larger trade is done by the Dependencies than the colony itself, and this is due to the outstanding importance of the whaling and sealing industries. In 1931 the total trade of the represented exports. Imports for the year consisted mainly of fuel oil, hardware, machinery and provisions, and amounted to £311,388, while of the exports whale and seal oil were valued at no less than £1,577,158. Both imports and exports showed a decrease as compared with 1930, due to the fact that whaling operations during the season 1931-32 were conducted on a very much reduced scale, while so far as the export trade was concerned, the decrease was also accounted for by the further drop in the market prices of whale and seal oil.

Of imports and exports alike approximately 38 per cent. is obtained from or shipped to the United Kingdom and other parts of the Empire. About 60 per cent. of the hardware and machinery imported comes from the United Kingdom, which also supplies 48 per cent. of the provisions. Norway is the largest purchaser of whale and seal oil, taking in 1931 34 per cent., the United Kingdom ranking next with 21 per cent.

Cutting from
Issue dated

James

11 FEB 1933

AN OUTPOST COLONY

THE FALKLANDS CENTENARY

From a Special Correspondent

STANLEY

On Sunday there begins at Stanley, the capital of the Falkland Islands, a week of festivities in celebration of the centenary of the Colony.

This far removed Crown Colony is in the Southern Atlantic at the gate of Magellan's passage into the Pacific, and is separated from Montevideo, where the traveller bids farewell to the softer delights of civilization, by 1,000 miles of desolate seas which are swept into constant fury by the wild storms of the roaring forties. The archipelago of two larger and 200 smaller islands can scarcely claim to be sub-Antarctic, but it clings



close in winter to the skirts of the ice pack and is chastened at all seasons of the year by the frosty breath of the Great White South.

The islands were discovered by John Davis, who sighted them in the Desire in 1592. Sir Henry Hawkins reports having seen them in 1594, and in 1598 the Dutchman Sebald Van Weerdt appears to have visited an outlying portion of the group. Sir Henry bestowed on the islands the picturesque title of "Hawkins's Maidenland" in homage to the Virgin Queen; and more prosaically after Van Weerdt they were also styled the Sebaldines. Their actual name is taken from the well-known Royalist Lucius Carey, Lord Falkland, who was killed at the Battle of Newbury

BRITISH SOVEREIGNTY

The modern history of the Colony began with the efforts of Louis Vernet to revive the settlement at Soledad. Under the authority of the Government of the Republic of Buenos Aires Vernet took possession publicly of Soledad in 1829. The British Government made repeated protests at this move and finally were obliged to take active measures to re-assert their sovereignty. Towards the end of 1832 Captain Onslow was sent in H.M.S. Clio to elucidate the position. He found Port Egmont deserted, but on arrival at Soledad on January 2, 1833, he discovered the settlement with 25 Argentine soldiers and a schooner-of-war flying the Argentine colours. After a civil exchange of notes with the Argentine commander Captain Onslow landed and hoisted the British flag, sending an officer to haul down the foreign flag and deliver it on board the schooner.

The early industry of the colonists was the exploitation of the wild cattle, mainly for their hides. Subsequently sheep were introduced, and between 1870 and 1880 a definite change from cattle to sheep took place. In recent times the history of the islands contains little beyond incidents of local interest, such as the peat slip in Stanley of 1886, which caused much damage to the church and school, and the consecration of the cathedral by Bishop Stirling in 1892. World-famed, however, is the naval battle fought within sound of the shore on December 8, 1914.

ONE TOWN

Stanley to-day is a clean and attractive town of 1,200 inhabitants. It is the capital and the only town in the islands. Communication between Stanley and the farms is carried out on horseback or by boat. There are no railways, and no roads beyond the immediate vicinity of the town, but a start has been made on the construction of tracks negotiable by motor traffic.

The sheep are of the crossbred type and are run solely for their wool. The average weight of a fleece is 7 1/2 lb., and the yearly clip amounts to about 4,000,000 lb. The total sheep population is slightly in excess of 600,000, and the ratio of acres to sheep throughout the islands works out at not less than five to one and of sheep to human beings at nearly 290 to one, this latter proportion probably constituting a record.

The centenary of British rule has been eagerly awaited by the islanders, and preparations have been in progress throughout the past 12 months for the purpose of ensuring that the occasion is observed in a manner befitting its importance. The programme will begin with a church parade and commemoration service in which the Defence Force, a thoroughly up-to-date and efficient body, will take a prominent part. Other items on the programme are the steer-riding competition, in which the free spirit of the assembled ranchers will find full expression, a race meeting, and a stock show and trials for working sheep dogs. An official pilgrimage headed by the Governor, Sir James O'Grady, will be made to the original settlement at Port Louis, where the grave of Matthew Brisbane is being renovated.

The conveyance to Port Stanley of visitors from the "camp," which term denotes the whole country outside the town, raises a problem and demands special arrangements. The farmers and shepherds of the East Falkland for the most part will make the journey overland on horseback, accompanied by their womenfolk and families, the baby balanced on the saddle in front of the father. Those from the West Falkland must avail themselves of excursion voyages of a coasting vessel with accommodation on deck, if the weather is kind, or otherwise in the hold. Many of them have not visited Stanley for a number of years, and not a few will undertake for the first time the adventure of a trip to town.

Cutting from *Modern Magazines*
11/2/33.

FALKLAND ISLES CENTENARY

100 YEARS UNDER THE BRITISH FLAG

WESTCOUNTRY LINKS WITH SOUTHERLY OUTPOST

PORT STANLEY, capital of the Falkland Islands, the most southerly English-speaking town in the British Empire, with a population of 1,200, embarks on a week of joyous celebration to-morrow.

A church parade at the Cathedral of Christ Church will be followed on Monday by a dance, and during the week there will be a stock show, sheepdog trials, horse races, steer riding, and an old people's dinner.

The Governor, his Excellency Sir James O'Grady, is to lay the foundations of a swimming bath, and on Wednesday tableaux illustrating the colonial history of the islands will be followed by fireworks and flood-lighting. A farewell dance on Saturday, the 18th, will bring a memorable week to a close.

The event which is being celebrated by this unusual break in the stern routine of sheep-rearing on the storm-swept moorlands of the Falkland Islands is the centenary of the founding of the British Colony.

It was in 1833 that the British Government finally took possession of the Islands, although by that time they had already recorded nearly 250 years of chequered history. Claims of ownership had been put in at different times by the Netherlands, France, Spain, and the Argentine, but in asserting control in 1833 the British Government were only following up the rightful consequence of the discovery of the territory in August, 1592, by John Davis, of Stoke Gabriel, and the confirmation of its colonization 18 months later by another Devon man, Richard Hawkins.

"MORNING NEWS" ARTICLE.

Rev. Alexander Sharpe told the story of the gallant explorations of the Stoke Gabriel seaman in an article on the Falklands published in "The Western Morning News" in May, 1926. He recalled that Davis was born at Sandridge, by the Dart, in the parish of Stoke Gabriel, about 1550. Between 1585 and 1587 he undertook three expeditions into the Arctic regions in quest of a North-West Passage. He took part in the defeat of the Armada, and in 1591 embarked with Thomas Cavendish in the *Desire* on the voyage to the Far South which resulted in the discovery of the Falkland Islands.

They were originally known as Davis's Southern Islands, but the first to survey and describe them was Sir Richard Hawkins, a vice-admiral of Devon and an M.P. for Plymouth, who visited them in the *Dainty* during an expedition to the South Seas 18 months after Davis had sighted them. He named them the Maiden Islands in honour of Queen Elizabeth. They did not receive their existing appellation until 1690.

Early explorers reported no signs of human habitation, and the first settlement was established by the famous French sailor, de Bougainville, in 1762.

No settlements were made by the British until after 1840, although possession was resumed by the British Government in 1823 with a view to their use as a station for the whaling industry and as a base from which to protect this and the sealing industry. For a time the Islands were used as a convict station. A government was first organized in 1847, but even in 1847 the population was only 270.

To-day the inhabitants of the whole of the Islands number just over 2,000. They are mostly of Scottish descent, and their principal livelihood is gained by sheep-rearing.

There are some 600,000 sheep on the Islands, yielding 4,000,000lb. of wool annually. The climate resembles that of the Outer Hebrides, except that the temperature is a little lower. Rain falls, mostly in a drizzle, on about 250 days of the year, and there are almost incessant driving winds.

Although the inhabitants are said to be greatly attached to their remote colony and to enjoy excellent health, the home dweller doubtless feels that a week's celebrations such as those which start to-morrow would not come again once in a hundred years.

HISTORIC NAVAL ACTION.

Until about thirty years ago Port Stanley was a naval station. The Islands have, of course, impressed themselves much more indelibly on the annals of the British Navy by reason of the battle in December, 1914, in which Admiral Sturdee defeated Admiral von Spee, and thus won for Great Britain that undisputed control of the great trade routes which was so decisive a factor in the Great War.

The Royal Empire Society have dispatched the following message to Sir James O'Grady:

"The Council and Fellows of the Royal Empire Society in the Home Country send greetings and congratulations to his Excellency the Governor and all other Fellows of the Society and residents in the Falkland Islands on the occasion of the centenary of that outpost of Empire. The Islands, though small in size, are great in history and the memory of the many gallant men who have sailed from their shores to further the cause of Empire is imperishable. The Council and Fellows send heartfelt good wishes for the success of the centenary celebrations and for the future welfare and prosperity of the Falklands."

The February issue of the Society's journal, "United Empire," publishes an excellent illustrated article on the Islands by E. R. Yarham, F.R.G.S., and an interesting map published about 1850.



FALKLAND ISLANDS CENTENARY.—During the coming week the inhabitants of the Falkland Islands will celebrate the centenary of the Colony. The Government House at Stanley.

Cutting from *Times* 11 FEB. 1933

Cutting from *Sunday Express* 12 FEB. 1933
Issue dated

FALKLAND ISLANDS CENTENARY.

100 YEARS OF BRITISH OCCUPATION.

THE FISHING TRADE.

To-day marks the centenary of the definite occupation of the Falkland Islands as a British colony, which came into prominence for the first time during the Great War, when Admiral Sir Doveton Sturdee annihilated the German squadron under Admiral von Spee. Until then but few people were in any degree sure as to where the islands are situated.

The Falkland Islands consist of two large islands and various small ones, the total area being some 6,500 square miles—roughly, two-thirds the size of Wales. There is no Gulf Stream there to mitigate the severity of the climate; cold winds sweep across the bleak barren marsh and moorland, on which not a single tree is to be seen.

The islands had a somewhat chequered history prior to 1833, when the British occupation became definite. They derive their present name from Captain Strong, who sailed through the passage between the two main islands in 1690. Captain Strong named the water Falkland Sound, after Lord Falkland, the then Treasurer of the Navy, and the islands have ever since gone by the name of the Falkland Islands.

The wild cattle and horses that attracted the early settlers have now entirely disappeared. Sheep to the number of two hundred were introduced in 1847 by Governor Moody. By 1860 these had increased to 10,000, but it was not until some seven or eight years later that real efforts were made to establish the industry on a permanent footing. The islands are now fully stocked with between 600,000 and 700,000 sheep, but the industry is at a very low ebb. Fortunately the colony has no public debt.

A notable feature in the development of the resources of the colony and its dependencies, other than pastoral, during the past few years has been the rapidity with which the whale fishery has advanced. That industry, too, is suffering from the world depression; owing to the low value of oil it has not paid many of the whaling companies to operate during the past season. This may prove to be a blessing in disguise, for the increasing slaughter of whales during the past ten or fifteen years is a serious menace to the species.

To-morrow will be a memorable day for Port Stanley, the capital town and in fact the only town in the colony, where the centenary will be celebrated. The total population of the islands is but 2,400, of whom roughly one-half live in Port Stanley. The presence of a British cruiser and the Pacific Steam Navigation Company's tourist steamer, the *Reina del Pacifico*, will almost double the population temporarily, and, provided that the weather, a most uncertain quantity there, is propitious, it should be a red-letter day in the history of this little colony.

Falkland Isles
Telephone: HOLBORN 4343. Telegrams: BOOKSTALLS, ESTERLAND, LONDON.

W. H. SMITH & SON, LTD.

Strand House, London, W.C.2.

PRESS-CUTTING DEPARTMENT.

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Cutting from *Morning Post*
13 FEB. 1933

Falklands Centenary

This week is to be a memorable one in the history of the Falklands, that lonely outpost of Empire lying in the far South Atlantic, less than 500 miles from Cape Horn itself, for it is celebrating the centenary of its foundation as a British Colony, after two and a half centuries of dispute as to whom the islands really belonged.

Admiral Sir Richard Phillimore to-morrow presides over the London celebration, which will synchronise with the celebrations at Port Stanley, the capital. The Falkland Islanders, who are passionately attached to their home, most of them being of Scottish stock, are having a stock show, sheep dog trials, dances, fireworks and flood-lighting, and Sir James O'Grady, the Governor, is to lay the foundation stone of a swimming bath.

Strand House, London, W.C.2.

PRESS-CUTTING DEPARTMENT.

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Cutting from *Glasgow Daily Record*
Issue dated

Home.

THIS week the Falkland Islands celebrate their centenary of British rule. There is a strong Scottish strain in the population—I recall Sir Barton Hadwick's story of the waitress he met at the little capital of Stanley. Her accent was so pronounced that he asked her if she had been born in Scotland. She answered no, she had been born on the island—so had her father and her grandfather. "But," she added, "We're 'comin' home next year."

Falkland Isles
LONDON 4343. Telegrams {

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MESS-CUTTING DEPARTMENT. S-CUTTING DEPARTMENT.

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Delivered from *Morning Post*
Issue dated *14 FEB. 1933*

James
14 FEB. 1933

Hampshire Advertiser
18/2/33.

ROYAL EMPIRE SOCIETY Falkland Islands Centenary Dinner and Meeting

Admiral Sir Richard Phillimore presided over the Falkland Islands Dinner and Meeting held at the Royal Empire Society, Northumberland-avenue, W.C., last evening. Among others present were:

- Colonel the Master of Stupid (Deputy Chairman of Council, Royal Empire Society), Lady Shackleton, Lady Hilton-Young, Colonel Sir Weston and Lady Jarvis, Sir Douglas Mawson, Mr. and Mrs. George Bonner and Miss Bonner, Sir Robert L. Connell, Engineer Rear-Admiral H. Lamborne, Engineer Rear-Admiral G. J. Strubsole, Captain J. A. Edkell, Captain C. M. Redhead,
- Lieutenant-Commander D. A. Stride, Commander M. B. F. Colville, Captain E. S. Carter, Dr. Stanley Kemp, Canon W. Mackan, Mr. Donald G. Begg, Mr. J. Rowland Bird, Mr. J. O. Borley, Mr. and Mrs. A. F. Cobb, Captain E. C. Cobb, Mr. and Mrs. G. R. Cobb, R. Darroley, Mr. and Mrs. G. T. Dean, Mr. and Mrs. W. M. Dean and Miss Dean, Miss Dogman,
- Mr. and Mrs. E. B. Goddard, Mr. and Mrs. Cobham Griffith, Mr. W. A. Harding, Mr. A. R. Hinks, Mr. and Mrs. W. Lambam, Mr. and Mrs. E. J. Mathews, Mr. and Mrs. Vere Paeko, the Rev. and Mrs. E. J. Seymour, Mr. and Mrs. T. G. Slaughter, Mr. H. N. Sullivan, Mr. and Mrs. W. G. Waldron, Mrs. I. Watt, Mr. N. Charles Watt, Mrs. I. Williams, Mr. and Mrs. E. W. Gold-worthy, Mr. F. J. du Cross, the Rev. and Mrs. C. R. Hall, Lieutenant-Commander Wilson, Commander F. W. H. Blake, Mr. Edgar Brown, Mr. G. M. Smith, Mr. G. Waterson, and Mr. George Picher (Secretary), Royal Empire Society).

THE FALKLAND ISLES ADMIRAL PHILLIMORE ON THE BATTLE

Mr. George Bonner, a member of the Falkland Islands Executive Council, lectured last night before the British Empire Society at the Royal Colonial Institute on the Falkland Islands, where the centenary of effective British occupation is being celebrated. Admiral Sir Richard Phillimore presided.

Mr. BONNER, after tracing the known history of the islands, said that, although the total population was only 2,392, half resident in Stanley and the remainder on farms in the east and west and smaller islands, there had been established on a small scale most of the amenities of modern civilization. The general health of the Colonists was good. The produce of the islands was wool, skins, hides, and tallow, and a small quantity of seal oil. Sheep had been imported since the earliest times, and for the last 60 years had been the main source of income to the landowners. There was no native population, and most of the islanders were of Scottish descent. Most ordinary vegetables could be grown in the Colony, but owing to the constant fierce winds it was necessary to provide protection by high walls and fences. There was compulsory education for children between five and 14 years. Sport in the Colony was encouraged as far as the conditions allowed, and rifle shooting was almost a national sport. The Falkland Islands team won the junior Kolapore Cup at Bisley in 1930. Football, badminton, and golf all flourished. The Falkland Islands were in direct communication by wireless with London and other places, there was a telephone system, and the Government maintained a small wireless station for the purpose of inter-insular traffic. There was a daily paper, the *Penguin*, the smallest daily in the world.

ADMIRAL SIR RICHARD PHILLIMORE, after reading a message from the King thanking the company for loyal greetings, welcomed Lady Hilton Young (formerly Lady Scott, widow of Captain Scott), Lady Shackleton (widow of Sir Ernest Shackleton), and Sir Douglas Mawson, chief of the most recent Antarctic expedition. He added that they also had with them Mr. Sullivan, the oldest British Falkland Islander, whose father, then a naval lieutenant, landed in 1835.

Referring to the battle of the Falklands, in which he commanded the *Inflexible*, Sir Richard Phillimore said that was the only decisive naval fight in the War. It had a world-wide effect upon our trade, but he did not think that the colonists' share in that victory was sufficiently known or emphasized. It was fortunate that they had a man like Sir William Allardyce as Governor for some time before. It was entirely due to him that the wireless station was established and the telephones introduced, and it was done without Government assistance. It was Admiral von Spee's desire to destroy that wireless station that led him to his doom. It was certain that but for the existence of the Colony, and what the colonists were able to do, the battle of the Falklands would never have been fought and the seas would not have been free from enemy ships for many months at any rate.

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"Only Decisive Naval Fight."

Taking the chair at a lecture before the Royal Empire Society in London, this week, Admiral Sir Richard Phillimore, who lives in retirement in southern Hampshire, claimed that the title of the Falkland Islands, in which he commanded the *Inflexible*, was the only decisive naval fight of the war. It had a world-wide effect on trade.

Falkland
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Cutting from *Western Morning News*
Issue dated *14. 2. 33*

"DEBT TO THE NAVY"

FALKLAND ISLANDS CELEBRATE THEIR CENTENARY

Falkland Islands, the scene of one of the most memorable naval battles of the Great War, is this week celebrating the centenary of its permanent occupation by the British.

It is Great Britain's smallest Crown Colony. A tribute to the British Navy was paid at a meeting of the Royal Empire Society last night to celebrate the centenary, by Mr. George Bonner (chairman of the Falkland Islands Sheepowners' Association).

Admiral Sir Richard Phillimore (a former Commander-in-Chief at Devonport), who presided, played a decisive part in a battle on December 8, 1914, when Admiral Sir Doveton Sturdee defeated and destroyed the German Squadron under Admiral Von Spee.

"I am a Falkland Islander," said Mr. Bonner, "and can only say that we, as Colonists, can never forget what we owe to our Navy."

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Cutting from *Yorkshire Post*
Issue dated *14. 2. 1933*
Daily Herald
74 FEB 14 1933

FALKLAND ISLANDS

Centenary of Smallest Crown Colony

Falkland Islands, the scene of one of the most memorable naval battles of the Great War, is this week celebrating the centenary of its permanent occupation by the British. It is Great Britain's smallest Crown Colony.

A tribute to the British Navy was paid at a meeting of the Royal Empire Society last night to celebrate the centenary by Mr. George Bonner, chairman of the Falkland Islands Sheepowners' Association.

Admiral Sir Richard Phillimore, who presided, played a decisive part in the battle on December 8, 1914, when Admiral Sir Doveton Sturdee defeated and destroyed the German Squadron under Admiral Von Spee.

"I, as a Falkland Islander," said Mr. Bonner, "can only say that we as colonists can never forget what we owe to our Navy. I hope we may ever maintain our reputation as Islanders in giving the Navy a good time whenever they visit us. We are British, and we will always give of our best to any of His Majesty's ships which visit us."

and House, London, W.C.2.

Off the Beaten Track

THE population of the Falkland Islands must have been almost doubled by the arrival of a British cruiser and a tourist vessel bringing "excursionists" for the celebrations of the centenary of British rule.

For the total population of the smallest of the Crown Colonies is only 2,392, with a surplus of 92 women.

In this out-of-the-way corner of the world, near Cape Horn, peopled largely by the descendants of early Scottish settlers, there are still no roads outside the town of Stanley, and communication with the farmers on the outlying sheep-farms is by horse-back.

The festivities are to include sheep-dog trials, dances, horse racing, fireworks, and the laying of the foundation stone of a swimming bath.

Falkland Islands

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Cutting from *Daily Telegraph*
Issue dated **14 FEB 1933**

FALKLANDS THANK THE NAVY

SMALLEST CROWN COLONY

Falkland Islands, the scene of one of the most memorable naval battles of the Great War, is this week celebrating the centenary of its permanent occupation by the British. It is Great Britain's smallest Crown Colony.

A tribute to the British Navy was paid at a dinner and meeting of the Royal Empire Society last night, to celebrate the centenary, by Mr. George Bonner, chairman of the Falkland Islands' Sheepowners' Association. Admiral Sir Richard Phillimore presided.

"I, as a Falkland Islander," said Mr. Bonner, "can only say that we as colonists can never forget what we owe to our Navy. I hope we may ever maintain our reputation as islanders in giving the Navy a good time whenever they visit us. We are British, and we will always give of our best to any of his Majesty's ships which visit us."

A telegram of "humble greetings" was sent from the meeting to the King, who replied as follows:

"Please convey to the members of the Falkland Islands community in London, on the occasion of their centenary meeting, my sincere thanks for their message of loyal greetings, which I much appreciate.—GEORGE, R.I."

Among those present at the dinner were: Col. the Master of Semple (Deputy Chairman of Council), Lady Shackleton, Lady Hilton Young, Col. Sir Western and Lady Jarvis, Sir Douglas Mawson, Mrs. George Bonner, Sir Robert Connell, Engr Rear-Adm. H. Lashmore, Engr Rear-Adm. O. J. Shrubsole, Capt. J. A. Edgell, Capt. C. M. Redhead, Lt.-Cmdr. D. A. Stride, Cmdr. M. R. F. Colville, Capt. E. S. Curver, Dr. Stanley Kemp, Canon W. Mackinn, and Mr. George Pileher (secretary).

Falkland

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Cutting from *Lloyds Lis*
dated **14/2/33**

THE FALKLAND ISLANDS

PRESENT-DAY CONDITIONS

Mr. George Bonner, chairman of the Falkland Islands Sheepowners' Association in London, and a member of the Falkland Islands Executive Council, delivered an address yesterday before members of the Royal Empire Society, on the occasion of the Falkland Islands Centenary meeting. Admiral Sir Richard Phillimore occupied the chair.

After giving a brief history of the islands, Mr. BONNER said they produced wool, skins, hides, tallow, and also a small quantity of seal oil. Sheep had been imported in the best times, and for the first time had been the

Falkland Isles

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Cutting from *Liverpool Jnl of Commerce*
Issue dated **14. 2. 33**

SHIPPING COMMUNICATION WITH THE FALKLANDS.

In an address delivered at the Falkland Islands centenary meeting held at the Royal Empire Society yesterday, Mr. George Bonner, chairman of the Falkland Islands Sheepowners' Association in London, referred to the Falkland Islands' communications.

At the present time, he said, they depended on the Pacific Steam Navigation Company to bring their produce to England and also on the Falkland Island Company's steamship Lafonia, which has up communication with the Island.

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Cutting from

Morning Post

Issue dated

14/2/33

FALKLAND ISLANDS CENTENARY

Falkland Islands, the scene of one of the most memorable naval battles of the Great War, is celebrating this week the centenary of its permanent occupation by the British. It is Great Britain's smallest Crown Colony.

A tribute to the British Navy was paid by Mr. George Bonner, chairman of the Falkland Islands Sheepowners' Association, at a meeting of the Royal Empire Society last night to celebrate the centenary.

Admiral Sir Richard Phillimore, who presided, played a decisive part in the battle on December 8, 1914, when Admiral Sir Doveton Sturdee defeated and destroyed the German Squadron under Admiral Von Spee.

A message of thanks for loyal greetings from the meeting was received from the King.

A list of guests is on page 9.

Falkland I. 3

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Sheffield Press

14 FEB. 1933

FALKLAND ISLANDS CENTENARY.

Nearly All Colonists of Scots Descent.

(From Our Own Correspondent.)

The world's smallest newspaper, the Falkland Islands "Penguin" was on view at the Falkland Islands centenary meeting which was held at the Royal Empire Society, Northumberland Avenue, this evening.

The meeting was to celebrate 100 years of permanent British occupation. The "Penguin" costs one penny and is published daily by the Falkland Islands Government. Its size is 10 ins. by 8 in.

Admiral Sir Richard Phillimore, who presided, said that he was proud to be associated with the Falkland Islands, as one of the smallest in the Empire.

3. Telegrams {BOOKSTALLS,
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Sheffield Daily Telegraph

15 FEB. 1933

A Remote Outpost.

The Falkland Islands, that remote outpost of Empire in near neighbourhood to the confines of Antarctica, are not so well known as they deserve to be. It is just a hundred years since the British flag was hoisted there—the centenary is being celebrated both in the Colony and here this week—but long before then it had been occupied in our name. Not only by us, for other countries laid claim to it, and even at this late period Argentina still regards herself as the owner *de jure*. For most people association with the destruction of Von Spee's naval squadron, in 1914, by Admiral Sturdee, will form the best connection between the Motherland and this most southerly of all the Crown Colonies. The Battle of the Falklands did more than wipe out a menace; it really changed the course of history in some particulars; certainly it restored to us the supremacy of the southern seas and that at a time when such predominance meant a great deal.

For all its forbidding and bleak surroundings, the Colony has not been overlooked by men of note. Its population to-day may consist in the main of hardy herdsmen and still hardier whalers, but scientists of international renown have found much to interest them there. Every boy will recall the visit of Darwin in the *Beagle* to the small and isolated community, while Bougainville, the Frenchman whose name survives in the beautiful flower called after him, was interested both in its fauna and flora. Then a greater yet, and a modern, Shackleton, must ever be associated with the stormy seas that rage around the colony perennially. Despite its inhospitable climate and distant latitude, the inhabitants cling to the Imperial connection; witness the dispatch to Bisley of a team of marksmen keen enough to carry off one of the chief trophies of that rifle meeting. The Falklands may be destined to play a more important part still should the dream of Antarctica as a mineralogist's paradise ever be realised. If so, it is well that we are the men on the spot, owners in actual possession.

Cutting from *Manchester Guardian*
Issue dated 1 FEB 1933

The Smallest Crown Colony

The smallest and most southerly British colony, the Falkland Islands, is celebrating its centenary this week, and in London to-day there was a meeting at the Royal Empire Society. The colony is also one of the least known of our possessions, except as giving its name to the battle in which Von Spee's squadron was eliminated by Sir Doveton Sturdee in 1914. It is a place of fierce winds, with a population of under three thousand, mostly of Scottish descent. The Governor at present is Sir James O'Grady, once a well-known Labour

The colony is one big sheep station, and a big business is done in the export of frozen mutton, hides, and sheepskins, almost exclusively to Great Britain. The drop in price of wool has hit the islands hard. The islands were discovered in 1592 by John Dark, one of the greatest of the early Arctic explorers, and at different times were in the hands of one colonising nation after another until, in 1833, the British came into effective possession. The Falkland Islands were then uninhabited, and for a long time Port Stanley was used only as a station for the whaling industry and a naval station. Argentina still maintains an ineffectual claim to the islands, and even now, I believe, marks the group on its maps as "unlawfully retained by Great Britain." The Republic claimed the islands as part of the heritage of Spain, from which it revolted early in the nineteenth century.

The Falkland Islands had no organised Government until the forties of the last century. The handful of settlers on this rugged, treeless, and wind-swept island have done wonders in making it so flourishing and comparatively fertile as it is to-day. The climate is said to resemble that of the Outer Hebrides, only it is colder. Most of the people live in East Falkland, where is the capital, Port Stanley, a nearly land-locked harbour—a blessing in those wild seas. The town has the clean, neat look of a Scottish hamlet. The only other settlement of any size is Port Darwin, Choiseul Sound, a village of British shepherds or "kelpers," as they are often called. This name

Cutting from

Times

Issue dated

14 FEB. 1933

An Island Centenary

A hundred years ago, as our Special Correspondent there explained in his article on Saturday, the British flag was finally and definitely hoisted on the Falkland Islands, after a chequered ownership in earlier years and a record, though hardly continuous, of some three and a half centuries. Suddenly, as all remember, they blazed into universal fame in December, 1914, when, on the morning after STURDEE'S swift and powerful squadron, which LORD FISHER had secretly dispatched from the Grand Fleet, had arrived at Port William, the German squadron under VON SPEE was sighted from the observation post on the hill. To this day many have a warm place in their hearts for the gallant but obsolete Canopus which would otherwise have been the sole representative of the Navy in that remote harbour. Of few islands of comparable size can it be said that they have influenced the course of the world's destiny so directly, and it was appropriate that SIR RICHARD PHILLIMORE, who commanded one of the ships of STURDEE'S squadron, should have presided over their centenary celebration in London last night.

But the Falklands have other claims to remembrance as well. Many distinguished men from illustrious Elizabethan navigators onwards have set foot on their bleak shores—territory so bare and treeless that one of the drawbacks to residence or even a short sojourn on them is the incessant high wind, while the heavy rainfall is another. A list would include not only captains and explorers but a fine body of naturalists, who may now be said to have left no form of life on the islands unclassified. Of these DARWIN will always rank as the chief, for the Beagle brought him, and in the Beagle he took away with him specimens, now only skulls, of the one, since extinct, aboriginal mammal of the islands. *Canis Antarcticus* he called it; but others, like the Frenchman DE BOUGAINVILLE, whose name is perpetuated in a plant, knew it as the *loup-renard*, for it had lupine and vulpine qualities which made it an undesirable neighbour to sheep farms. The sheep, of which many thousands are bred for their wool, were not the first of the imported animals: cattle were introduced before them, and many an exciting moment the bulls would give to hunters. But civilization prevailed; the wild herds yielded to the domesticated: the islands became the seat of a Bishopric, and to this day the noise and the smell of petrol-driven engines are almost unknown. Time will no doubt draw the little community more into the world; but the climate will probably always prevent the islands from becoming a popular resort with pleasure voyagers, highly interesting as they are.

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Cutting from *Imanebal News*
Issue dated 14 FEB. 1933

FALKLAND ISLANDS CENTENARY

COLONY WITH ONE BANK

In an address delivered at the Falkland Islands Centenary Meeting, held at the Royal Empire Society last night, Mr. George Bonner, chairman of the Falkland Islands Sheepowners' Association in London and a member of the Falkland Islands Executive Council, said that the islands produced wool, skins, hides and tallow, and also a small quantity of seal oil, but in former days they were overrun with wild cattle and horses, and when the original settlers rented large areas of land they had the right to kill all cattle which were on that land. The hides were salted and sent home, and this was the only produce which was of any value sent from the islands. Sheep had been imported there from the earliest times, and for the last sixty years had been the main source of income to the landowners.

The colony had no other resources of any commercial value. Agriculture was only carried on in small areas near to settlements, and although oats could be grown they were cut green and chaffed as fodder for winter food, as they did not ripen. Most ordinary vegetables could be grown in the colony provided they were well protected, but owing to fierce winds all the year round it was difficult to grow anything unless protected by a high wall or fence.

CREDIT REMITTANCES

There was only one bank in the colony, the Government Savings Bank, solely a bank of deposit, but remittances for credit of any firm in the colony could be made through the Commissioner of Currency and the Crown Agents for the Colonies.

A similar service was undertaken by the Falkland Islands Co., which acted generally as bankers and financial agents for the farm stations. Legal tender currency was British sterling.

Admiral Sir Richard Phillimore presided at the meeting.

Falkland Islands.
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Cutting from *Scotsman*

Issue dated 14 FEB. 1933

THE FALKLAND ISLANDS

Colonists Mainly of Scottish Descent

MR. GEORGE BONNER, chairman of the Falkland Islands Sheepowners' Association, London, and a member of the Islands' Executive Council, yesterday addressed the Falkland Islands centenary meeting at the Royal Empire Society, London. Admiral Sir Richard Phillimore presided.

Mr Bonner said that until 1850 the Colony had a grant-in-aid from the Imperial Treasury and a special grant for the mail service till 1865. Since then it had been wholly self-supporting, but there was no local government in the Colony, and nearly all the Colonists were of British descent, mostly Scots. There was no indigenous or native population. The total population in 1931 was 2392, 1300 males, and the rest females. Half of these people live in Stanley, and the remainder on the farms in the East and West Falklands and smaller islands.

The islands produce wool, skins, hides, and tallow, and also a small quantity of seal oil, but in former days they were overrun with wild cattle and horses, and when the original settlers rented large areas of land they had the right to kill all cattle which were on that land. The hides were salted and sent home, and this was the only produce which was of any value sent from the islands. Sheep have been imported there from the earliest times, and for the last sixty years have been the main source of income to the landowners. The Colony has no other resources of any commercial value. Agriculture is only carried on in small areas near to settlements, and although they could grow oats, they cut them green and chaffed them as fodder for winter food, as they do not ripen. Most ordinary vegetables can be grown in the Colony provided they are well protected, but they had such fierce winds all the year round that it was difficult to grow anything unless protected by a high wall or fence.

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Cutting from *Swire's Post*

Issue dated 14/2/33

Centenary Week At The Falklands

The Falkland Islands are celebrating this week the centenary of the occupation of the islands as a British colony. Mr. George Bonner, chairman of the Falkland Islands Sheepowners' Association, and a member of the Executive Council of the island, gave a history and description of them in an address before the Royal Empire Society, in London, last night.

Mr. Bonner said the population in 1931 was 2,392. Nearly all are of British, mostly Scottish, descent, and there is no native population. Sheep were the main source of income to the islanders, and the colony has no other resources of commercial value. There was very good shooting, snipe, geese, and duck being plentiful. Rifle shooting was almost a national sport, and the Falkland Islands team won the Kolapore Cup at Bisley in 1930.

The greatest event in the history of the islands occurred on December 8, 1914, when they were the scene of the naval battle in which Admiral Sir Doveton Sturdee defeated and destroyed the German squadron under Admiral von Spee. Mr. Bonner mentioned that the islands have a daily paper, *The Progress*, printed by the Government. The people, he added, were celebrating the centenary all this week, beginning with a church parade and service in the cathedral.

The Falkland Islands were discovered by John Davis, in the *Desire*, on August 15, 1592, one of the vessels of a squadron sent out to the Pacific under Admiral Cavendish.

A message of thanks was received from the King in reply to the greetings of the Falkland Islands community.

Falkland Islands

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Cutting from *Times*

Issue dated 14 FEB. 1933

DINNERS

FALKLAND ISLANDS CENTENARY
 Admiral Sir Richard Phillimore presided over the Falkland Islands dinner and meeting held at the Royal Empire Society, Northumberland Avenue, last evening. Among those present were:—

- Colonel the Master of Sempill (Deputy Chairman of Council, Royal Empire Society), Lady Shackleton, Lady Hilton Young, Colonel Sir Weston and Lady Jarvis, Sir Douglas Mawson, Mr. and Mrs. George Bonner and Miss Bonner, Sir Robert L. Connell, Engineer Rear-Admiral H. Lashmore, Engineer Rear-Admiral O. J. Shrubsole, Captain J. A. Edgell, Captain C. M. Redhead, Lieutenant-Commander D. A. Stride, Commander M. B. F. Colville, Captain E. S. Carver, Dr. Stanley Kemp, Canon W. Mackain, Mr. Donald G. Begg, Mr. J. Rowland Bird, Mr. J. O. Borlev, Mr. and Mrs. A. F. Cobb, Captain E. C. Cobb, Mr. and Mrs. G. R. Cobb, Mr. R. Darnley, Mr. and Mrs. G. I. Dean, Mr. and Mrs. W. M. Dean and Miss Dean, Miss Dearman, Mr. and Mrs. E. B. Goddard, Mr. and Mrs. Cobham, Griffith, Mr. W. A. Harding, Mr. A. R. Hinks, Mr. and Mrs. W. Lunham, Mr. and Mrs. E. J. Mathews, Mr. and Mrs. Vere Packe, the Rev. E. J. and Mrs. Seymour, Mr. and Mrs. T. G. Slaughter, Mr. H. N. Sullivan, Mr. and Mrs. W. G. Waldron, Mrs. I. Watt, Mr. N. Charles Watt, Mrs. L. Williams, Mr. and Mrs. E. W. Goldworthy, Mr. F. J. du Cros, the Rev. C. R. and Mrs. Hall, Engineer Commander Wilson, Commander E. W. H. Blake, Mr. Edgar Brown, Mr. G. M. Smith, Mr. G. Waterson, and Mr. George Pilcher (secretary, Royal Empire Society).

Falkland Islands.
 13. Telegrams: BOOKSTALLS, ESTRAND, LONDON.

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Cutting from

Manchester Dispatch

Issue dated

15. 2. 33

Island-Born

AT the Royal Empire Society's Falkland Islands Centenary meeting I was shown the world's smallest newspaper, *The Penguin*, which is published daily for a penny by the Island's Government. Typed on one sheet 10 inches by eight inches, it reminded me of a liner's wireless news-sheet.

I was introduced to Mr. James Sullivan, the oldest living island-born British subject. He told me that he was born in the Falklands in 1849. His brother, who was born in 1848, had held the record. Miss Ellaline Terriss, the famous actress, was born there, too.

I spoke to Sir Douglas Mawson, the explorer; Lady Shackleton; Lady Hilton Young, the widow of Captain Scott; Captain J. A. Edgell, hydrographer of the Admiralty; Dr. Stanley Kemp, director of research to the "Discovery" Committee of the Colonial Office, and Admiral Sir Richard Phillimore, who took part in the Falkland Islands naval battle in 1914.

Dr. Kemp, whom I met in Cape Town once, intimated that *Discovery II* will be leaving next year for a third trip to the Antarctic.

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Cutting from

Glasgow Herald
15 FEB 1933

Issue dated

FALKLAND ISLANDS' CENTENARY

The Falkland Islands, the scene of one of the most memorable naval battles of the Great War, is this week celebrating the centenary of its permanent occupation by the British. It is Great Britain's smallest Crown Colony.

A tribute to the British Navy was paid at a meeting of the Royal Empire Society in London last night, to celebrate the centenary by Mr George Bonner, chairman of the Falkland Islands Sheepowners' Association.

Admiral Sir Richard Phillimore, who presided, played a decisive part in the battle on December 8, 1914, when Admiral Sir Doveton Sturdee defeated and destroyed the German squadron under Admiral von Spee. The following telegram was sent to the King from the meeting:—

"With their humble duty the members of the Falkland Islands community in London on the occasion of their centenary meeting beg to send their humble greetings to His Majesty. — (Signed) RICHARD PHILLIMORE (Admiral)."

A reply from the King was as follows:—

"Please convey to the members of the Falkland Islands community in London on the occasion of their centenary meeting my sincere thanks for their message of loyal greetings, which I much appreciate.—
GEORGE R.I."

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Glasgow Herald
15 FEB 1933

Issue dated

KIN TO THE FALKLANDS.

THIS week the centenary of the Falkland Islands as a British possession is being celebrated.

The event has an intimate interest for Scotland; for the two thousand-odd inhabitants of these lonely islands are mostly of Scottish descent.

Port Stanley, the chief town, is said to have the clean, neat look of a Scottish hamlet. The only other township of any size, Port Darwin, is described as "a village of Scottish shepherds."

These physical and personal links with Scotland extend to the climate of the Falklands, which "resemble that of the Outer Hebrides."

There is, surely, no more striking link between Caledonia and any of the distant parts of the world where Scots have planted their race and its characteristics.

We salute our kin in the far-away Falklands on the occasion of an interesting event in their history.

Tel.

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15 2 33

Issue dated

WEDNESDAY, SOUTHERN DAILY ECHO

Cutting from

Irish Daily Telegraph
2. 8. 33

Issue dated

FALKLAND ISLES ADMIRAL.

The choice of Admiral Sir Richard Phillimore to preside over the Falkland Islands centenary celebrations in London in February is a suitable one, for he commanded the *Inflexible* during the battle of the three islands. Sir Richard comes from one of our most famous naval families. His father, Sir Augustine, served on the *Hibernia* with the last of Nelson's captains, Admiral Sir William Parker, and his grandfather, Dr. Phillimore, was Admiralty Advocate as far back as 1804. During the war he saw more varied service than any other officer. In 1914 he was serving as commodore and Chief of Staff in the Mediterranean, and later as commander of the *Inflexible* was in the South Atlantic for the Falkland Islands engagement. He next saw service in the Dardanelles, where he was principal beach master during the landing in Gallipoli. On appointment as rear-admiral he went as chief of a naval mission to Russia and was present when Varna was bombarded. After crowding so much into the first two years of the war he was appointed to command battle cruisers with the Grand Fleet and in 1918 an aircraft carrier squadron, which still remains a unique command for our Senior Service.



"Echo" Office, Wednesday.

ADMIRAL SIR RICHARD PHILLIMORE, G.C.B., K.C.M.G., M.V.O., J.P., of Shedfield House, presided at a lecture on the Falkland Islands which was given before the British Empire Society in London yesterday.

The centenary of effective British occupation of the Islands is now being celebrated, and the lecturer was Mr. George Bonner, a member of the Falkland Islands Executive Council.

Sir Richard commanded the *Inflexible* in the famous Battle of the Falklands in the Great War, when the Germans, under Admiral Von Spee, were defeated. It was described as the only decisive naval fight in the war, the result of which had a world-wide effect on our trade for the rest of the war period.

* * *

FEBRUARY 18, 1933

RARELY can there have been a month so prolific in stamps of such rare and outstanding pictorial interest. Of some of the themes dealt with on these new stamps a whole chapter, or indeed a volume, might be written, but *mutatis in pareto* is the order of the day. The International Federation of Ski-ers (F.I.S.) held its annual contests at Innsbruck from Feb. 9 to 13, and Austria has turned out a pretty photogravure set of four stamps illustrating various phases of the greatest of winter sports. You are shown the athletes carrying their ski on the way to the meeting (12 groschen the run (24 g. purple), walking the great leap (50 g. blue).



AUSTRIA: THE INTERNATIONAL SKI CONTEST SHOWS US A NEW STAMP.

blue-green), preparing for the run (30 g. claret), and the great leap from the new series from the Falkland Islands commands our interest from many angles. First of all it is a beautifully produced set in steel-plate engraving, in black and colours. It tells of our distant colony's industries of whaling and sheep-farming, of Shackleton and other Antarctic exploration memories, and of the famous sea battle of the war. Premising that the centres are all in black, here is a pair of the issue: 1d. green, a Romney Marsh run;



LATVIA: BERLIOT'S CHANNEL FLIGHT COMMEMORATED ON A NEW STAMP.

Penguin; 10s. brown, the Colony's Arms; £1 carmine-lake, King George V. The story of flight through the ages provides the theme for a new series of Latvian stamps which has been issued to help airmen injured in the course of their duties. Five stamps link the picture story from the time-honoured legend of Icarus, 5-santimi yellow-brown and green, to Berliot's crossing the English Channel by aeroplane in 1909, on the 25-santimi brown and blue. The intervening subjects are 10s. brown and grey-green, Leonardo da Vinci; 15s. red-brown and grey-green, the first manned balloon ascent; and 20s. grey-green and magenta, the Wrights' aeroplane of 1903.

The new Papuan stamps, sixteen in number, might well serve as miniature illustrations to a work on life and manners among the head-hunters. They are beautiful productions, and every picture tells a story, and sometimes the frame as well. I have but space to mention a few of the subjects. See the Motuan girl, wearing a grass skirt and carrying a firewood, on the 4d.; little Steve of Hannabada, in his gorgeous head-dress of Bird of Paradise plumes and a necklet of dog's teeth, on the 1d. Houses, like Peter Pan's, in the tree tops (1½d.); a Bird of Paradise resting on a boar's tusk (2d.); a Kotiapuan dandy (3d.); glumpces of motherhood (4d and 6d.); a masked dancer of Korema (5d.); a native fishing with bow and arrow (9d.); a



PERU: EL MISTU, THE VOLCANO OVERTOWERING AREQUIPA.

"dabu," a kind of platform for ceremonial occasions (1s.); a head-hunter's shield (2s.); a potter (2s. 6d.); a kwoi, or Major Simoi (5s.); fighting a fire by friction (10s.); domestic architecture of the Purari Delta (1s.). Two new stamps, 2 centavos blue and 4 centavos sepia, from Peru show the important town of Arequipa, behind which is the imposing mountain, El Mistu, 19,200 ft. above sea-level.

Swaziland reopens a page in our stamp albums which has remained closed since 1895. The new stamps are of large size, with a medallion of King George in a frame of Swazi emblems. The ten values range from ½d. to 10s.



FALKLAND ISLANDS: A VIEW OF SOUTH GEORGIA. SHACKLETON'S LAST RESTING PLACE.

is a pair of the issue: 1d. carmine, an iceberg; 1d. 1½c. a whale catcher; 2d. grey-brown, view of Port Louis (the earliest settlement); 3d. violet, map of the islands; 4d. orange-velvet; South Georgia (the burial place of Shackleton); 6d. slate, a whale; 1s. olive-green, Government House; 2s. 6d. violet, the Battle Memorial; 5s. orange-yellow, King



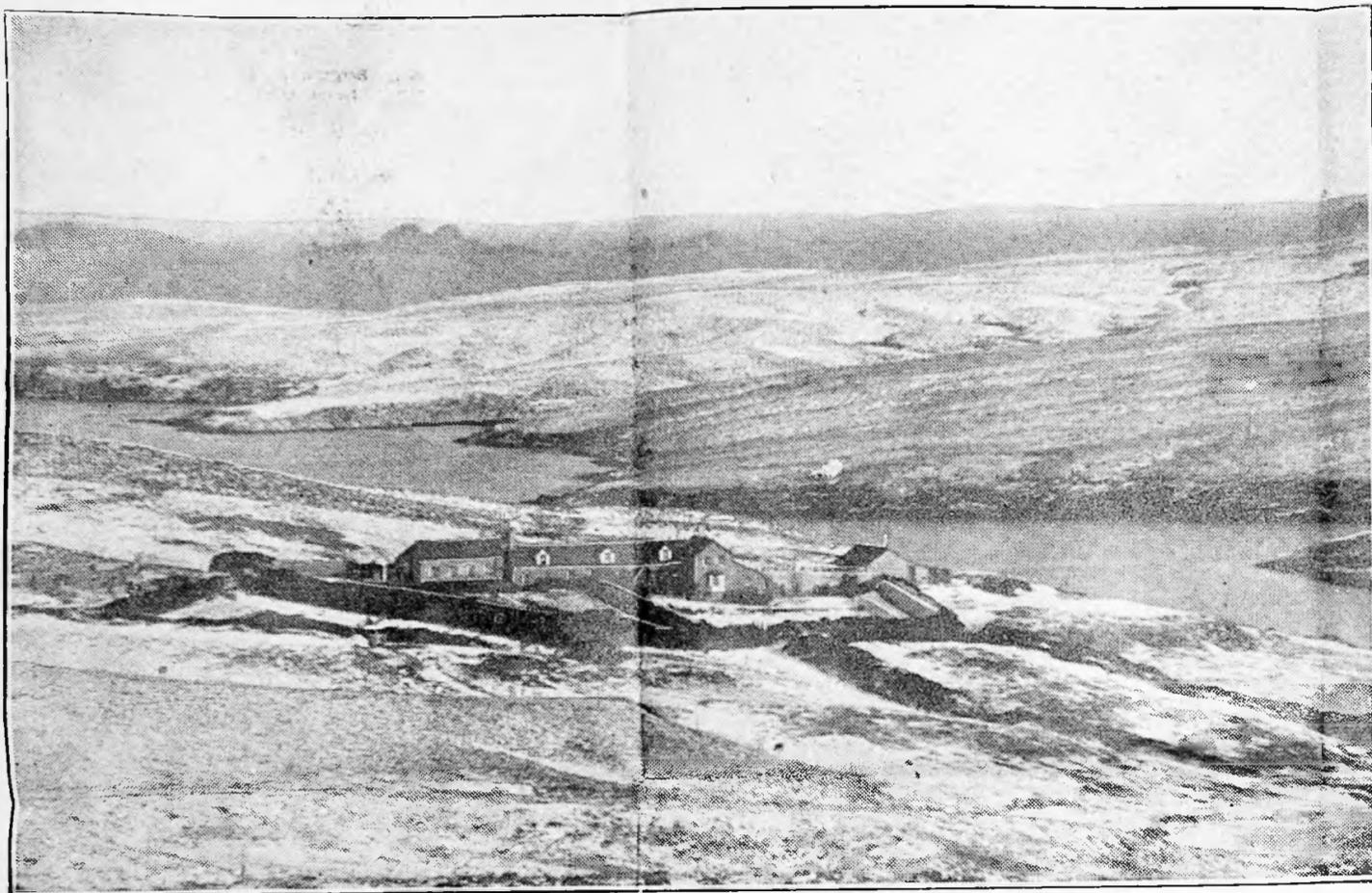
PAPUA: A NATIVE DANDY PORTRAYED ON THE NEW 1½ P. STAMP.

Papua's Arms; £1 carmine-Penguin; 10s. brown, the Colony's Arms; £1 carmine-lake, King George V. The story of flight through the ages provides the theme for a new series of Latvian stamps which has been issued to help airmen injured in the course of their duties. Five stamps link the picture story from the time-honoured legend of Icarus, 5-santimi yellow-brown and green, to Berliot's crossing the English Channel by aeroplane in 1909, on the 25-santimi brown and blue. The intervening subjects are 10s. brown and grey-green, Leonardo da Vinci; 15s. red-brown and grey-green, the first manned balloon ascent; and 20s. grey-green and magenta, the Wrights' aeroplane of 1903.



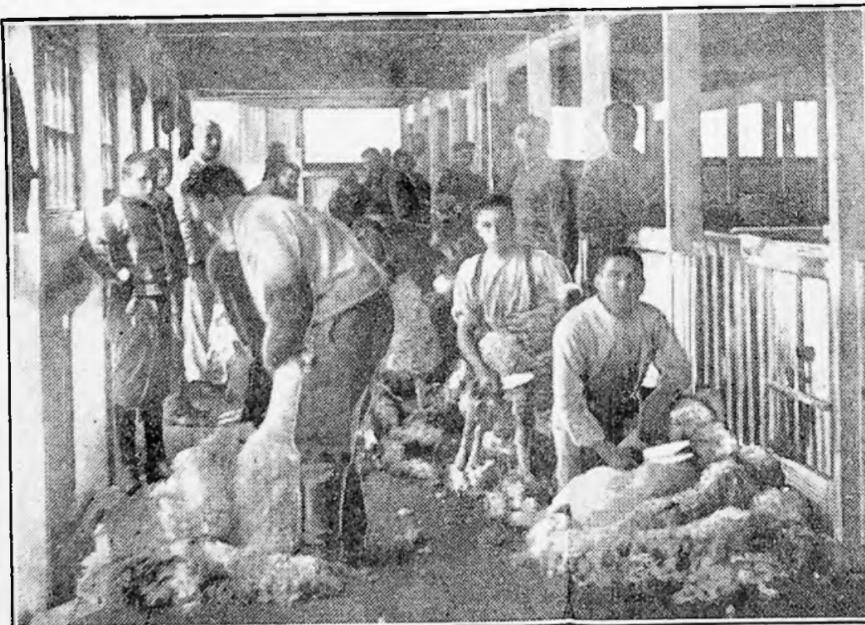
SWAZILAND: ONE OF THE NEW STAMPS WITH A MEDALLION OF THE KING.

A BLEAK CENTENARY IN THE FALKLANDS



CENTENARY OF BRITAIN'S LONELY CROWN COLONY.—It is during this week and next that the Falklands, the group of islands away off the southernmost tip of South America, are celebrating their centenary of British rule. The islands were first seen by an English sailor at the end of the sixteenth century. They were under various flags till February, 1833, when the British flag was hoisted at Port Louis. Above, a stretch of the bare, wind-swept landscape in winter, with trackless moors about the remote farmhouse.

ONE OF THE ISLANDS' RARE SETTLEMENTS.—The greater part of the Falkland Islands consists of dun-coloured moors, with occasional splashes of colour in the balsam and tussock grasses. The infrequent settlements, of which Darwin (seen above) is one, are mainly on the sea-shore.



ADMINISTRATION AND INDUSTRY.—The wealth of the Falklands comes almost exclusively from sheep, reared on the rough pastures by farmers of Scottish stock. The pastures, though bleak and forbidding in appearance, have high nutritive qualities. Left, the Town Hall at Port Stanley. Right, shearing rich fleeces at a Stanley station. A leading article on the centenary appears on Page 8.

SIR JAMES O'GRADY'S HOME.—Government House, Port Stanley, the home of the Governor of the Islands, Sir James O'Grady, at one time M.P. for South-East Leeds.

The Falkland Islands

The Falkland Islands are devoting this week to festivities at Stanley, the capital, in celebration of the Colony's centenary. The Falklands form an archipelago of two larger and 200 smaller islands off the South Atlantic entrance to the Straits of Magellan. They were discovered in 1592 by John Davis, the Elizabethan navigator, but took their name from the Lord Falkland who was killed at the Battle of Newbury in the Civil War. It was early in 1833 that Captain Onslow, in H.M.S. Clio, reasserted British sovereignty. The most notable event in the history of the Colony is the naval battle of December 8, 1914. Elaborate and various arrangements have been necessary to bring together the settlers. Some lead lives so remote that they have never seen a town, and many have not visited Stanley for years.

Cutting from

Morning Post

Issue dated

15 FEB 1941

Falklands Marksmen

I am reminded that one of the chief events in the later history of the Falkland Islands was the success of members of the Defence Force in winning, in 1930, the "Morning Post" (Junior Kolapore) Imperial Challenge Trophy. Sir Arnold Hodson, who was then Governor of the Falklands, was primarily responsible for the visit of the team to this country. He is now Governor of Sierra Leone, and has arranged for that Colony to be represented in the same competition at Bisley this year.

land Isles Centenary

L... seems pretty bleak on the Falkland Isles, which are now about to celebrate their centenary of British rule. Rain on four or five days of the week, with snow now and again by way of a change; grey mists constantly over the dun sweep of moors; and a great south-western wind that does not buffet nor squall but just drones unchangingly for days on end—a man would surely be better off at John o' Groat's, or stuck on one of the Outer Isles. Most of the Falkland folk, for that matter, are Scottish or of Scottish stock. There is much in the Falkland scenery to bring home-thoughts back to them. They see the same dour fiing of the moss, with bogs in the hollows and snipe flying crazily over the crags—but there are new and strange splashes of colour in the vivid green balsam-bog plants and the thick carpets of crowberries—"diddle-dees," the Islanders call them. They can see gaunt cliffs, like to Duncansby Head or Cleite Gadaig, breasting slate-coloured waves—but out to sea is the sudden white-foaming of a willy-waw, the squall that comes without warning and wrecks any happy-go-lucky craft. What is it, then, that keeps two thousand British on these bare islands, away off the southernmost tip of South America? The answer is simply, sheep. There are over three hundred sheep for every human. Large flocks, fit to gladden any farmer's heart, spend their lives growing fat and fleecy on the moorland grasses.

For a hundred years the Union Jack has flown—usually flat out in the wind—above the Government buildings. It was a British sailor, Davis, who first saw the islands in 1592. Two years later Hawkins had grazed their northern coast. From then till 1833 the Falklands changed colour as easily as a chameleon. Dutch, British, French, Spanish, British again and Buenos Ayrean claimants all stepped hopefully ashore in turn, but representations by the British Government put an end to the roundelay. The succeeding century has been mainly come-day, go-day for the islands—except for that morning in 1914 when a sheep farmer's wife saw the smoke of von Spee's fleet on the horizon, and sent word to Port Stanley, and Sturdee sailed out to break the German sea-strength in a battle that put the Falklands on the map for many stay-at-homes. War-time found the islands of high strategic value; and the islanders were not slow in equipping themselves with a well-trained body of volunteers. They have much of the spirit of their Highland fathers in them. They are brave and resourceful. There are no friendlier nor more hospitable folk on the high seas. Nature seems to treat them churlishly—yet they stay there. Is it only arm-chair smugness to wonder if they recognise that a man may live in luxury and yet be poor in all but material things? Life on the Falklands is undoubtedly hard, but there are respites—Port Stanley has arranged high jinks for the centenary—and there are recompenses.

Falkland Islands

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Cutting from *Daily Express*
Issue dated *13 MAR. 1933*

ARGENTINE "REPRISALS" AGAINST BRITAIN

BUENOS AIRES, Sunday, March 12.
The view held by the Argentine that the Falkland Islands do not legally belong to Britain has resulted in the decision of the Government not to regard as valid the stamps issued to commemorate the centenary of the islands.

It is stated that all correspondence from the Falkland Islands so stamped will be surcharged.—Reuter.

Advertisements Home and Abroad

Cutting from
Issue dated *13/3/33.*

The Falkland Isles

NATIONAL sentiment shows itself in rather queer ways, and in none more queer than the Argentine objection to the stamp commemorating the permanent occupation of the Falkland Isles.

People in this country have got into the habit of thinking of them as being British from the beginning of time.

They were sighted by Davis in 1592, called after Lord Falkland in 1689, and Spain herself recognised Britain's title to at least part of the group as long ago as 1771.

But before they were permanently occupied in 1833 there seems to have been a colony from the Argentine which was driven out by the Americans, and because of this and the old Spanish connection the Argentine seems to regard the Islands as rightfully hers.

Patriotic sentiment has been outraged by the centenary stamp, and the ill-advised nature of the commemoration when the Roca Mission is in this country to negotiate a trade agreement is being insisted on.

Of course, the recognition of stamps is a matter of international arrangement, and this country has no particular desire to offend Argentine susceptibilities.

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Cutting from *Daily Herald*
Issue dated *13 MAR. 1933*

STAMP REVIVES 1833 DISPUTE

A postage stamp has revived the century-old dispute between Britain and Argentina over the ownership of the Falkland Islands, which Argentina still claims, though Britain has held them for 100 years.

The islands are issuing a special stamp celebrating the centenary, and the Argentine post office (says Reuter) has given notice that it will not recognise the stamp, and will surcharge all letters from the Falklands which bear it.

Advertisements Home and Abroad

Cutting
Issue dated

Periodicals at Son, Ltd.

"INSULTED" BY A BRITISH STAMP

The Argentine Not to Recognise a Special Issue

BUENOS AIRES, Sunday.
The view held in the Argentine that the Falkland Islands do not legally belong to Great Britain has resulted in the decision by the Government not to regard as valid the stamps issued to commemorate the centenary of the islands.

The Berne Convention is said to have been advised of the Government's decision, and it is further stated that all correspondence from the Falkland Islands so stamped will be surcharged.

This action follows a leader in yesterday's *L'Aprensia*, which maintained that the stamps commemorating the occupation of the Falklands should be regarded as an insult.—Reuter.

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Cutting from

Morning Post

Issue dated

*13.7.33***NEW FALKLANDS STAMP BANNED**

BUENOS AIRES, March 12.

The view held by the Argentine that the Falkland Islands do not legally belong to Great Britain has resulted in the decision of the Government not to regard as valid the stamps issued to commemorate the centenary of the islands.

The Berne Postal Convention is said to have been advised of the Government's decision, and it is further stated that all correspondence from the Falkland Islands so stamped will be surcharged.—Reuter.

Cutting from

Issue dated

FALKLAND ISLANDS STAMPS**Protest by Argentina**

BUENOS AIRES, Sunday.

The recent issue of commemoration stamps by the Falkland Islands has been officially repudiated by the Argentine Government, which has advised the Bureau of the Berne Convention that any correspondence so stamped will be surcharged.

The issue of these stamps has evoked extremely violent newspaper comments here, which, coinciding with the visit of the Roca Mission to England, is unfortunate.

The ground for the outburst is the fact that the Argentine has never abandoned her claim to part of the Falkland group. A settlement by the Argentine was established on the islands in 1820. It was destroyed by the Americans in 1831, two years before the British resumed permanent occupation, the centenary of which is now commemorated. Five years ago the Argentine laid claim to the South Orkneys, an Antarctic dependency of the Falklands, but the claim was not admitted by Britain.—Central News.

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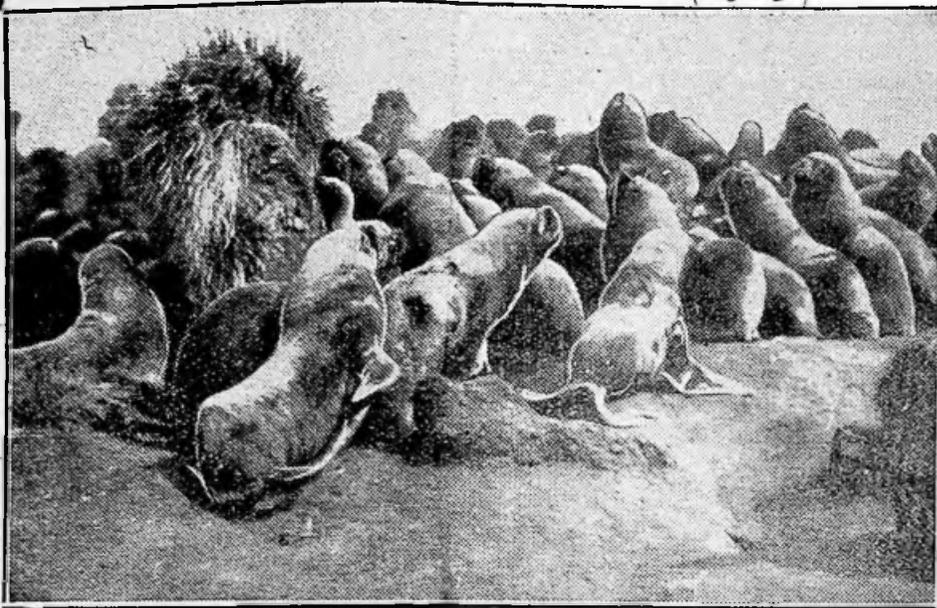
Cutting from

Dorsetshire Echo

Issue dated

Admiral Sir Richard Phillimore, G.C.B., K.C.M.G., M.V.O., J.P., of Shedfield House, presided at a lecture on the Falkland Islands which was given before the British Empire Society in London on **Falkland Islands' Communications.**

In an address delivered at the Falkland Islands centenary meeting held at the Royal Empire Society, Mr. George Bonner, chairman of the Falkland Islands Sheepowners' Association in London, referred to the Falkland Islands' communications. At the present time, he said, they depended on the Pacific Steam Navigation Company to bring their produce to England and also on the Falkland Islands Company's steamship *Lafonia*, which kept up communication with the Islands and Montevideo. It was a small vessel of 600-ton d.w., and had a mail contract for five years from 1931 from the Colonial Government. The P.S.N.C.'s cargo vessels called with outward cargo and also brought most of the produce from the islands home, and the motor liner *Reina del Pacifico* called on her trip round South America in February. Communications with South Georgia were kept up by the steamship *Fleurbaey*, of the Tonsberg Whaling Company, with the aid of a subsidy from the Government.



YOUR SEAL-SKIN COAT MAY COME FROM HERE!—A group of seals on the rocks in the lonely Falkland Islands, on the edge of the Antarctic. Life on these islands is described on page 21.

Rough Island Story of the Empire's Smallest Colony Celebrates its Centenary.

FALKLANDS.

By GEORGE BONNER,

*Chairman of the Falkland Islands Sheep-owners' Association in London, and a Member of the Falkland Islands Executive Council.**

THE smallest Crown Colony of the Empire, the Falkland Islands, celebrated the centenary of permanent British occupation on February 13 last.

The Islands were discovered in 1592 by John Davis in the *Desire*, one of the vessels of a squadron sent out to the Pacific under Admiral Cavendish. Captain Strong, in the *Welfare*, sailed between the two main islands in 1690, and called the passage Falkland Sound, in memory of Lord Falkland, and from this the group took its English name of Falkland Islands.

The first settlement was established in 1764 by De Bougainville, on behalf of the King of France, at Port Louis at Berkeley Sound in the East Island. In the following year Captain Byron took possession of the West Island and left a small garrison at Port Egmont. The Spaniards bought out the French in 1766 and in 1770 forcibly ejected the British from Port Egmont. This almost led to war with Spain, but in 1771 Port Egmont was restored to Great Britain, and in 1774 was voluntarily abandoned. The Spaniards also abandoned their settlement early in the nineteenth century, and the Islands remained without formal occupation and without inhabitants until 1829, when Louis Vernet, under the protection of the Government of Buenos Aires, replanted a new colony at Port Louis. Vernet seized vessels belonging to the United States fishing fleet, and in 1831 his settlements suffered from an American punitive expedition.

In 1833 Great Britain, who had never

released her claim to the sovereignty of the Islands, expelled the few Argentine soldiers and colonists remaining and resumed occupation, which has been maintained to the present day.

Until the Panama Canal was opened, the Islands lay in the main sea route from Europe through the Straits of Magellan to the west coast of South America, and many sailing vessels returned for repairs to Stanley from Cape Horn after trying for weeks to get round to the West.

The greatest event in the history of the Islands happened on December 8, 1914, when they were the scene of the naval battle in which Admiral Sir Doveton Sturdee defeated and destroyed the German Squadron under Admiral von Spee.

Until 1880 the Colony had a grant-in-aid from the Imperial Treasury and a special grant for the mail service till 1885. Since then it has been wholly self-supporting. Nearly all the colonists are of British descent, mostly Scotch. There is no indigenous or native population. The total population in 1931 was 2,392, of whom 1,300 were males.

The Islands produce wool, skins, hides and tallow, and also a small quantity of seal oil. Sheep have been imported from the

earliest times, and for the last sixty years have been the main source of income to the landowners. The Colony has no other resources of any commercial value.

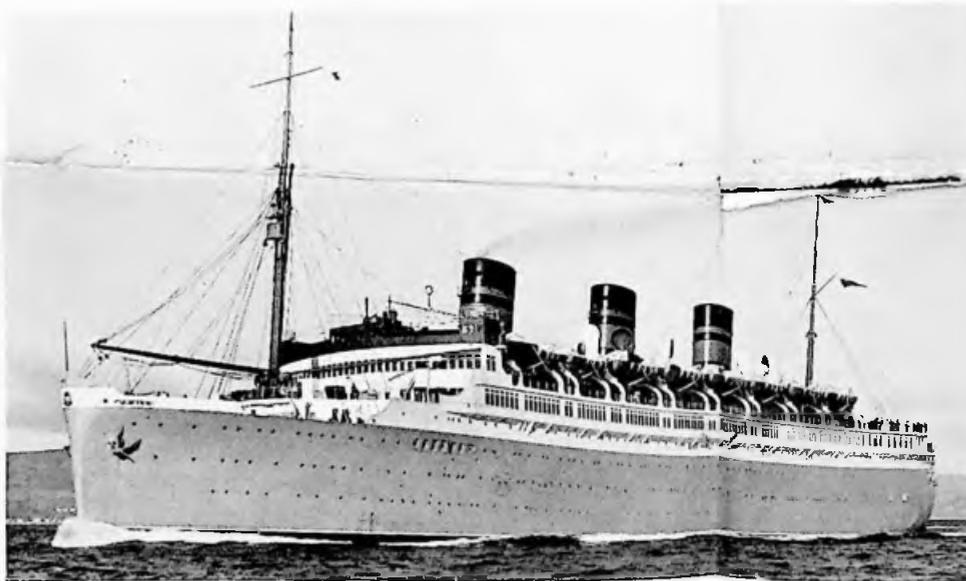
Sport is encouraged as far as the conditions allow. Rifle shooting is almost a national sport. There is very good shooting: snipe, geese and duck are found in many places, and make an acceptable change for the larder.

At present we depend on the Pacific Steam Navigation Company to bring our produce to England, and the Falkland Islands Company's steamship, *Lafonia*, keeps up communication with the Islands and Montevideo. The Falkland Islands radio is in direct communication with London, Bergen, Montevideo, Magallenes and South Georgia.

There are no railways and few roads outside Port Stanley, except those made by the farmers, which generally consist of ploughing a double furrow on each side of the prospective road and making what are called in Africa ribbon roads for the few motor-cars or lorries there. Eventually the centre part is cleared out and you have a road about six feet wide on clay or gravel—which is quite good in summer.

There is only one bank in the Colony, the Government Savings Bank, solely a bank of deposit, but remittances for credit can be made through the Commissioner of Currency and the Crown Agents for the Colonies. A similar service is undertaken by the Falkland Islands Company, which acts generally as bankers and financial agents for the farm stations.

* In an address to the Fellows of the Royal Empire Society in London on February 13.



The new 22,000-ton Liner "Queen of Bermuda" putting to sea.

{Block by courtesy of the General Electric Co., Ltd.

British Luxury Liner for the "Millionaires' Run."

The *Queen of Bermuda*, the new 22,000-ton luxury liner, which has been built at Messrs. Vickers-Armstrong's shipyard at Barrow-in-Furness, for the Furness-Withy Line, has gone into service on the New York-Bermuda "millionaires' run."

The vessel has been built to replace the motor liner *Bermuda*, which was destroyed by fire at Belfast in November, 1931. She has a speed of over 19 knots, and is the last word in luxury and in general excellence of design. More than 1,500 workmen have been employed in building the vessel.

In the February Number of THE EMPIRE MAIL we gave a description of the electrical equipment of this magnificent ship, which is the latest vessel of the luxury type to be equipped with turbo-electric propulsion gear. Electricity is used on the most extensive scale possible throughout the entire ship, the whole of the equipment required being supplied by the General Electric Co., Ltd., of Magnet House, Kingsway, London, W.C.2.

Falkland Islands
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12 Cutting from *Yablet*
Issue dated *18. 2. 33*

The Falkland Islands, celebrating this week the centenary of their occupation as a British colony, are hardly likely to include many of the faithful among the few thousands of souls who make up the population of that distant outpost. But it is a Catholic, Sir James O'Grady, K.C.M.G., who governs the Islands in His Majesty's name. It was in 1930 that Sir James, after six years' service as Governor of Tasmania, left that great island to take up work in the following year in the very different territory of the archipelago in the South Atlantic. Most of the Falkland Islanders are of Scots descent, hardy folk who make sheep-rearing their chief industry. Peaceful folk, too; yet the modern man will hardly, at a first thought, recall their homelands except in terms of war. The fine naval victory achieved in 1914, standing in our annals as the Battle of the Falkland Islands, goes down in history with Trafalgar and other famous engagements. But this week the Islanders themselves, and not their seas, get a waving salute from Britannia's trident, and London has joined with Stanley in centenary festivities. Synchronising with the celebration in our own capital, there have been fireworks, dances, flood-lighting, and other manifestations of joy in the shadow of Government House, with Sir James O'Grady as the personal link of Empire.

Falkland Isles
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Cutting from *Liverpool Wkly Post*
Issue dated *18. 2. 33*

**Old British Colony
Centenary Of The
Falkland Islands**

The Falkland Islands have been celebrating this week the centenary of the occupation of the islands as a British colony. Mr. George Bonner, chairman of the Falkland Islands Sheepowners' Association, and a member of the Executive Council of the island, gave a history and description of them in an address before the Royal Empire Society, in London, last night.

Mr. Bonner said the population in 1931 was 2,392. Nearly all are of British, mostly Scottish, descent, and there is no native population. Sheep were the main source of income to the islanders, and the colony has no other resources of commercial value. There was very good shooting, snipe, geese, and duck being plentiful. Rifle shooting was almost a national sport, and the Falkland Islands team won the Kolapore Cup at Bisley in 1930.

GREAT NAVAL BATTLE

The greatest event in the history of the islands occurred on December 8, 1914, when they were the scene of the naval battle in which Admiral Sir Doveton Sturdee defeated and destroyed the German squadron under Admiral von Spee. Mr. Bonner mentioned that the islands have a daily paper, *The Penguin*, printed by the Government. The people, he added, were celebrating the centenary all this week, beginning with a church parade and service in the cathedral.

The Falkland Islands were discovered by John Davis, in the *Desire*, on August 15, 1592, one of the vessels of a squadron sent out to the Pacific under Admiral Cavendish.

A message of thanks was received from the King in reply to the greetings of the Falkland Islands community.

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Cutting from *Western Daily Post*
Issue dated *13 MAR 1933*

THE FALKLAND ISLES.

National sentiment shows itself in rather queer ways, and in none more queer than the Argentine objection to the stamp commemorating the permanent occupation of the Falkland Isles. People in this country have got into the habit of thinking of them as being British from the beginning of time. They were sighted by Davis in 1592, called after Lord Falkland in 1689, and Spain herself recognised Britain's title to at least part of the group as long ago as 1771. But before they were permanently occupied in 1833 there seems to have been a colony from the Argentine which was driven out by the Americans, and because of this, and the old Spanish connection, the Argentine seems to regard the islands as rightfully hers. Patriotic sentiment has been outraged by the centenary stamp and the ill-advised nature of the commemoration, when the Roca Mission is in this country to negotiate a trade agreement is being insisted on. Of course, the recognition of stamps is a matter of international arrangement, and this country has no particular desire to offend Argentine susceptibilities.

IN ENGLAND'S LONELIEST COLONY

Yorkshire Pioneers in a Land of Seals and Penguins

By A Special Representative

I HAVE just been speaking to a Yorkshire woman who for several years of her life has lived in a bleak outpost of the British Empire, where year in and year out the wind drones like a mighty machine round the wooden homes of the settlers—an outpost from which whaling vessels set sail for the white-flecked whale hunting grounds of the Antarctic.

Mrs. M. Roberts, wife of Captain Roberts, marine superintendent at Port Stanley, in the Falkland Isles, England's smallest Crown colony, which is this week celebrating a centenary is at present on leave in this country, staying with her mother, Mrs. J. Holgate, at Fir Grange, Harrogate.

Mrs. Roberts is one of the band of Englishmen and Scots who form the population of this fragment of the British Empire, tucked away at the southernmost tip of South America.

Since the British flag was firmly planted in the soil of these islands exactly a hundred years ago these hardy colonists have sought the hidden wealth of the whaling grounds and the sheep farms among the hills, suffering extreme discomfort, and sometimes privation.

Despite the many improvements during the last few years the treeless, wind-swept isles lack most of those comforts which the ordinary man or woman living in this country expects. There are no railroads; people from the farms or "camps" must travel many weary miles on horse-back to reach the ports.

How can life be made worth living in a town which looks out over the South Atlantic, where there are no cinemas, and where the entire population is less than that of the average English village?

For Port Stanley the only real centre in the islands, and the place from which Sir James O'Grady, former M.P. for South-East Leeds, rules as Governor of the Falklands, is such a town.

No Postmen

Mrs. Roberts told me that for many months of each year no passenger boat enters the port, and that on the arrival of any boat which might bring mails there is an immediate rush to the post office, for Port Stanley has no postmen.

"The greatest day of the year," said Mrs. Roberts, "is the day when the tourist boat arrives. People from the camps miles away come into Port Stanley to see the tourists disembark, and to see what change there has been in the fashions since the previous year. And usually," she added, with a smile, "they come in for severe criticism, because they always seem to us very advanced."

"Everyone looks forward to these visits, but despite the keenness of this anticipation there is always the fear that the strangers may be, unintentionally, the cause of a serious epidemic of influenza. For once influenza starts in the islands it spreads with remarkable rapidity."

"It is always a great occasion when a naval boat pays a visit. One reason is that the islanders are excellent dancers, and they know the Tars will be able to teach them the latest steps."

"Almost every house in the islands is built of wood, and nowadays they are shipped out from England all ready for fitting up."

"Very occasionally there is a cinema show presented by a popular Roman Catholic priest, who is able to get hold of old silent films after they are no longer of any use in this country. Often it is quite impossible to understand the plot, because where the film has been damaged, whole pieces are taken out, and the priest himself does more cutting himself when he thinks it necessary—especially in the love scenes," she added, smiling.

The Modern Touch

"Then we have loud-speakers linked up

to the Town Hall, from where radio programmes from Monte Video are picked up. Sometimes the atmospherics are so bad that it is impossible to give the programme, so gramophone records are substituted."

Mrs. Roberts showed me a copy of the one paper published in the islands, and of which she was at one time editor. The paper consists of either two or four sides of typescript, depending on the amount of news to be offered, and which, to a large extent, is received by telegraph.

"You can imagine how important an event, such as a dance like the one which takes place at Christmas, can be, when I tell you that some of the camp people will travel continually for three days, sleeping in the saddle, in order to reach the town in time."

Centenary Summer

According to letters received by Mrs. Roberts and her mother, the islands are having a centenary summer of unusual heat—not, perhaps, heat as we should imagine it, but certainly heat for so far south. There is no Gulf Stream to heat the grey waters that pass by, and it is generally estimated that any man who has the misfortune to fall into the sea will be dead from the shock of the immersion within three minutes.

The ever-wailing wind, which will pull up by the roots any plant unprotected by a wall, has made it impossible to grow green vegetables except under cover, though root crops can be cultivated. "In England we generally remark that the wind's rising," Mrs. Roberts explained. "In the Falkland Islands the position is reversed. The wind is so consistent that when there is a slight variation we say, 'The wind's drooping.'"

"Mutton is the islanders' staple food. In fact, it is known all over the islands as 'three-sixty-five,' because it is there every day of the year."

Time Doesn't Matter!

"In the camps a stranger is always welcome. The islanders are among the most hospitable and pleasant people you could meet; but in the camps they have one peculiar failing. They rarely trouble about the time. Greenwich means nothing to them. It may be seven o'clock at one camp and five o'clock at another. This doesn't seem to trouble the shepherds, but it can be very confusing to strangers."

"Port Stanley has a Yorkshireman, Mr. Albert Hoare, as superintendent of schools. He has to see that the difficult work of educating the children in the 'camps' can be carried on. As it is impossible for all the children to go to school in Stanley, travelling schoolmasters are sent to the camps, where they stay for a short period teaching the children."

"Before he leaves for the next camp work is set by the teacher in order that the children will be kept busy until he is able to make another call."

Sea animals and birds such as the seal and the penguin abound in the islands, and the skull of a leopard seal which now has a place in the museum of the Royal College of Surgeons was sent from the islands to Lord Moynihan, the well-known surgeon, by Mrs. Holgate.

This strange piece of England, 8,000 miles away, where nothing but English is spoken, is a land which may seem drab to us, but despite its wind, its mist-topped hills and its cold and bleakness, the islanders are a happy throng, hard-working and homely, true pioneers, unscathed by civilisation.

Despite its external drabness, the Falklands are one of the happiest of England's "baby" colonies.



Here is a typical "conference" of penguins in the Falkland Islands, about which a Yorkshirewoman talks in an adjoining column.

Cutting from *Northern Daily Mail*
Issue dated *20/2/33*

A Derelict of the Isles.

It was at the Falkland Islands, over which the centenary of British rule has just been celebrated, that a noteworthy ship of the mid-nineteenth century came to an ignominious end writes a "Manchester Guardian" correspondent. This was the Great Britain, which was at one time not only the largest ship afloat (her length was 320 feet) but the first iron-built steamer to cross the North Atlantic and the first for some years to be driven by a screw propeller instead of by the customary paddle-wheels. She was launched at Bristol in 1843, and made a triumphant trip along the coast to London, greeted by crowds of excited spectators. Her appearance was that of a big sailing ship with lines of painted ports along the hull and six tall masts—the smoke-stack among them looking strangely out of place. Queen Victoria paid her a state visit on the Thames. She was put on the mail service between Liverpool and New York, where she did some record passages in 15 and later in ten days' time. For over 30 years she travelled regularly between this country and Australia earning big money at the time of the gold rush, when she sometimes carried as many as 600 passengers. Her last trip was in 1886, when, beaten and battered by storms, she put into the Falkland Islands a helpless cripple. Too far gone for repairs, the owners abandoned her to the underwriters, and the once-crack liner ended her days as a coal hulk.

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Cutting from *Journal of Educational Research*
Issue dated

TEACHERS' PENSIONS IN THE COLONIES

The Board of Education has just issued the draft, dated February 22, 1933, of the Teachers' Superannuation (Colonial Reciprocity) Scheme proposed to be made under the Teachers (Superannuation) Act, 1925.

Under the scheme effect is given to the following arrangements made between the Board and the authorities administering statutory schemes of superannuation in British Guiana, Falkland Islands, Federated Malay States, Gambia, Gold Coast, Grenada, Hong-kong, Leeward Islands, Mauritius, Nigeria, Northern Rhodesia, Nyasaland, Palestine, Sierra Leone, St. Helena, Straits Settlements, Tanganyika Territory, Trinidad, Uganda, and Zanzibar:—

Pensionable service in a Colony shall, for the purposes of the Teachers Superannuation Act, 1925, be treated in the same manner as service in Scotland which is approved external service under Section 13 of that Act, except that:—(i.) the proviso to paragraph (b) of sub-section (2) of that section (which relates to the calculation of average salary) shall not have effect; and (ii.) unless the Board otherwise determine as respects the Colony concerned, paragraphs (d) and (e) of sub-section (2) of that section shall have effect as if pensionable service in the Colony were service of the kind described in paragraph (b) instead of paragraph (a) of sub-section (1) of that section.

Where a teacher ceases to serve in pensionable service in a Colony at any age lower than 60 years and thereupon becomes entitled to receive a pension under the Colonial Scheme:—(i.) if the teacher so elects, that lower age shall, for the purpose of the grant of superannuation allowances at that age, be substituted for the age of 60 years in the application to him of sub-section (1) of Section 3 of the English Act; and (ii.) if by virtue of these arrangements the teacher becomes entitled, either by election as aforesaid or on the ground of infirmity, to receive superannuation allowances under the English Act at the said lower age, those allowances shall be at a reduced rate according to the scale set out in a schedule or (if the lower age is not specified in the scale) at such reduced rate as the Board may determine.

These arrangements shall have effect for each Colony as from January 1, 1933, and shall not apply with respect to any pension, allowance, or gratuity which became payable, or which might if these arrangements had been in operation have become payable, before that date.

Falkland Is 3

Telephone: HOLBORN 4343. Telegrams: {BOOKSTALLS, ESTRAND, LONDON.

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Cutting from *Birmingham Post*
Issue dated *13.3.33*

ARGENTINE'S CLAIM TO THE FALKLAND ISLANDS.

COMMEMORATIVE STAMPS NOT TO BE RECOGNISED.

BUENOS AYRES, March 12.

The view held by the Argentine that the Falkland Islands do not legally belong to Great Britain has resulted in the decision of the Government, announced in the evening papers, not to regard as valid the stamps issued to commemorate the centenary of the islands.

The Berne Convention is said to have been advised of the Government's decision, and it is further stated that all correspondence from the Falkland Islands so stamped will be surcharged.

This action follows a leader in yesterday's "L'Aprensa," maintaining that the stamps commemorating the occupation of the Falklands should be regarded as an insult to the Argentine, as it does not admit Great Britain title to the islands which, known here as the Malvinas, are invariably described as Argentine territory illegally occupied.

Issue dated *2/2/33*

More About Peat Fires.

MY notes about the rare peat fires that still burn in Yorkshire have inspired a colleague to remind me that in the far-away Falkland Islands, right at the tip of South America, with which he is acquainted, there are peat fires in every home. But they have modern improvements, too, and many of the rooms warmed by peat fires are lighted by electricity.

It used to be the custom, my informant adds, for every man to cut his own peat, but now the people who can afford give the work to others to help solve the unemployment problem. So they have that, too.

THE Falklands are just now celebrating the centenary of British occupation, and Sir James O'Grady, the Governor, so well known in Leeds for many years, is just the man to preside over the merrymakings. "He is immensely popular," writes my colleague, "with the younger people, and is always willing to join them in their endeavours to brighten the lives of the older folk."

And, let me add, if that is the prevailing spirit of the rising generation in the Falklands, it must be a very nice place to grow old in. Sir James is no chicken himself, so no wonder he enjoys life there.

Frank North.

"Leeds Mercury" Office, Bond Street, Leeds.

initials had been in common use for degrees in theology, arts, medicine, and law; so that we might fairly expect "M.P." to appear even earlier than it seems to have done.

In parliamentary reports, "D.," "V.," "L.," and so forth stood for "Duke," "Viscount," and "Lord," whilst the first and last letters were the sole, but sufficient, clue to the titles of peers or the names of commoners. Other abbreviations such as "H.M.," "His R.H.," "H. of Peers," "H. of C.," "S(outh) S(ea) House," and so forth, were scattered broadcast in the news columns. Sometimes there was a trifle of indiscretion about them. It is possible that the recently deceased "Rev. Bryan Faucet, AM. and ASS." would not have approved this method of indicating that he was a "Fellow of the Society of Arts and Sciences."

At the start of the magazine the usual forms were technically correct, "knight of the shire" and "burgess," or the ordinary "member of parliament" and "representative in Parliament." Within a very few years these are commonly shortened to "member of Parl. for . . ." and then to "member for . . ." Then in 1737 (pp. 450-451) are three examples of "M. of P." Like all such initials, they were clearly an attempt to avoid wearisome repetition and to save space. But this convenient economy was stamped on by somebody, a shocked and indignant subscriber or a testy editor, for thereafter the magazine reverted to its old custom.

About a decade later (1749) the cumbersome "in the commission of the peace" gave way to "Justice of the Peace," "Just. of P.," and "J. of P." It was a year prolific of such things; amongst which may be mentioned "Mess. Wesleys," "The Crown mentioned "Mess. Wesleys," and a m. of w." for one of H.M. ships; and a curious example, "The King h.b. pleased to appoint." Meanwhile, "Member for . . ." and "Member of Parliament" remained the normal form, and I have not come across any abbreviation for them before 1780. Then came quite a spate of "M.P. for . . ." and in 1781 (pp. 94, 541, 594) the earliest examples I have observed of our current usage, e.g. "Geo. Gipps, esq., M.P.," without any constituency being named. The full description persisted all the time, so that on a single page (243) we may see "representative for . . ." "late member for . . ." and "M.P. for . . ."

I have not pursued the matter beyond 1781. This may have been another tempor-

ary aberration from which a repentant editor rescued his pages. However that may be, I believe "M.P." was common form before 1800; it certainly was neither invented nor popularised by Byron's "All hail M.P." in 'Bards and Reviewers' (l. 293). I hope that some of your correspondents may be able to send other dated examples from other sources which will confirm the above quotations or precede them.

J. V. KITTO.

THE FALKLAND ISLANDS CENTENARY, 1933.

THOUGH I have never been to these islands, I have, for many years past, kept up an interest in them.

In March, 1882, I entered a firm of ship and insurance brokers and forwarding agents, of Leadenhall Street, London, with whom I remained for twelve months, and then went to their Liverpool office as a partner in the branch there. I remained in Liverpool until the autumn of 1883.

For three years or so, the Liverpool partner stayed on with me, and then went to the London office, and, I understood, went out again to the Falkland Islands, to see the possibilities of more trade. He had, before 1882, been living at Port Stanley; Punta Arenas, the port of Tierra del Fuego; and other places on the Patagonian and Argentine sea-board, in order to ascertain the market for wool, and various other things, including mutton. Punta Arenas was, and I suppose still is, the place where S. American liners call to trans-ship to the Falklands and other places.

My friend told me that Port Stanley, when he went there, before 1882, was an unpleasant place to live in; and that there was only one real tree on the island. He may have "pulled my leg."

The London firm—in which I was not a partner—was one of the first to see the possibility of trade in wool and mutton, and before 1882 had sent out to the Falklands, on one or more voyages, a small steamer, whose commander was Capt. Patmore—a son of the poet.

I have, at the present time, in the entrance-hall of my house, the fine brass-cased barometer upon which he relied in his voyages; so that every time I note the weather, I must be in some way brought back to thoughts of the Falklands. This same barometer served me when in Switzerland, for calculat-

ing heights.

Sometime between 1884 and 1887, I sent to Port Stanley a barrel of beer, brewed by my brother especially for the purpose, at the Old Salop Brewery, which belongs to him; and, at that time, belonged to him and my late father. I do not remember what became of the barrel after it left Liverpool in one of the large liners. It may be that the Punta Arenas dockers sampled all of it, or perhaps the Port Stanley people were total abstainers. No more beer was sent out, though the cask in question was said to have been the first one of any sort to go to the Falklands.

About 1885-6, I was notified by the London office to expect a genuine shepherd and his dog (they would be first of their kind to be sent to Port Stanley). One morning accordingly the Highland shepherd, and his splendid and intelligent collie, arrived. Though I had lived in Southern Scotland, and visited as far north as Aberdeen, I found the shepherd—who wore a heavy plaid and carried a "shepherd's crook"—very difficult to understand. I seem to remember, however, that he knew the word "whisky," pronounced as we pronounce it. His passage having been arranged in London, I had not much to do except see that he went on board in plenty of time. As far as I can remember—after nearly fifty years—I had to do with some other men and dogs *en route* to the Falklands. I believe that my old London principals split up their business into two separate firms, and one, if not the two, still carry on with the old trade to Port Stanley, but I am not certain.

One of the last things I did, I think in 1886-7, concerned with the Falklands, was to meet in a Liverpool dock (I think one by St. Nicholas's church) the first steamer (small but well-arranged, as things were then) which was to go out to some port to be the steamer for the use of the Bishop of the Falkland Islands. I had certain instructions which I carried out, and I saw the vessel start on its long voyage. I believe a new steamer was provided lately; but I do not know if this was the second or the third.

HERBERT SOUTHAM.

ALL SAINTS', FULHAM, CHURCH-YARD.—The Highway Authority is seeking powers to remove human remains, gravestones, and monuments from the portion of this churchyard next to Putney Bridge Approach, to enable the road to be

widened. It is proposed to remove the human remains to North Sheen Cemetery, and to place the memorials in another part of All Saints' churchyard, or elsewhere. The usual statutory notice to relatives of deceased persons there buried has been published under date of 8 Feb., but the legal period of three months must elapse "before removing or changing the position of any tombstone or monument" (6 Edward VII. (Ch. 25). Descendants living in distant parts of the world have therefore barely time to assert their right at Common Law to stay by legal process the proposed interference with family graves. On the memorials to be moved the following inscriptions are legible, but others are defaced:

Mary Elizabeth CLEASBY, d. 1852. Aged 10 months.

Louisa BATSFORD, d. 1866. Aged 79 years.

Edward CLEASBY, d. 1875. Aged 75 years.

Elizabeth CLEASBY, widow of Edward, d. 1900. Aged 82 years.

Henry Vincent CLEASBY, d. 1922. Aged 70 years. Son of the above. Died at Matlock.

Maria COTTON, d. 1727. Aged 63 years. Also three sons and one daughter.

Mr. John FAULKNER, of this parish, and great-grandchildren of above who died in their infancy.

Also Henry James FAULKNER, d. 1801. Aged 8 months.

Elizabeth Charlotte, d. 1801.

Frances, wife of Thomas FAULKNER, d. 1820. Aged 40 years.

Also John FAULKNER, husband of above Elizabeth Charlotte FAULKNER, d. 1830. aged 83 years.

Frances HINCHLIFF, wife of Thomas Hinchliff, citizen and mercer of London, only daughter of Revd. Mauham BRIDGES, Chancellor of Cathedral Church of Wales, and of family of LIBERTON in Co. Hereford. D. 1717. Aged 40 years.

Also Mr. Thomas HINCHLIFF, husband of above Frances, d. 1762. Aged 69 years.

Elizabeth LANGDALE, d. 1759. Aged 78 years.

Mary EUSTACE, d. 1765. Aged 69 years.

Margaret NEWNEY, d. 1783. Aged 71 years.

Peter NEWNEY, husband of above, d. 1784. Aged 72 years.

MEADS . . . (illegible).

FAKED TELEGRAM WINS A GREAT BATTLE

FALKLAND ISLANDS SECRET OUT

SIR R. HALL DUPES THE GERMAN NAVY

"ORDERS" VON SPEE TO HIS DOOM

THE amazing revelation is made to-day that Admiral von Spee's squadron was lured to its destruction off the Falkland Islands by a bogus cablegram sent by a British Admiralty agent from Berlin on a German Admiralty form, with German Admiralty and censor stamps.

This sensational story is in "The Dark Invader" (Lovat Dickson, Ltd., 9s.). The author of the book, which is published to-day, is Captain von Rintelen, who states that he heard it from Admiral Sir Reginald Hall, Director of Naval Intelligence.

Captain von Rintelen had just surrendered as a prisoner of war after being brought (by another bogus telegram) across from America.

Admiral Hall and Lord Herschell, his assistant, gave their captive dinner at a service club. It was then Captain von Rintelen heard the story of how von Spee was trapped.

DUMMY CRUISERS

Lord Herschell thus began the story at the dinner table:—

"It was necessary to send the Invincible and the Inflexible out to sink von Spee, so Admiral Hall had two dummy wooden battle-cruisers, exact copies of the Invincible and Inflexible, built and towed out to the Aegean Sea, where the real battle-cruisers were. One night the two battle-cruisers vanished, and the dummies came in unseen and took their place. Nobody knew the difference."

Having heard this much von Rintelen thought his hosts were pulling his leg, until Admiral Hall spoke of "my man."

"Your man?" I burst out.

"My man," said Admiral Hall calmly. "My agent."

"I had instructed him to find out how telegrams were sent from the German Admiralty to the ships which were still at sea."

"He informed me that the method was quite simple. When such a telegram had to be despatched, a messenger was sent from the German Admiralty to the Berlin chief telegraph office to hand it over."

"They used special forms, and the telegrams had to be furnished with the stamp of the relevant Admiralty department, and also the stamp of the censors' office."

"BERLIN" COMMANDS

"I do not know how my agent managed it, nor do I think I should have been interested. All I know is that he possessed both stamps and forms, and I have no doubt that he used them."

"You will remember von Spee was at anchor with his squadron off Valparaiso. As soon as I was in possession of this information I sent my agent in Berlin instructions to act."

"He had been carrying for some weeks a telegram that I had sent from London, set up in Boylston's code, and containing strict orders for Admiral von Spee to leave immediately for the Falkland Islands and destroy the wireless station at Port Stanley, in the Falklands."

The telegram from Berlin reached von Spee in Valparaiso. His staff tried in vain to dissuade him from going.

Meanwhile, the Invincible and the Inflexible were hurrying to the Falklands.

Von Spee's squadron appeared off the Falkland Islands early on December 8, 1914, and within a few hours Sturdee had sunk them.

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Cutting from

Daily Herald

Issue dated

20/2/33.

Sent to Doom By "Faked" Radio Message

HOW Admiral von Spee and his men were led to their doom in the Battle of the Falkland Islands by a message wirelessed from Berlin by a British secret service man is revealed to-day by Captain von Rintelen in "The Dark Invader" (Lovat Dickson, 9s.).

The author, who worked at the centre of a web of German agents in New York, was interned in England in 1915.

He claims to have heard the story from Admiral Sir Reginald Hall, who was Chief of the Intelligence Division at the Admiralty during the War.

The German secret code had already fallen into the hands of the British. "I instructed my agent in Berlin to find out how telegrams were sent from the German Admiralty to the ships at sea," said Sir Reginald.

"I do not know how he managed it. All I know is that he possessed both stamps and forms, and I have no doubt that he used them."

As soon as he heard that Von Spee was off Valparaiso, Sir Reginald sent the agent instructions to act.

"He had been carrying for some weeks a telegram that I had sent from London, set up in the German code and containing strict orders for Admiral von Spee to leave immediately for the Falkland Islands and destroy the wireless station at Port Stanley."

The Germans sailed into the British trap and were destroyed. The Kaiser added a manuscript note to the official report of the disaster: "It remains a riddle what made Von Spee attack the Falkland Islands."



Von Spee

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Cutting from

Birmingham Post

Issue dated

3/2/33.

FALKLANDS' CENTENARY AS A COLONY.

HISTORY TRACED FOR OVER 300 YEARS.

A brochure descriptive of the history of the Falkland Islands, has been written by Mr. J. M. Ellis, the Colonial Secretary of the Islands and a nephew of Mr. Anthony Ellis, of 91, Devonshire Road, Handsworth Wood, Birmingham.

The Falkland Islands constitute a landmark in the modern history of the Empire, and in the early stages of the war they sprang into prominence as the scene of Admiral Sturdee's victory over Graf von Spee, December 8, 1914, when the naval battle was fought, is regarded as a national day in the colony, and the occasion is celebrated by a religious service and a public holiday.

Mr. Ellis has been resident in the islands six years. The brochure, which has been prepared in connection with the celebration of the centenary of the colony, is well written, and traces the history of the islands from the late sixteenth century, when the group was sighted by John Davis and Sir Henry Hawkins.

Cutting from *Birmingham Post*
Issue dated *21 FEB 1933*

OWNERSHIP OF ANTARCTIC TERRITORIES.

NORWAY'S PROBABLE ATTITUDE TO AUSTRALIA'S CLAIM.

OSLO, February 20. The Australian claim to all Antarctic territories to the south of 60 degrees S. lat. and between 160 degrees and 45 degrees E. long., with the exception of Adelle Land, which is claimed by France, has aroused keen interest in Norway. For many years Norway has carried on scientific explorations in Antarctic waters, where a large Norwegian whaling fleet is occupied.

Bjorne Aagaard, a Norwegian expert on Antarctic questions, declares: "It remains to be seen whether the Australian claim will be recognised by other countries. Norway will probably acquiesce with certain reservations. Great Britain hitherto had two large sectors—the Falkland sector and the Ross sector—and should the Australian claim be universally recognised, the British Empire will have made an important step towards making the Antarctic continent a British one."

"The Norwegian Government will certainly withhold its final decision until the whole problem has been thoroughly considered."—Reuter.

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Cutting from

Manchester Gdn
20 FEB. 1933

Issue dated

A Derelict of the Isles

It was at the Falkland Islands, over which the centenary of British rule has just been celebrated, that a noteworthy ship of the mid-nineteenth century came to an ignominious end. This was the *Queen Victoria*, which was at one time not only the largest ship afloat (her length was 320 feet) but the first iron-built steamer to cross the North Atlantic and the first for some years to be driven by a screw propeller instead of by the customary paddle-wheels. She was launched at Bristol in 1843, and made a triumphant trip along the coast to London, greeted by crowds of excited spectators. Her appearance was that of a big sailing ship with lines of painted ports along the hull and six tall masts—the smoke-stack among them looking strangely out of place. *Queen Victoria* paid her a state visit on the Thames. She was put on the mail service between Liverpool and New York, where she did some record passages in fifteen and later in ten days' time.

For over thirty years she travelled regularly between this country and Australia, earning big money at the time of the gold rush, when she sometimes carried as many as 600 passengers. Her last trip was in 1886, when, beaten and battered by storms, she put into the Falkland Islands a helpless cripple. Too far gone for repairs, the owners abandoned her to the underwriters, and the once-crack liner ended her days as a coal hulk.

THE HUMPBACK WHALE: A PLEA FOR PROTECTION.

PRACTICALLY all ~~the~~ countries are now interested in the protection of wild life. In the United States of America and in Germany public opinion is strongly in favour of the conservation of the local fauna. Unfortunately in the British Isles the indigenous fauna that remain are scanty; but there are numerous regulations for the protection of wild birds, fish and such mammals as seals. To the British Colonies every credit is due for the magnificent stand that has been made for the preservation of some of the rarer wild animals of the globe, which would otherwise undoubtedly become extinct in a few years. The nature reserves in British Africa are second to none in the world, and the reports of the Society for the Preservation of the Fauna of the Empire certainly add prestige to the British Empire.

Even in such a remote district as South Georgia, one of the Dependencies of the Falkland Islands, the Elephant Seal has been saved from certain extinction by the enlightened system of control introduced by the Colonial Office in 1910. The coast of South Georgia is now divided into four roughly equal divisions, one division constituting an absolutely unmolested reserve each year. Hunting was formerly so intense that by 1885 the Elephant Seal was practically extinct in South Georgia. There was no hunting for years, eventually regulations were made and there is now no danger of the extermination of the Elephant Seal. For land fauna, departmental or government action, if taken in time, is undoubtedly effective, but what of creatures like whales, which roam the seas regardless of the territorial waters? Here international action is alone effective, and that it is already urgent in the case of at least one species of whale is sufficiently evident.

The Humpback is one of the Whalebone whales, and if not a Finner Whale *sensu stricto* is certainly closely allied to the Finners of which such a heavy toll has been taken by modern whalers. At the present time whaling is carried on mainly in the Antarctic Seas, in the waters of the Dependencies of the Falkland Islands and the Ross Sea Dependency. There are other areas certainly, but they are of minor importance. Whaling is now carried on by means of large floating factories,

specially built steamers of over 22,000 tons, each of which has from five to seven small attendant steamers—the whale chasers—who supply the daily quota of victims. The whale carcasses are hoisted on board the "factory" ~~to be cut up and boiled down.~~ All the operations are ~~carried~~ on on the high seas, far from a land base, and often in the remotest areas. A modern floating factory is capable of dealing with 2,500 barrels of oil a day or a total capacity of 25,000 tons, i.e. more in two days than the original factories could carry away after a season's work.

The annual slaughter of whales during the last two seasons has exceeded 30,000 per annum. During the height of the great American fishery—immortalised in the pages of *Moby Dick*—the total number of victims was only 2,500 per annum. Every whale over forty feet in length is a fair target for the modern whaler. Whaling is not only a highly lucrative business, it is a perfectly legitimate one as well. Nevertheless where excessive hunting of any species of whale seems to be established it behoves every civilised country to support at the League of Nations, which has appointed a Committee to inquire into this question, a scheme to secure some method of protection which will prevent any species of whale from absolute extinction. What of the Humpback?

The Humpback is a very thick whale attaining a length of 52 feet. It has a dorsal fin, grooves in the skin of the throat, small baleen plates or whalebone, in which features it resembles the Finners or Rorquals. Black in colour, this whale is easily recognised by its peculiar flippers, which are scalloped on their lower edges and are very long, being about one-third of the body length. It is now extremely rare in British waters. None appears to have been stranded on the British coasts in recent years, though there are records for 1839 (Newcastle), 1863 (the Mersey), and the winter of 1883-4 (the Tay).

The research work recently inaugurated by the *Discovery* Committee of the Colonial Office in the Antarctic Seas and the corresponding work of the Whaling Committee of the International Council for the Investigation of the Sea for northern areas, does not touch the Humpback problem to any appreciable extent. We have not the same statistical material available for the Humpback as for the Blue and Common Finner Whales, because the great massacre of Humpbacks took place before the importance of collecting the statistical evidence was realised;

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Cutting from *Torquay Express*
Issue dated **3 APR 1933**

Sir James O'Grady, Governor of the Falkland Islands, who was born in Bristol, is presenting to the city a cigarette box made from wood of the Bristol-built Great Britain, one of the first steamships to cross the Atlantic.

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Cutting from *Morning Post*
Issue dated **17 APR 1933**

All Argentine Grievance

The "Morning Post" welcome in Spanish to Dr. Julio Roca and his colleagues of the Argentine Mission on their arrival in London gave great satisfaction to their countrymen, a Buenos Aires reader assures me.

He goes on to say, however, that the recent issue of Falkland Islands stamps was less favourably received. The Argentine still lays claim to the Islands, with the result that letters bearing the new stamps are to be surcharged as though unstamped. Philatelists will doubtless take advantage of the opportunity to make additions to their stamp collections.

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Cutting from *Glasgow Herald*
Issue dated **6/4/1933**

Diplomacy

Diplomacy is notoriously a game with its own rules and conventions, which must be kept in mind in considering a quaint little story from yesterday's foreign news. Once a year the Argentine formally ventilates through her Ambassador in London a claim to sovereignty over the Falkland Islands, and, because of this little matter, has refused to recognise as valid the special centenary issue of the islands' stamps. And now Chile has taken a hand in the game. She, too, has barred the offending stamps, and why? Because, says Renter, she is following a policy of the closest friendship with the Argentine. Therefore the step is to be considered "as one of solidarity and not in the remotest degree as an anti-British gesture." Translated into terms of real life, when A puts his fingers to his nose at B he is not to be taken as wishing to insult B, but only as showing C, who has already made his gesture, how much he likes C. Which in real life would be absurd, but which in diplomacy is apparently to be followed by votes of thanks all round.

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Cutting from *Doncaster Gazette*
Issue dated **13/4/33**

PROSPERITY REIGNS—

IN HYDERABAD AND THE FALKLAND ISLANDS!

What is the most prosperous part of the British Empire at the present time?

Quebec has had a favourable trade balance and negligible taxation, and its people, almost entirely of French stock, labour diligently and happily on some of the richest agricultural, mineral and timber-bearing land in the world.

Palestine, too, is doing well, for, thanks to a vigorous policy of development, it is one of the few countries where there is actually no unemployment.

Then look at the West Indies which are thriving exceedingly and to which a new era of prosperity is opening through the development of the banana trade with this country—a golden fruit which will yield a golden harvest.

But the palm for comparative wealth must go to—the misty and fog-dirt Falkland Islands. Their inhabitants have reaped great fortunes from whales and whale products; their expenses are trifling; they pay no taxation, and their accounts in the banks in London are actually the heaviest of the Colonies.

There surely is a record to be emulated. But perhaps more within our competitive orbit comes Hyderabad, the sunny antithesis of the Falklands and happy state of India which refutes the common impression that that great country is universally and continually in an economic turmoil. We know too little of these heritages of ours. I doubt if one schoolboy in a thousand could tell off-hand where Hyderabad lies and what roughly is its size—and certainly not one adult in two thousand. Yet it is as large as the British Isles, occupies the very centre of the Indian continent, boasts a population of fifteen millions—half as great again as that of Canada—and sent us regiments and fortunes during the war. And just look at these impressive records:—

Hyderabad has:—
No income-tax;
Record profits every year for the State Exchequer;
State enterprises like railways and electrical installations which make money;
A contented people whose industries and education are encouraged in every way;
Loyal relationships between its Prince and its people;
Religious toleration;
One sixth of the total area under cotton in India;
A system of beneficial Government supervision which is a model of its kind.
No customs barriers between her and the rest of the continent.

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Cutting from *Star*
Issue dated **5 APR 1933**

BRITISH STAMPS BARRED.

Argentina And Falkland Islands Centenary Issue.

Chile has associated herself with Argentina in barring the special centenary stamp issues of the Falkland Islands, according to the Exchange.

The Minister of the Interior ordered the Postmaster-General not to recognise the British stamps; any letters arriving franked with the issue will be surcharged as being unstamped.

The Argentine recently barred the stamps because of her claim to the sovereignty of the islands, which once a year she formally ventilates in London through her Ambassador.

As Chile is following a policy of the closest friendship with the Argentine at the present time, the step is considered in South America as one of solidarity and not in the remotest degree as an anti-British gesture.

Cutting from

Sunday Times
21-5-33

Issue dated

ROMNEY SHEEP

THEORIES AS TO ORIGIN OF BREED

The Romney sheep is the only sheep that has ever had its picture on a postage stamp to indicate one of the staple industries of a country.

"A postage stamp to commemorate the 1833-1933 centenary of the British administration of the Falkland Islands bears the picture of a Romney Marsh ram, so named on the stamp," states Mr. G. H. Garrad, the county agricultural organiser, in the "Kent County Journal."

"Large numbers of Romneys have been sent abroad to the Falkland Islands, where they have played a very important part in improving the breed.

Various theories as to the origin of the Romney sheep have been put forward.

"One theory is that it first came from the Low Countries or from some other part of the Continent.

"It has also been suggested that some time or another some Cheviot sheep being shipped to London escaped from a wreck and overran the Kentish marshes so that some Cheviot blood was introduced into the local breed. There is, however, no solid foundation for this theory, and it seems to be based on certain similarities between the Romney breed and the Cheviot.

"The only real record we have of any change in the blood of our local breed is the systematic introduction of some of Robert Bakewell's improved Leicesters into Romney Marsh in the latter part of the eighteenth century. Since then no blood of any other breeds has been introduced, and there are some flocks in the county which have been owned by the same families for more than 100 years."



THE recently-issued handsome centennial stamps of the Falkland Islands have not met with universal approbation. The government and people of the Argentine Republic, for instance, are enraged, because



Swiss postage due stamp without any inscriptions.

they remind them that they have not yet renounced their own claim to the possession of the islands. In the course of a brief survey of the history of the Falklands in a recent article, I explained that though the islands came into the nominal possession of Great Britain in 1771, they were not occupied or administered by the British until 1833, when a naval station was established there. In the meantime a number of gauchos from Argentina settled in the Falkland Islands, and gradually the Republic of Buenos Aires came to regard the group as their own property. The arrival of the British fleet in 1833 put an end to these pretensions, but though the British title is a perfectly good one, the Argentine Republic, claiming as successors of the Republic of Buenos Aires, has always maintained that the islands are their property. The claim has always been regarded as more sentimental than real, an attitude which is confirmed by the Argentines' reaction to the new commemorative set. Since 1878 the Falklands have issued stamps bearing the portrait of the Britannic sovereign without seeming to hurt the susceptibilities of the Argentines, but because the set of stamps commemorating the centenary of the British colony conjures up a vivid picture of the days of their own irregular occupation, it has led to an agitation which appears rather ridiculous.

Stamps Declared Invalid.

I understand that the Argentine Government has ordered all letters bearing these stamps arriving in the country to be treated as unfranked!

ARGENTINA'S CLAIM TO THE FALKLAND ISLANDS By P. L. Pemberton

It has further been stated that representations are being made to the Postal Union at Berno asking that the stamps shall be declared invalid! These rumours, of which confirmation is lacking, may or may not be true, but there is no doubt that the Buenos Aires Press is doing its best to keep the agitation alive by inflaming public opinion. In the meantime the stamps which have caused all the trouble will continue in use for twelve months, after which they will be replaced by the ordinary issue—thus following the precedent of the fiftieth anniversary set for Cyprus, which was issued in 1928.

Postage Dues.

Talking about letters being treated as unpaid brings up the subject of postage due stamps—those Cinderellas of philately. Unlike the heroine of the fairy tale, however, the postage due stamps of the world are, for the most part, studiously ugly—a fact which may account to some extent for their unpopularity. The usual model of a postage due

One of the New Falkland Islands stamps which have offended Argentina.



stamp is a numeral or numerals, expressing the value, surrounded by conventional ornamentation. Occasionally national symbols are worked into some part of the design, though

quite as often they carry no definite national message and in some cases not even the name of the country.

Among the latter are the early unpaid letter stamps of Switzerland, some of which are very common and are always found in old collections, though not always identified with the country of origin. It is not surprising that a collector who has no catalogue to guide him is unable to guess what they are, for they bear no inscription of any sort, and, at any rate as regards the first issue, no recognizable national allusion in the design. Even when they recognize them as Swiss very few collectors know that the stars around the circle have any significance. They look as though they had been inserted by the artist merely as ornaments, but, in fact, they represent the Cantons into which the country is divided. If we count the stars we find that they number twenty-two, which is the total number of the Swiss Cantons or counties. Some of the stamps in this design are quite scarce, and command high prices, especially unused. The blue ones, for instance, on the curious granite paper, are quite good, a fine specimen of the 500c. in mint condition being worth about £12.

Granite Paper.

Not every collector knows what is meant by this term. It is used to describe a special paper which contains in its substance a number of minute silk-fibres of varying colours, which can be seen quite clearly if the stamp be examined at the back. In case of doubt it is advisable to use a magnifying glass, when the coloured silk fragments can be seen quite easily, though the paper is apparently quite white.

Granite paper was used also for the low values of the ordinary issues of Switzerland for nearly twenty years at the end of the last century, but in the issue affected the position is reversed, and those on plain paper are much the rarer. The stamps referred to are in the design with the name "Helvetia" arched above the Swiss cross. They are common on granite paper, but are highly prized when found on paper of the ordinary kind.



One of the 1882 issue of Switzerland which exists on granite and on white paper.

Ride the Range with Oliver Strange

Here is real romance, instinct with the pungent atmosphere of the bad old days when the Western States of America were in the making. The adventures of "Sudden" the outlaw provide a succession of pulsating incidents told with the sure touch expected from this author.

THE MARSHAL OF LAWLESS

By OLIVER STRANGE

Obtainable at all Booksellers, or by post 8/6 from George Newnes, Ltd., 8-11, Southampton St., Strand, London, W.C.2.

7/6

Cutting from *Manchester Guardian*

3/5/30

VOYAGE ROUND THE ANTARCTIC

Work of Discovery II.

The Royal Research ship Discovery II., the death of whose captain, Commander W. M. Carey, is reported elsewhere, had been engaged in marine researches in the extreme south which bear on the great southern whaling industry. These investigations are conducted by the Discovery Committee of the Colonial Office on behalf of the Government of the Falkland Islands. Every whale fishery of the past after a "boom" period has collapsed owing to too great a destruction of the whales. The main problem of the Discovery investigations is to save the Antarctic whaling industry from a similar fate by supplying the knowledge necessary to enable it to be maintained on the maximum scale consistent with the avoidance of overfishing.

WHALE MIGRATIONS

The methods employed by the ships of the Discovery committee in collecting this information are those of fishery research modified to meet the special problem. Among these is the study of whale migrations by means of numbered flukes which are returned by whalers after the whale's ultimate capture, thus affording knowledge of its journeys and of the grounds dependent on the same stock.

Discovery II. sailed on this, her second, commission in October, 1931, and spent the months of the southern summer in the repetition and extension of observations which had been made for several seasons in the Falklands sector of the Antarctic. The observations were carried southwards until pack-ice made progress farther south impossible. The highest latitude reached was that of 70 deg. S. in the Weddell Sea.

TO THE EDGE OF PACK-ICE

The work during the winter months of 1932 was of unusual interest. The Discovery II. circumnavigated the Antarctic in a series of V-shaped cruises, the turning-point of each of which was the edge of the pack-ice fringing the Antarctic continent. These cruises covered the period from May to September last year and onward from March last. During these cruises the sea water was studied each day from surface to bottom.

Collections of animals were made from the surface and the upper layers of water. This is the first time scientific cruises have been made in Antarctic waters in the short days and long nights of the depth of winter, and never before has such a comprehensive series of comparable observations been carried out.

It was in June, 1931, that Discovery II. returned to this country after making a successful maiden voyage in the South Atlantic and Antarctic lasting nearly eighteen months.

Cutting from *Manchester Guardian*

Issue dated

Discovery II.

When the research ship Discovery II. arrived off Falmouth yesterday she had almost ended a long and memorable voyage: it is sad that she should not come to port under the captain who commanded her from the time when she was put into commission in 1929 until she left Southern waters on her voyage home. Her achievements under his command were both spectacular and of scientific and commercial value. She was the fourth ship to circumnavigate the Antarctic and the first to spend the whole of the Southern winter in Antarctic waters. The main purpose of her voyage was to investigate the natural environment of the Blue and Fin whales of the Antarctic; she was commissioned by the Government of the Falkland Islands in order that increased scientific knowledge might avert from the whaling industry of the Antarctic the collapse which, after a period of boom, has fallen upon previous whaling industries. In the course of the Discovery's second commission, which began when she left the Cape in May, 1932, she delimited the northern boundary of the cold Antarctic waters that are the main feeding-grounds of the Blue and Fin whales, made researches into tidal movements and variations of pack-ice affecting the food supply of the whales, took deep-sea soundings where no soundings had been taken before, and made coastal surveys of the imperfectly charted islands of the Falkland Dependencies. There is no doubt of the value of these researches both scientifically and commercially. So successful a voyage makes it the more sad that her captain did not return as safely as the ship he commanded.

Cutting from *Dundee Evening Telegraph* 5.3.30

Scots of the Falkland Islands

By CHARLES BAILEY

THE centenary of the Falkland Islands has focussed attention on a British possession which until the famous naval battle of 1914 was known to few even by name. Scots are to be met in every corner of the globe where there is work to be done, but nowhere is the Scottish element more noticeable than in the East Island of the Falkland group.

Any Scot visiting the islands on a pleasure trip—an extremely unlikely occurrence—would feel quite at home. Not only the scenery, but the language of the inhabitants would remind him strongly of his native land.

Government House, in Stanley, with its slated roof, might have been bodily transported from Scotland. It might, perhaps, be necessary to search the world over for buildings so typically Scottish.

Scottish Weather

IN many ways the climate is as characteristically Scottish as the buildings. Statistically, perhaps, Stanley corresponds climatically more to London than to Edinburgh, but the slight snowfalls and the drizzling rain are reminiscent of windswept moorland rather than the tree-covered slopes of Surrey.

The islands are no place for the man who dislikes winds, for a calm day is the exception rather than the rule, and although the total rainfall is not great, it is spread over about three-quarters of the days of the year.

The Falklands, like Scotland, have dangerous coasts, but unlike Scotland they are not well guarded by lighthouses. There is, indeed, only one beacon, near Stanley, and it is possible that the sight of many wrecks, driven ashore by the strong winds and high seas, will encourage the new Governor to make the coasts safer for the ships that pass by.

Changed Hands

THE population on the islands is exactly three times that of the

Scottish village bearing the same name, and no greater than that of a couple of excursion trains taking visitors to the Cap final.

Even the inhabitants of the capital number less than a thousand.

Settlement began about a century and a half ago, and if there were any previous inhabitants, there are no signs of them now.

Sixty years ago the Government offered the land in the West Island, which was uninhabited, on terms which resulted in all the land being very rapidly settled.

The little islands have changed hands several times. France and Spain both made claims to them before Britain finally established sovereignty.

Loyal "Exiles"

ON the wind-swept slopes and mountain sides, Scottish shepherds graze their sheep, and in spite of the comparatively small population, the trade is not inconsiderable, amounting to about a quarter of a million pounds a year.

No part of the Empire conducts its trade more exclusively with the mother country and the loyalty of the "exiles" is extraordinary.

The schools, at which attendance compulsory, carry on the great tradition of Scottish education and the children are proud of their language.

When it is remembered that very few have ever seen their native land, and that the mail calls only once a month, it will be seen that the love of Scotland is very deeply rooted in the islands.

There is an amusing story of a girl who amazed a visitor by her Scottish expressions.

"Have you ever been to Scotland?" asked the stranger.

"Na."

"Your mother came from Scotland?"

"Na."

"Your grandmothers emigrated from Scotland?" pursued the astonished questioner.

"Na," came the reply again.

"Well, why do you speak Scotch then?"

"We hope tae gang hame next year!"

Cutting from

Evening News

Issue dated

MAY 22, 1933

4 Men Spend £1000,000

AND THEY KEEP THE WORK IN BRITAIN

HUGE CONTRACTS OF CROWN AGENTS FOR COLONIES

JUST a hundred years ago two retired Colonial Office clerks became the first agents-general in London for all, or nearly all, the Colonies.

Their names were George Baillie and Edward Barnard, and for several years they conducted all the business in a small place in Cannon-row.

To-day the Crown Agents for the Colonies, who are their successors, number four, and there were 270 people to join in the staff dinner that has celebrated the centenary.

The elegant offices in Millbank, where the callers in a day come from almost every clime, are the approach to the store-houses of an organisation that buys goods to an average value of £7,000,000 a year for 70 different Governments and authorities.

Supplies for 10,000 miles of Government railways in 16 different countries have to be obtained.

WORK FOR BRITAIN

The Crown Agents place contracts for docks and harbours, yachts, lorries, fire engines, typewriters, and calculating machines; they are responsible for clothing native police and forces, for equipping hospitals, for printing paper money and stamps, and even occasionally for improving herds of cattle by sending out pedigree livestock.

In the pattern room in Millbank are 3,500 samples of uniforms, headgear, brushes, crockery, and camp equipment, so that manufacturers can see what is suitable for places as different as the Bahamas and Bermuda, Tanganyika and Zanzibar.

Practically all these orders are placed in Great Britain, so that the Crown Agents are doing no mean part in reducing unemployment.

The office has special staffs of engineering experts and inspectors. Very strict supervision is exercised, of course, over the printing of paper money and stamps. The dies and plates are watched on to the machines and defective stamps are destroyed. That is one reason why any collector who acquires a defective colonial stamp considers he has a treasure.

STAMP ARTISTRY

Such stamps as those of Cyprus and the Falkland Isles show what London designers and printers can do in the production of artistic series. Colours and inks are scientifically studied.

When new Ceylon stamps were issued some time ago it was found that the cockroaches ate the colour off part of the design. Every stamp attacked was spoilt in the same way. So the ink was changed. Cockroaches have troubled the post-office no longer.

Though a route has been surveyed for a railway from Palestine to Bagdad and extensions are promised in Nigeria railway demands are not brisk at present. But road bridges have been designed and shipped in sections from England to many colonies, and just now great quantities of supplies for hospitals are being ordered.

Home and Foreign Newspapers and Periodicals at any Branch of W. H. SMITH & Son, Ltd.

Cutting from

B'gham Post

Issue dated

An All-Empire Luncheon Table.

An Empire Day luncheon at the Junior Carlton Club is to be more than an expression of goodwill. Conscious of the difficulties of the times, the club has determined to be of practical help to British folk at home and overseas. The occasion will be used to direct attention to the products of Britain and her Dominions and Colonies. Everything served at the luncheon next Wednesday, from Jamaica rum cocktails to Van der Hum and Cyprus brandy liqueurs and the Borneo and Jamaica cigars, will be exclusively British. On the bill of fare are 187 ingredients, drawn from forty-five parts of the Empire. Only one or two Colonies, such as the Falkland Islands, that do not produce anything edible, will be unrepresented in this way. The menu shows how great are the resources of the Empire. Grape fruit will be from Jamaica and caviare from Canada. In addition to characteristic English and Scottish soups, there will be such exotic delicacies as Straits Settlements shark's fin, Fiji sea-cucumber and Ascension Islands green turtle. The fish will include Indian kedgeroe, and the egg dishes will be poached egg on

Canadian sugar corn, and stuffed egg and Trinidad salmagundi sauce. There will be Windward Islands guava jelly with wild duck and Gambia will send ground nut for rissole. A wide selection of Empire fruits compose the dessert, and Kenya coffee with British Guiana sugar will end this unusual meal, in which the chief problem of guests will be to know which delicacy to sample.

Messages of Goodwill.

About eight hundred guests are expected to attend the luncheon. Some will sit at the round table about which sat the informal Cabinet of Disraeli, one of the founders of the club. Part of the speeches will be broadcast. A message from the King, who has responded readily to an idea inspired by the wish to help his people, will be read by Lord Derby. This, together with a prayer and blessing for the Empire by the Archbishop of Canterbury, will be disseminated overseas by radio. Mr. Thomas is to speak on behalf of the Dominions, and Sir Philip Cunliffe-Lister for the Colonies. High Commissioners or other representatives of the Dominions will be present. Wireless messages and cables from all parts of the Empire are to be delivered in the luncheon room by special Post Office messengers. The Postmaster-General will read these greetings to the guests. This has been arranged as a tribute to a Department that has so successfully linked up Empire communications. On the menu card is reproduced a portrait of the King by Sir Arthur Cope, painted for the centenary of the Royal United Services Institution, and at present exhibited in the Academy. The artist prepared a hundred copies, and these are to be distributed in the assistance of King Edward's

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Cutting from

Country Life

Issue dated

A RACING RECORD?

TO THE EDITOR OF "COUNTRY LIFE"

SIR.—I have before me news of what must, I think, be a record for racing—one mare winning seven events at a meeting.

Needless to say, this did not occur in England.

In the middle of February last, one of the smallest and least known of the British Colonies, the Falkland Islands (where I was born),

celebrated its centenary under British rule. A feature of the week of celebrations was a sports meeting, in which the three local sports associations combined to give a big programme.

The above-mentioned feat was performed by Bambina, a mare recently imported from Magallanes, Chile, by Mr. P. Coult.

I have not her pedigree, but I believe it traces back to English blood.

The first day's racing consisted of fourteen events, of which she won four, Nos. 4, 7, 9 and 14, the major events.

The second day was given over to gymkhana events.

On the third day, however, of the sixteen events run, she won three, remaining unbeaten.

In the last event, which takes the form of a championship cup (Salvador Cup), she was given a very close run by Rose Marie, another imported mare, which ran second in four of her (Bambina's) races.

None of these races was of more than 900yds., most of them being of that distance. The jockeys are all amateurs, shepherds in everyday life, and many of them ride on just a *caparillo*, or sheepskin.

There is no handicapping, the only requirements being that jockeys and gear shall not weigh below a fixed minimum. In spite of this, I think Bambina's effort exceptional.

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Cutting from *Morning Post*

Issue dated 1st 6 JUNE 1934

ENTRIES FOR BISLEY

Ten Colonial Teams

SIERRA LEONE'S FIRST BID

The "Morning Post" Trophy

By Our Military Correspondent

BISLEY CAMP, Monday.
The Imperial character of the National Rifle Association meeting to be held next month, is again emphasised by the number of teams drawn to it from the "Outposts of Empire" to compete for the "Outposts of Empire" to it.

This year Sir Arnold Hodson, Governor of Sierra Leone, is captaining a team from the Colony. This will be the first visit to Bisley of marksmen from Sierra Leone, and it will be the only colonial team to include the Governor. Captain P. T. Brodie, the Commissioner of Police, will be a member of the team.

Sir Arnold Hodson has taken a keen interest in the "Morning Post" contest from the beginning. He was holding an official post in Uganda in 1926, and was responsible for the visit of a team from that colony to join teams representing the Federated Malay States and the Straits Settlements for the first contest. Sir Arnold was a shooting member of the Uganda team, and had the satisfaction of the Uganda Protectorate with the Trophy.

THE FARTHEST FLUNG

When he went to the Falkland Islands as Governor in 1927 he assured me that it would not be long before that far-flung outpost would be represented at Bisley. "Empire outposts," such encouragement. A team came again in the following year, and in 1930 the Islanders returned to their



The broad Imperial character of the Bisley meeting can be gathered from this map, showing places from which teams are coming to compete.

distant and isolated home carrying the prize with them. At the Imperial meeting in 1930 the success of the Falkland Islands team was the most popular event.

In addition to having been to Uganda and the Falkland Islands, the "Morning Post" Imperial Trophy has toured the Federated Malay States, Nigeria, Trinidad, Sudan, and is now returning from the Gold Coast.

It is expected that at least ten colonies will compete this year. Entries have been received from the Gold Coast, Kenya, Falkland Islands, China Treaty Ports, Sierra Leone, Federated Malay States, Sierra Nigeria. Teams are also expected from Uganda, Sudan, and Ceylon.

CANADA'S LONG RECORD

The Dominion of Canada was first represented at the N.R.A. meeting at Wimbledon in 1871. The Commonwealth of Australia and the Union of South Africa have occasionally sent teams to the meeting. India, too, has been represented for many years. But the smaller overseas territories before 1926 were unrepresented in the matches because of the expense. They could not afford to send teams of eight or ten to compete in the Imperial contests. It was with a view to enlarging the Imperial representation the proprietors of the "Morning Post" offered to teams of four a one hundred guineas challenge cup for competition. The result of this enterprise is indicated in the accompanying map.

The annual gathering of representatives from the distant parts of the King's dominions so impressed the late Sir Richard Barnett, who was a famous match rifle shot, that in 1929 he presented to the N.R.A. Council (of which he was a member) a challenge cup to be competed for by teams qualified to shoot for the "Morning Post" prize, and Commander Sir Lionel Fletcher offered further encouragement by providing another contest exclusively confined to individual competitors in the "Morning Post" match.

Falkland Islands

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Cutting from *Morning Post*

Issue dated 2nd 8. 33

A PLAGUE OF GEESE

Where They are Treated as Vermin

THAT lonely outpost of the Empire in the South Atlantic, which came so prominently before the public eye during the war, the Falkland Islands, has another and more indigenous claim to recognition, albeit such recognition may be more of the gastronomic than the heroic, order. Every country has its quota of fauna whose numbers or habits threaten the well-being of mankind, causing it to be regarded as vermin, but surely the Falkland Islands must be unique as the only place where the common or garden goose shares such an undignified fate.

For some reason or other geese have made these islands their particular home and multiplied to such an extent as to become a positive menace to the inhabitants. In case such a statement should convey the impression of a massed attack by bellicose ganders, let me hasten to add that it is their enormous capacity for eating grass, and not their martial tendencies, which is responsible for their downfall.

Goose v. Sheep

It has been stated on competent authority that a goose eats as much grass as a sheep—those who have seen a gaggle of geese on a free range will be inclined to agree with authority—and as the Falkland Islanders are dependent entirely on sheep-farming for their sustenance, their antipathy to the genus "Anser," is, perhaps, understandable, especially as the islands are not overburdened with vegetation.

At all events, the carnage which takes place annually on the disputed territory is enough to drive a sportsman to tears and a poultryer green with envy, for thousands of carcasses which would grace the most epicurean table are left to rot where they fall.

A Scientific Study

The numbers of geese that find their way to the islands for breeding is a source of constant amazement to visitors, and scientists have been at some pains to study the configuration of soil and climatic conditions which render the Falklands such a desirable habitat for the birds. Although the islands are well watered and have a humid atmosphere, they present an air of bleakness through the complete absence of afforestation, and this lack of trees has been advanced as a reason for their numbers, though I should imagine the absence of predatory animals is as big a factor as any.

Possibly the tussock grass which grows abundantly possesses gastronomic properties dear to the heart of a goose, but whatever the cause there can be no two doubts about the effect, both on the unfortunate geese and the irate islanders.

Massacre

Their numbers make the ordinary methods of destruction, such as the gun and the trap quite innocuous, and the system employed by the islanders is as unique as it is drastic. As soon as the moulting season arrives, the whole able-bodied community mount their ponies and set out for the scene of battle armed with long leather thongs weighted at one end. Forming into a long line, they charge into the mass of birds which, unable to escape by flying, career along the ground in front until the weighted thong, swung by practised hands, coils round their necks and a quick jerk breaks their neck.

So adept are the hunters that it is a matter of seconds to whip the dead bird to the saddle bow, cut off its beak as a tally, release the larist and swing after another victim.

A Little Flutter

In view of the recent agitation for tighter control over the laws of betting and gambling, it is interesting to reflect that man will have his little flutter however awkwardly he may be placed for indulging it. Although the Falkland Islanders take their hunting very seriously—their livelihood depends on it—there is no doubt that the great moment of the day arrives when, tired and thirsty, they count up the number of beaks, and the local "bookies" collect—in coin and sheep—the wagers of the unlucky, for redistribution among those who have "spotted the winner" Rutherford Graeme

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Cutting from Daily Herald
Issue dated 12 AUG. 1933

Sir J. O'Grady Rushed 7,000 Miles to Sick Bed

SIR JAMES O'GRADY, Governor of the Falkland Islands, is seriously ill in a London nursing home.

He was rushed 7,000 miles to London from Stanley, capital of the isles, for special treatment.

"Sir James is responding well, and his condition is normal; but it will be many weeks before he will be convalescent," the "Daily Herald" was told last night. "There is no cause for anxiety."



Sir J. O'Grady

at the nursing home patient.

Sir James O'Grady, once a labourer and later a Trade Union official and a Labour M.P., has helped to make modern history; for he is the first man to be appointed from the ranks of British workers to the Governorship of an overseas Dominion.

For six and a-half years he was Governor of Tasmania, where he built up a model farm around Government House in Hobart.

Only a few weeks after his return to London in 1931 Sir James went overseas again, this time as Governor and Commander-in-Chief of the Falkland Islands.

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Cutting from Daily Express
Issue dated 14 AUG. 1933

These I

SIR JAMES O'GRADY, Governor of the Falkland Islands, lies seriously ill in London suffering from a form of blood-poisoning.

He is a man whose public life has been saddened by sickness—his own, and that of his late wife.

For some years he was almost crippled, could walk only with difficulty. In 1921 he caught smallpox in Russia. In 1930, while Governor of Tasmania, he was struck down by a hemorrhage.

WHEN his wife died in 1929 she had borne patiently twenty years of painful disease, involving ten operations and five years of separation from her husband when he was in Tasmania.

JAMES O'GRADY was born at Bristol in 1866. Father an Irish dock labourer. At nine went to work in public-house cellar; worked eighty hours and seven days a week.

Later apprenticed to furniture-maker. Became skilled antique-faker.

At twenty-one married. Had ten children.

At forty became M.P. for East Leeds, predominantly Socialist and Roman Catholic constituency.

BECAME influential trade unionist. One of those who threw in his lot on side of the war. Recruited fervently.

A sentimental rather than a scientific Socialist. Likes colour and glamour of Union Jack, yet in 1920 wrote to Lloyd George, re hunger-striking Mayor McSwiney of Cork: "Be damned to you and your Government."

MACDONALD gave him a knighthood and Tasmania. Perhaps he was secretly relieved to get rid of a supporter who was embarrassing and not "safe." Certainly O'Grady's promotion left vacant a convenient seat for Henry Slesser.

O'Grady didn't mind the change from red-brick villa at Clapham to seventy-two-roomed Government House at Hobart.

Snubbed the snobs. A new type of Colonial governor. When he went to Falkland Islands took a crate of boxing-gloves with him.

HE is genial though taciturn, squat, burly, walrus-moustached.

First man to have bred the duck-billed platypus in captivity.

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Cutting from Daily Telegraph
Issue dated 14 AUG. 1933

Home from the Falklands

SIR JAMES O'GRADY, Governor of the Falkland Islands, who has been obliged to leave his post for a time to undergo treatment in a London nursing home, enjoyed the distinction in 1924 of being the first Labour M.P. to be given an overseas governorship.

"Jim" O'Grady, bluff and hearty and popular in all parts of the House of Commons, spent five years in Tasmania and discharged the duties falling upon him to the satisfaction of all.

After his return to London, it was not long before another opportunity occurred for him to serve his country overseas, and at the age of 65 he went out to the Falkland Islands.

His Special Mission

DURING the war he undertook a special mission to Russia. This was in the spring of 1917.

Two years later he engaged in negotiations for the repatriation of British civilians in Soviet territories, and the exchange of British prisoners of war.

Cricket at Sea

Cutting from Yorkshire Post
Issue dated 16 AUG. 1933

Sir J. O'Grady's Courage

Those who have seen Sir James O'Grady in a London nursing home have found the Governor and Commander-in-Chief of the Falkland Islands cheerfully optimistic about himself and the future. He has been seriously ill for several months, yet he talks of going back to his post before the end of the year.

Many people would not find life in the Falklands attractive, but Sir James has developed a keen interest in the improvement of wool production, which is not surprising in view of his Yorkshire associations. The regulation of the whaling industry in the Antarctic is another of his concerns.

I fancy that Sir James rather misses the social life which surrounded him in Tasmania. Nevertheless, despite his love of good company, he has successfully adapted himself to the duties required of him, an ability which has evidently won many friends for him among those that live in the farthest south of our Colonial possessions.

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Cutting from *Hindon Times* 13 AUG. 1933

Issue

SIR J. O'GRADY SERIOUSLY ILL IN LONDON



SIR J. O'GRADY

Sir James O'Grady, Governor of the Falkland Islands, who is 67 years of age, is in a London nursing home seriously ill. He arrived in London a few days ago, having been brought from Stanley, the capital of the Falkland Islands, for treatment. Sir James's illness is described as "serious but not critical." He is making progress, but his stay in the nursing home will be protracted. No statement had been published of Sir James leaving the Falkland Islands, and the first announcement was that of his presence in the nursing home. Sir James is the first Labour man to become Governor of an overseas possession. He was a prominent trade union official, secretary of the National Federation of General Workers, until he was appointed Governor of Tasmania in 1924. He has been Governor of the Falkland Islands since 1931.

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Cutting from *Caroline News* 12 8 33

FROM THE FALKLAND ISLANDS.

We have received from Port Stanley, Falkland Islands, two very interesting articles in which Father Migone, the priest in charge, pays a very warm tribute to the ex-Governor, Mr Arnold Hodson, who was appointed to the Colony in 1927 and remained until the beginning of 1931. According to Father Migone, Mr

Hodson was a model Governor who worked hard for the welfare of the Falkland Islands and left no stone unturned to benefit all classes and sections of the community. We regret that we are unable to give details of the good work chronicled by the ex-Governor's enthusiastic admirer, which Father Migone certainly is. We understand that a record of it all will appear in book form, in Spanish, and it will no doubt receive a warm welcome from all those interested in the far-off Islands in the southern hemisphere.

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Cutting from *Manchester Guardian* 14 AUG. 1933

Issue dated

ILLNESS OF SIR JAMES O'GRADY.

UNLIKELY TO RESUME DUTIES FOR SOME TIME.

Sir James O'Grady, Governor of the Falkland Islands, is ill in a London nursing home, but his condition is not regarded as critical. Recently Sir James, who was appointed to his present position in 1931, was taken ill, and was advised to return to England forthwith for treatment, as complications were feared. He arrived ten days ago, and was taken to a West End nursing home. Sir James's condition is serious, and it will be some time before he will be able to resume his official duties.

Falkland Islands
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Cutting from *Manchester Guardian* 14 AUG. 1933

Issue dated *Sir James O'Grady*

Sir James O'Grady, who has been Governor of the Falkland Islands since 1931, is now lying seriously ill in a London nursing home. He was brought home unexpectedly from Stanley, the capital of the islands, a few days ago. Sir James, who has had a full and varied public life, was formerly secretary of the National Federation of General Workers and twice represented Leeds in Parliament. He was the first Labour man to become Governor of an overseas State—Tasmania,—a position he held for six years. The people of the island State liked his good sense and amiable ways. He took a great interest in the island's agriculture. Appreciating himself the excellent work Tasmanian Agricultural Department was doing, he set out to make them understand its value. When the farmers started a model farm with that aim acres of land at Gordon in the seventy Hobart, where he had little success with the dairy side but did well with poultry. He was greatly interested in his pigs, Gloucester "Old Spots" and "Middle-Yorks," for, as he explained to his friends here, he thought mania might do well with an export trade in bacon. Sir James O'Grady's name, I suppose, means nothing to the younger generation of the Labour movement, and yet the elders can recall it as a quarter of a century ago, of equal prominence with that of Arthur Henderson or J. H. Thomas. Sir James is not only the first but so far the only member of the old trade union group of politicians to make a career in the Imperial service.

Falkland Isles

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Cutting from *Irish Times*
- 6 SEP 1933
Issue dated

Sir James O'Grady.

The numerous friends of Sir James O'Grady, the popular Irish Governor of the Falkland Islands, will be pleased to learn that he expects to be about soon again. He is at present laid up in a London nursing home.

Sir James has had an eventful and varied career. He was President of the Trade Union Congress in 1898, and Labour M.P. for East Leeds from 1906 to 1924. During the War he was on various Government Missions with British, American, French and Russian troops; and for a time he was a Captain attached to the Munster Fusiliers. From 1924 to 1930 he held the Governorship of Tasmania—Australia's island State. Since then he has occupied a similar position at Port Stanley, the tiny capital of the Falklands.

A Little-Known Group.

There are over one hundred islands in this little-known and sparsely-populated group, the inhabitants of which make a living mainly at sheep-raising and sealing. The land there is very poor, and much of it consists of marshy peat bogs. Sir James does most of his rounds by boat and on horseback. The area he controls actually comprises three million square miles of land and sea. The island of South Georgia, eight hundred miles south of Port Stanley, is included in the Dependencies. It is the centre of the Antarctic whaling industry. Most of the other Falkland Dependencies lie in Antarctica. They are chiefly uninhabited, as they lie amid eternal snow and ice. Whalers and sealers, however, make periodical trips there. There is said to be a large coal field in this tract, but owing to the climatic conditions it is not to be developed.

QUIDNUNG.

THE KOLAPORE (JUNIOR) CUP

OVERSEAS TEAMS COMPETE FOR "MORNING POST" IMPERIAL CHALLENGE TROPHY



CHINA (TREATY PORTS), THE WINNING TEAM.



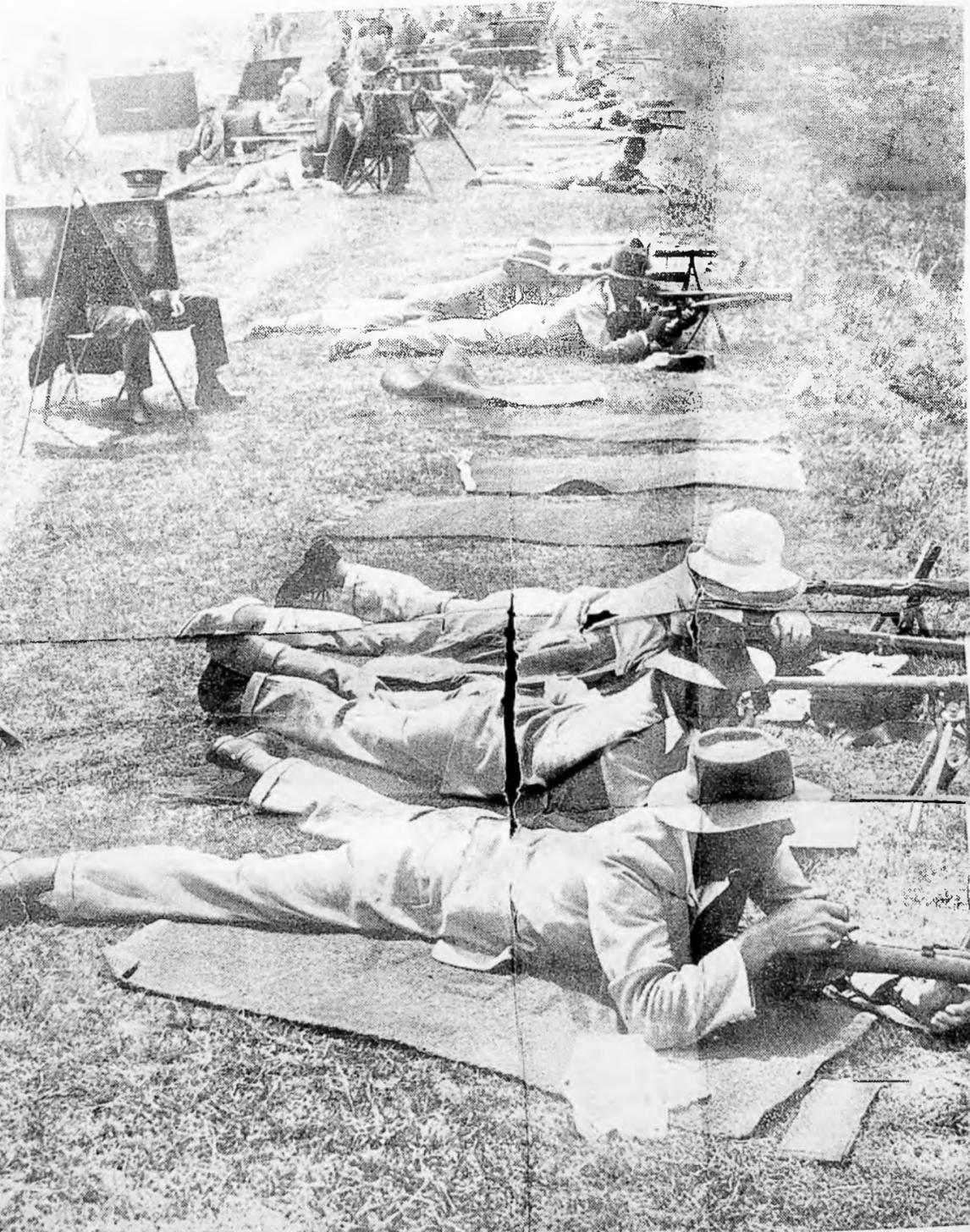
A GENERAL VIEW OF THE FIRING LINE.



THE SOUDAN TEAM.



THE TEAM FROM CEYLON.



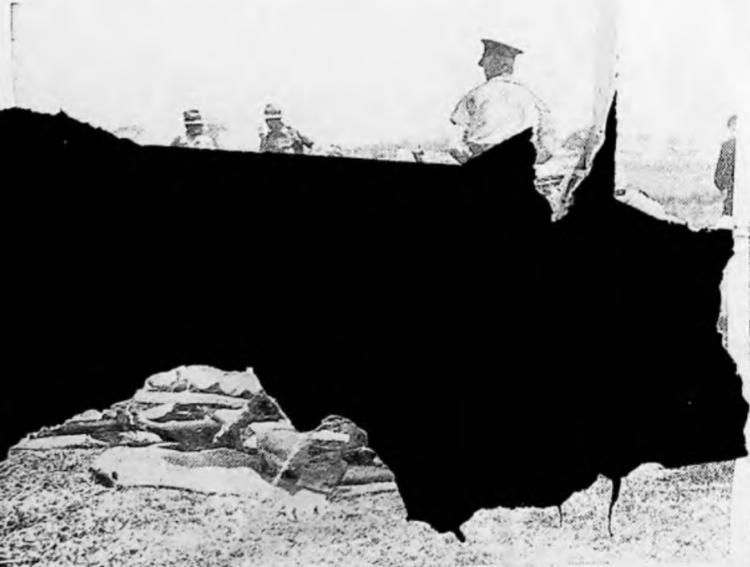
THE KOLAPORE (JUNIOR) CUP.—Nine overseas teams took part in the competition for the "Morning Post" Imperial Challenge Trophy, open to marksmen from all parts of the Empire, which was held at Bisley yesterday. Above: The team from Nigeria. ("Morning Post" Special Photographs.)



THE SIERRA LEONE TEAM, captained by Sir Arnold Hodson, who making their first visit to Bisley this year, achieved second place.



THE GOLD COAST TEAM, LAST YEAR'S WINNERS.



KENYA IN THE FIRING LINE.



THE CAPTAIN OF THE FALKLAND ISLANDS TEAM.



THE TEAM FROM THE FEDERATED MALAY STATES.

Falkland Islands

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Cutting from *Daily Mirror*
Issue dated *14 JULY 1933*

Empire Rulers—Sir A. Hodson

Unlike many of our Colonial rulers, Sir Arnold Hodson, Governor of Sierra Leone, did not pass through the Civil Service, but rose to his present high position from the Bechuana-land Police Force, having previously joined up in the Boer War at the age of twenty-one.

Sir Arnold, who has the appearance of an alert member of the Stock Exchange, is still a comparatively young man; by sheer brilliance and enterprise he has climbed to the top of the tree.



Sir Arnold Hodson.

Famous Hunter

The Governor of Sierra Leone is a famous big game shot and an authority on lions, on the subject of which he has written very ably.

His books, "Trekking the Great Thirst," "Where Lion Reign," and "Seven Years in Southern Abyssinia," are well worth reading. To show the practical side of his nature, he produced an excellent native grammar.

Brilliant Speaker

Sir Arnold Hodson fought with the Abyssinian Army during the Great War, was appointed Governor of the Falkland Islands, and on his return delivered one of the most brilliant lectures ever heard by the Royal Empire Society. Through the medium of speech and literature, Sir Arnold Hodson has the happy gift of describing in simple language the wonders of Britain's overseas possessions.

Falkland Islands

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Cutting from *Daily Mail*
Issue dated *11-7-1933*

A POSTAL "WAR"

ARGENTINE VETO ON A BRITISH STAMP

From Our Own Correspondent
PORT STANLEY, Falkland Islands,
Monday.

Postal "warfare" has been declared by the Argentine Republic on the Falkland Islands, the British Crown Colony in the South Atlantic, and now it appears that Chile may follow suit.

The Argentine refuses to accept letters from the Falkland Islands franked with the 3d. stamp issued this year on the occasion of the centenary of British occupation. Although this is the proper legal stamp for foreign postage from the islands, letters bearing it are treated as unstamped and their recipients have to pay 5d.

The origin of this apparently is that the Argentine has never accepted the British occupation of the Falklands. As a rule the Republic has been content to make a formal complaint against the occupation at stated periods to the Foreign Office. But the centenary stamp apparently has roused more definitely inimical sentiments.

Falkland Isles J
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Cutting from

Nature

Issue dated

19 8 33

AUGUST 19, 1933

NATURE

261

from that of the Pacific coast of South America. It is true that a few Pacific species occur in the Falkland Islands area, but they "appear to have been derived from more distant parts of the Pacific".

There is some resemblance between this fauna and the fauna of the British Isles, similar to the resemblance that Miss Pratt (in 1898) found between the littoral fauna of the Falkland Islands and that of our own shores as regards the Polyzoa and some other groups, and this may be considered as a further point for the discussion on Murray's theory of 'bipolarity' which created so much interest some years ago. It is true that there are several species peculiar to the region and that others, of very wide distribution, such as the species of *Spiroloculina*, are absent, but it may seem surprising that, in such a large collection from an area so wide and so seldom visited, the number of new species, as described in this report, is not larger. This may be accounted for partly by a wisely conservative conception of the 'species' and by the great care which has evidently been taken to compare new specimens, so far as that is possible, with the original types.

We are told, for example, that Mr. Heron-Allen examined the d'Orbigny collection of Foraminifera in Paris, and was able to identify many of his specimens by comparing them with those collected and named by d'Orbigny himself. The account that is given of the present state of this collection is not the least interesting feature of the report, but it is sad to learn that so much that might have been preserved is now irretrievably lost.

The magnitude of the task which the authors have undertaken may be indicated by the statement that more than 400 species or varieties have been identified, and of these, 45 are considered to be new to science. They were obtained from the dredgings on the continental shelf within the 100 fathom line and outside it, but within the 500 fathom line, at eight stations of the *Discovery* and 49 stations of the *William Scoresby* expeditions. The fauna of the continental shelf seems to have been fairly uniform, with thirteen common species of which *Cassidulina crassa* and *Uvigerina angulosa* are the dominant forms.

In the systematic

accompanied by one or more—usually several—excellent drawings of them in the plates.

The species problem must have been extremely difficult to solve in the case of some of the genera. In the genus *Lagena* with its simple monolocular shell, no less than 82 species are recorded and some of these show a considerable variation. It is true that in some of these the species are said to have "no zoological value" but a study of the text and figures in this report supports the view that in this wide-spread, free-moving foraminifer there is a distinct differentiation into a large number of true specific groups. There were comparatively few sedentary forms in the collection but of these perhaps the most interesting is a modified and colourless variety of *Polytrema*, a genus which has not hitherto been recorded from the South Atlantic.

The report is furnished with a good index, a full list of the literature on the subject, and the numerous figures on the eleven plates are of the highest artistic and scientific quality. S. J. H.

Foraminifera of the South Atlantic

Discovery Reports. Issued by the Discovery Committee, Colonial Office, London, on behalf of the Government of the Dependencies of the Falkland Islands. Vol. 4. *Foraminifera*. Part 1: *The Ice-free Area of the Falkland Islands and adjacent Seas*. By Edward Heron-Allen and Arthur Earland. Pp. 291-460 + plates 6-17. (Cambridge: At the University Press, 1932.) 25s. net.

THE Falkland Islands area has a particular historical interest for the students of the Foraminifera, for it was in this region that d'Orbigny, the pioneer of the systematics of this group, obtained an important part of the material on which his great work was based. It is a matter for congratulation that this collection, much larger and from a wider area round the Islands than d'Orbigny's, has, a hundred years later, fallen into the capable and experienced hands of the authors of this very fine report.

It is interesting to find that as a general result of the determination of the species, they are able to confirm d'Orbigny's opinion that the foraminiferal fauna of the South Atlantic is quite distinct

Cutting from

Dublin Evening Mail

Issue dated

17 AUG.

SIR JAMES O'GRADY

His Task in Far-Away Falkland Islands

BEDSIDE INTERVIEW

It was difficult to believe that the alert, eager figure who spoke from a sick-bed in a London nursing-home had recently made a 9,000 miles journey from the remotest corner of the Empire, and had been officially reported as "seriously ill."

Sir James O'Grady, the former East Leeds M.P. who is remembered affectionately in London, has certainly been "through it" during the past few months. He has, however never lost heart or faith, though after the long trek home from the Falkland Isles to London it was necessary for him to undergo an operation.

Sir James described the events which led to his being granted six months' sick leave.

"I was in the best of physical condition," he said, "until I had a spell of discomfort from a blister on my toe, caused, I believe, through walking on the rough lands of the Falklands. The blister broke, and the hospital people there thought I was all right. Then, one Sunday morning on my way to Mass, my right leg gave way under me, and I had to be carried back to Government House.

MEDICAL ADVICE.

"I have not been on my feet since, but I am well on the way to recovery, and the doctors here say that I shall be all right in about a couple of months. As I have six months' sick leave, this will give me time to get back again in time to take up my various plans."

Sir James told me that the medical advice he had at Government House diagnosed phlebitis, and he was urged to return to London for specialist treatment. The homeward journey meant a five-day voyage on a 400-ton boat, the Lafonia, up to Monte Video and then a four weeks' voyage via Rio de Janeiro, on the Highland Chief to Tilbury.

NEW PLANS.

The Commander-in-Chief and the Governor-General of the Falkland Islands undertook this 9,000 miles journey as a stretcher case without any member of his staff in attendance, but a special steward on the Highland Chief paid every attention to his needs, and the ship's doctor was kindness itself.

Clearly, however, Sir James was busily engaged in contemplating new plans for the loyal, isolated, and industrious people whom he has made his own.

WOOL AND WHALING.

"I have several projects already started," he said to me, "and I am anxious to get back to see their development. I have, for instance, a plan for the improvement of the quality of wool which our island sheep produce. You will realise that this is not an easy problem, with 660,000 sheep to be maintained on islands which only produce peat grass for their food; where also we have winter for eight months of the year.

"Nevertheless, I have found the farmers willing to respond to suggestions, and we hope to find a fodder supply which will be an economic proposition.

"In the area which I have to administer, the most practical way of getting into touch with the farmers personally is by coasting steamer, as nearly every farmstead is situated on the coast. Even by this method it is not practicable to see them all, for one boat has often been quite unable to get near enough for landing purposes owing to climatic conditions.

WHALING.

"Another side of my work in Stanley, the one town on the islands, has been the regularisation of the whaling industry.

"The old unsensate indiscriminate slaughter of these sea animals has ceased, but we are trying to get a further industry going in order that we may more effectively cope with our local unemployment problem. Though we have only a population of about 3,000 souls, we have our difficulties in this direction due to the low prices realised on the sale of wool and whale oil.

"There are only these two industries and no secondary trades. When farmers began to economise and whalers' discharged crews, we were faced with a problem which was the more serious because we had no unemployment insurance system on the islands.

"By judicious assistance to the sheep farmers and by tactful handling of the big whaling companies we believe that the coming spring, which is now commencing there, will see a satisfactory change. At present the unemployed are doing work in the improvement of the amenities of Stanley itself, work which cannot however go on for ever.

THE PEOPLE'S HARDSHIPS.

"Before I came away I was gratified to observe the growth of real team work spirit among the people. It is impossible to convey to you in this country the difficulties which our folks have to overcome. There are incessant and malignant winds there which absolutely prevent any sort of outside sport. There is no swimming and no sailing. We have no theatre, no cinema, nor a motor-car on the islands, and no tramways or buses and no social life whatever. Even wireless, which would, we hoped, bring us recreation and instruction, is almost ineffective, because of the terrific atmospheric disturbances round the islands.

"When a sheep farmer or any of his hands wish for a change it is necessary to ride through tremendous bogs and quagmires the water of which will frequently reach the saddle of the seeker after life in a town whose social amenities I have described.

"The Falkland Islands are, of course, in the vortex of the Roaring Forties, and to reach Stanley from the nearest city, Monte Video, one has to take a journey at 1,150 miles across the most tempestuous seas in the world."

Sir James is assisted by a police force of six, including the chief. "The people are law-abiding and god-fearing," he said. "The mail is timed to arrive once a month, but frequently misses a couple of months in bad weather. There is a nine-hole golf course and a football field in the grounds of Government House, but even these are of little value for most of the year.

"Ninety-five per cent. of the popula-

tion is ritish and 100 per cent. is white. "The problems which are waiting for my return include the setting up of a new seal-fishing industry and the right method to adopt by which we can absorb the boys who are just about to leave school.

"The Colonial Office is considering the question of migration, but hitherto we have not sent many of our people to other colonies or dominions." It is clear that Sir James, who is over 67 years of age, is still mentally alert and means to overcome his temporary physical infirmity as quickly as possible.

W. H. SMITH & SON, LTD.
Government House, London, W.C.2.



PREPARED BY THE GOVERNMENT DEPARTMENT.

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Cutting from *Yorkshire Evening Post*
Issue dated 16-8-33

SIR JAMES O'GRADY TALKS TO THE "EVENING POST."

Bedside Interview on his Task in the Far-away Falkland Islands.

(From our own Correspondent.)
LONDON, Wednesday.

IT WAS difficult to believe that the alert, eager figure who spoke to me from a sick-bed in a London nursing-home to-day had recently made a 9,000 miles journey from the remotest corner of the Empire, and had been officially reported as "seriously ill."

Sir James O'Grady, the former East Leeds M.P. who is remembered affectionately in the city, has certainly been "through it" during the past few months. He has, however, never lost heart or faith, though after the long trek home from the Falkland Isles to London it was necessary for him to undergo an operation.

Sir James described to-day the events which led to his being granted six months' sick leave.

"I was in the best of physical condition," he said, "until I had a spell of discomfort from a blister on my toe, caused, I believe, through walking on the rough lands of the Falklands. The blister broke, and the hospital people there thought I was all right. Then, one Sunday morning on my way to Mass, my right leg gave way under me, and I had to be carried back to Government House.

"I have not been on my feet since, but I am well on the way to recovery, and the doctors here say that I shall be all right in about a couple of months. As I have six months' sick leave, this will give me time to get back again in time to take up my various plans."

Sir James told me that the medical advice he had at Government House diagnosed phlebitis and he was urged to return to London for specialised treatment. The homeward journey meant a five days' voyage on a 400-ton boat, the *Lafonia*, up to Monte Video, and then a four weeks' voyage, via Rio de Janeiro, on the *Highland Chief* to Tilbury.

The Commander-in-Chief and Governor-General of the Falkland Islands undertook this 9,000 miles journey as a stretcher case without any member of his staff in attendance, but a special steward on the *Highland Chief* paid every attention to his needs, and the ship's doctor was kindness itself.

Clearly, however, Sir James was busily engaged in contemplating new plans for the loyal, isolated, and industrious people whom he has made his own.

WOOL AND WHALING.

"I have several projects already started," he said to me, "and I am anxious to get back to see their development. I have, for instance, a plan for the improvement of the quality of wool which our island sheep

produce. You will realise that this is not an easy problem with 660,000 sheep to be maintained on islands which only produce peat grass for their food; where also we have winter for eight months of the year.

"Nevertheless, I have found the farmers willing to respond to suggestions, and we hope to find a fodder supply which will be an economic proposition.

"In the area which I have to administer, the most practical way of getting into touch with the farmers personally is by coasting steamer, as nearly every farmstead is



Sir James O'Grady.

situated on the coast. Even by this method it is not practicable to see them all, for one boat has often been quite unable to get near enough for landing purposes owing to climatic conditions.

"Another side of my work in Stanley, the one town on the islands, has been the regularisation of the whaling industry.

"The old insensate indiscriminate slaughter of these sea animals has ceased, but we are trying to get a further industry going in order that we may more effectively cope with our local unemployment problem. Though we have only a population of about 3,000 souls, we have our difficulties in this direction due to the low prices realised on the sale of wool and whale oil.

"There are only these two industries and no secondary trades. When farmers began to economise and whalers discharged crews, we were faced with a problem which was the more serious because we had no unemployment insurance system on the islands.

"By judicious assistance to the sheep farmers and by tactful handling of the big whaling companies we believe that the coming spring, which is now commencing there, will see a satisfactory change. At present the unemployed are doing work in the

improvement of the amenities of Stanley itself, work which cannot however go on for ever.

THE PEOPLE'S HARDSHIPS.

"Before I came away I was gratified to observe the growth of real team work spirit among the people. It is impossible to convey to you in this country the difficulties which our folks have to overcome. There are incessant and malignant winds there which absolutely prevent any sort of outside sport. There is no swimming and no sailing. We have no theatre, no cinema, not a motor-car on the islands, and no tramways or 'buses and no social life whatever. Even wireless, which would, we hoped, bring us recreation and instruction, is almost ineffective because of the terrific atmospheric disturbances round the islands.

"When a sheep farmer or any of his hands wish for a change it is necessary to ride through tremendous bogs and quagmires, the water of which will frequently reach the saddle of the seeker after life in a town whose social amenities I have described.

"The Falkland Islands are, of course, in the vortex of the 'Roaring Forties,' and to reach Stanley from the nearest city, Monte Video, one has to take a journey of 1,150 miles across the most tempestuous seas in the world."

Sir James is assisted by a police force of six, including the chief. "The people are law-abiding and god-fearing," he said. "The mail is timed to arrive once a month, but frequently misses a couple of months in bad weather. There is a nine-hole golf course and a football field in the grounds of Government House, but even these are of little value for most of the year.

"Ninety-five per cent. of the population is British and 100 per cent. is white.

PROBLEMS TO BE SOLVED.

"The problems which are waiting for my return include the setting up of a new seal-fishing industry and the right method to adopt by which we can absorb the boys who are just about to leave school.

"The Colonial Office is considering the question of migration, but hitherto we have not sent many of our people to other colonies or dominions."

It is clear that Sir James, who is over 67 years of age, is still mentally alert and means to overcome his temporary physical infirmity as quickly as possible.

"One thing which I want to be able to do," he added, as the interview drew to a close (the nurse in charge had tried to evict me tactfully three or four times), "is to drive home to my friends on the Falkland Islands that they are not forgotten by you people at home. That is why I have talked so much this morning to 'The Yorkshire Evening Post.'"

Falkland Islands

Telephone: HOLBORN 4343. Telegrams: BOOKFALLS, ESTRAND, LONDON.

W. H. SMITH & SON, L.
Strand House, London, W.C.2

PRESS-CUTTING DEPARTMENT.
29 NOV. 1933

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Cutting from *Star*

Issue dated 10 OCT. 1933

No Swimmers

SIR JAMES O'GRADY, over whose recovery so many of his friends are rejoicing, told a friend of mine to-day that,

he badly wants a national swimming campaign for the Falkland Islands.

Communication from Stanley, the capital, to outlying sheep farms has to be by small boat, in the roughest seas the world knows.

At the colony centenary celebrations in February, Sir James laid the foundation stone of a swimming bath. He had discovered that only 15 men and boys out of all the population could swim!

Unfortunately funds will not permit the bath to be finished, but in a colony where no sailing, no cricket, no tennis, no sport of any kind is possible because of the tempestuous winds, a swimming bath would be a godsend.

They need a "News Chronicle" swimming campaign there.

Strand House, London.

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Cutting from *Daily News*

Issue dated 27 OCT. 1933



GOVERNOR RECOVERING.—Sir James O'Grady, Governor of the Falkland Islands, arriving at his Clapham residence yesterday after leaving a nursing home. He came 7,000 miles for special treatment.

Falkland Islands

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Cutting from *Manchester Star*

Issue dated 27 OCT. 1933

SIR JAMES O'GRADY ON LIFE IN THE FALKLANDS

Sir James O'Grady, Governor of the Falkland Islands, leaves to-day the London nursing home where he has been seriously ill for several weeks. "It was touch and go with me when I arrived in England four months ago," Sir James told a reporter yesterday.

"I hope to have recovered completely to sail for the Falklands in November, when the leave I was granted expires. I am anxious to get back to the islands. I love the islands, whose fine character and qualities make life on the barren islands worth while. They have a hard life. There are eight months of winter in the Falklands during which the winds never cease. When they are at their strongest they tear the buttons off your coat and will pin you against a wall so that you cannot move.

"The islanders are mainly descended from settlers from the Hebrides and the Orkneys and Shetlands, lovable and honest folk. Crime is unknown among them. We have only three policemen and a superintendent for the whole of the islands, and the cells at the police station are only used on the infrequent occasions when somebody has to sleep off 'a drop too much.'"

Sir James referred to the assistant naturalist for the Falklands, Mr. Bennett, who was formerly a London postman. He had brought back to London two penguins, which were now at the Zoo. These penguins had been taught to fetch his slippers when he called for them. Mr. Bennett was also an authority on sea-lions, which Sir James described as "dangerous brutes." One of them chased the captain of the naval vessel which calls once a year at the Falklands.

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Cutting from *Daily News*

Issue dated 27 OCT. 1933

LIFE ON THE FALKLANDS

Eight Months Of Unceasing Gales

Sir James O'Grady, Governor of the Falkland Islands, to-day left the London nursing home where he has been ill for about four months.

"It was touch and go with me when I arrived in England four months ago," Sir James said.

"Two days longer at sea and I might have been shipped overboard in a canvas bag.

"When I was brought to hospital in London it looked as if I might have a leg amputated, but a successful operation on my foot saved me.

"I hope to have recovered completely to sail for the Falklands in November, when the leave I was granted expires.

"I am anxious to get back to the islands; there is a lot of work for me to do in the two and a half years of the normal term of office yet to run.

"I love the islanders, whose fine character and qualities make life on the barren islands worth while.

Whale Poaching.

"They have a hard life.

"There are eight months of winter in the Falklands, during which the winds never cease.

"When they are at their strongest, they tear the buttons off your coat, and will pin you against a wall so that you cannot move.

"Another of the islands' problems is whale poaching.

"Before my illness I had arranged for a voyage of inquiry to South Georgia, where the whalers have their bases.

"South Georgia is a dependency of the Falkland Islands colony, which collects a duty on whale oil. The colony retains £30,000 of the revenue, the remainder of the very large sum collected going to the Discovery Research Committee.

"Not only do they make payment of duty, but we have no means of finding out how many whales they have killed.

"If there is a wholesale slaughter of the whales for many years, the Antarctic will be as jaraded for them as the Arctic is now."

Falkland Islands

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Cutting from *South Western Star*

Issue dated 13/10/30

GOVERNOR OF THE FALKLANDS.

Sir J. O'Grady's Work.

Sir John O'Grady, a former Labour leader, a Clapham man, is now, by grace of the National Government, the governor of the Falkland Islands. And an excellent governor he has proved. For some months he has been seriously ill and has been undergoing treatment in a nursing home in London. He hopes to be back in the Falklands by Christmas.

Describing his work there, Sir James says:—The League of Nations is considering my scheme for policing the Antarctic against poachers, who are endangering the world supply of whale oil. Then I want to get on with my scheme for improving the Falkland Island sheep. There are 750,000 of them, and if I can get British rams we shall be able to get better wool for Bradford textiles than comes now from Patagonia. I have plans in hand, too, for making ribbon tracks between farms. The people often go months at a time without fellowship from outside.

SCHOOL TEACHERS ON HORSEBACK.

Some idea of the isolation of the people can be gathered from the fact that we employ four travelling school teachers, who go on horseback from one lonely farm to another. At each place they stay two or three weeks, give the children lessons, and leave them with three months' "homework" in hand.

I am trying to get the Government to establish a small naval base at Stanley, for police purposes. This will give our boys a chance to learn a trade of some kind. At present we have no factories, no industries except the whale-oil and sheep farming.

We have a daily paper, which pays its way. It is called "The Penguin," and is Government property. There is a staff of one editor and an office boy. The circulation is about 2,000, at one penny a copy. It carries an advertisement on the front page and is printed by a duplicating machine every night.

FALKLAND RACES.

Sir James has introduced a race meeting to Stanley. During Christmas week the farmers take in their steers (for there is a rodeo as well) and their horses. Then there is a big race for the Governor's Cup. There is a "tote," which is in full operation for three days only.

Sir James wants to see the completion of a swimming bath, of which he laid the foundation stone in February. In this colony, where every call has to be paid by boat in a tempestuous sea, he found that only 15 men and boys could swim.

Falkland Islands

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Cutting from *Glasgow Evening Citizen*

Issue dated 19 OCT 1930

First Labour Governor

An older generation of trade unionists who knew Sir James O'Grady in the days when he did not dream of Colonial governorships heard with relief to-day that he had left the London nursing home where the doctors have fought for his life, and, at the age of 67, is preparing to return to the Falkland Islands, of which he is Governor and Commander-in-Chief. An Irishman by birth, but a native of Bristol, he started work at the age of nine in a mineral water factory. After 18 years as a Labour member of Parliament and a trades union organiser and secretary, he became eventually the first trade unionist of these islands to be appointed to a Governorship overseas. In the British system of government a Governor, of course, is virtually a king. On his appointment to Tasmania there was some little dubiety. No Socialist had



SIR JAMES O'GRADY

ever been given the position before. But Sir James not merely stayed the official period of five years, but was regarded with so great favour that his appointment was extended. Upon his return home in the spring of 1931, he was appointed to the Governorship of one of the outposts of the Empire in the Southern Atlantic. To-day his desire is to see the Falklands made a little bit larger on the map. He will return in November with ambitious projects for increasing the amenities of the colonists in that remote quarter of the earth.

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Cutting from *Daily Sketch*
Issue dated 18 10-33



WEDNESDAY, OCTOBER 18, 1933.—Page

THIS FLOATING LABORATORY SAILS ON FRIDAY

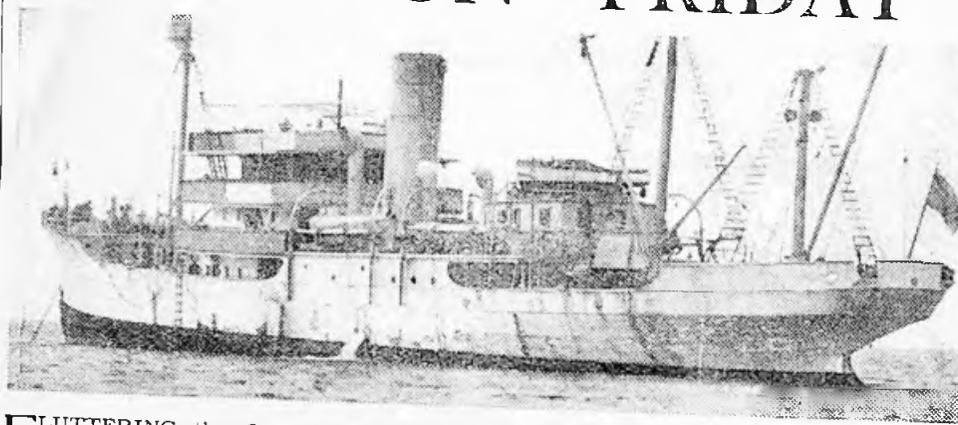
BY

F. K. PEASE,

Late of R. R. S.
Discovery I and
William Scoresby



F. K. Pease



FLUTTERING the flag of the Falkland Islands, a little ship will leave London Docks on Friday on a voyage that is now world important.

The ship is not bent on discovering the South Pole or exploring uncharted lands, for she is a floating scientific laboratory.

Whales and their oil have become more important than ever before, and it is this increased value that is responsible for the *Discovery's* voyage.

The whales of the Northern seas have been exterminated by the slaughter of the sea-hunters, and there is a danger that the same fate will befall them in the Antarctic

Food of the Whale

The food of the whale naturally governs its migration in the ocean, and by observing where this food is most plentiful and what are its special qualities of appeal to the whales the scientists are able to determine which are the rich and the poor whaling grounds.

When their observations are complete they are able to say, "This should be a good ground for blue whales," or "Here should be a good spot for sperm whales."

One can actually see a good whaling ground at times by the redness of the water about.

Whales feed on plankton, the name given to krill and other small crustacea. These vary from the minuteness of a pin-head to the size of an ordinary shrimp, and the whale engulfs them in whole red shoals, so that the largest of mammals lives on the smallest of shell-fish eaten in gigantic gulps.

The planktonologists who study the whale's feeding habits as closely as a mother studies her baby's are the men who make the whaler's big dividends possible.

You must not imagine that *Discovery II*.

Discovery II.

will now rush south at full speed; her voyage will not be one uninterrupted journey like that of the mail steamer between here and Las Palmas.

She will carry out running lines of stations; by this I mean that every twenty or thirty miles on her course *Discovery II*. will be have to.

Different Depth Fishing

Then her scientists will busy themselves with duties which would appear incomprehensible to a man who did not know their aims.

First a sounding of the depth of the sea is taken; nine miles of piano wire on Lucas sounding gear drums are ready to be lowered.

I once had the thrill of seeing six miles of wire go down in one straight line: that was in 1927, when we discovered the *Discovery Deep* between the Falkland Islands and Cape Horn.

The wire, which is only 0.028 of an inch in diameter but has a breaking strain of 240lb., is taken to the bottom by heavy cast-iron weights, which are automatically released when they reach the sea-bed.

Five or six of these drums are carried, as the wire is easily snapped and it is essential to have spares.

Samples of the sea-floor are taken in driver tubes attached to the sounding-wire.

Five or six nets of a fine silk with zinc or copper buckets at their bottoms are then lowered until the lowest is only five fathoms or so off the bottom.

A winch hoists them upwards until the top one reaches the surface; at this moment a little brass disc called a "messenger" is released; it closes up the net and releases another "messenger," which travels down to the next net.

In this way each net makes captive whatever animal life may exist at the various depths.

You may think it strange to fish for different specimens at different depths, but it is really quite logical.

The body of the ocean is composed of many super-imposed layers of water, each with distinct temperatures and salinity or saltiness, and quite naturally these conditions influence the animal life to be found at the different depths.

The scientists take the temperature of the water by means of an apparatus called the "Nansen Petersen Water Bottle."

Samples of the water are trapped in these and also in the "Eckman Reversing Water Bottle," which is used for great depths.

Each type has its special attachments for keeping the thermometer reading constant until it has been examined and noted by the scientists on board.

Aboard most scientific ships the scientists spend about four hours at each station. While the ship steams on to the next station they get all their specimens listed.

Each water sample is bottled and stored, marked with the date, depth and ship's position. Every fish, except of very common species, is kept.

Research work aboard, or at the shore station in South Georgia is done later. Preserved in formalin or alcohol many specimens eventually go to the British Museum.

Who Pays?

Meanwhile the ship steams at about four knots and shoots a dredge net which picks up a sample of the bed of the sea.

When this net is in-board again the ship increases speed and shoots two tow-nets which are towed for about five miles and are then hove in. That completes one station. But these stations are apt to vary at times.

Discovery II. has also a shore station at South Georgia which is fitted up with a large laboratory, and here a winter and summer staff of scientists is kept. Their duty is to measure each whale that is brought into that station by the Norwegian whale catchers.

"Who pays for an expedition like this?" many of my friends in London have asked me, and I think the answer will surprise the general public.

The Falkland Islands bear the brunt of the expense: it comes out of their revenue from the whaling.

The oil companies pay a tax of 5s. on every barrel, which is worth about £5 to them. Each whale yields from 80 to 100 barrels of oil, so each whale caught means a matter of £20 to the Falkland Islands and £400 to the Norwegian whalers.

The extermination of the whale would be a heavy blow to the Falklands, so they pay for the research. The Colonial Office the Admiralty, which are more interested in the charting work of the expedition.

Falkland Islands

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Cutting from *Birmingham Post*

Issue dated *31 OCT 1933*

THE FALKLAND ISLANDS.

OCCUPATION AND HEALTH OF THE PEOPLE.

A description of life on the Falkland Islands is contained in the annual Colonial report issued by the Stationery Office. The islands lie in the South Atlantic Ocean, in about the same latitude south as England is north. They are composed of hilly moorland, with a deeply indented coast line and no rivers navigable for any distance. They were discovered by English explorers in 1592, but the first settlement was made by the French in 1764. Later the possession of the islands was disputed between France, Spain, England and South America. Finally, in 1833, Great Britain expelled a few Argentine soldiers and took possession.

"There is no cultivation," says the report, "except in the immediate vicinity of the farm settlements and shepherds' houses, where vegetables, and in some places oats and hay, are grown. The soil is chiefly peat, but considerable areas of sand also occur. Trees are entirely absent, and the scenery is said to resemble parts of Scotland and the northern islands. The only town is Stanley, the capital, situated on a natural harbour entered from Port William, at the north-east corner of the group.

"The winters are slightly colder and the summers much cooler than in London. . . . The daily weather is largely dependent on the direction of the wind, which, not infrequently, is so inconstant as to give rise to wide ranges of temperature within short intervals. Though the annual rainfall is not excessive, averaging only 26 inches, precipitation occurs on two out of every three days in the year, and in consequence the atmosphere is usually damp.

"There is a difficulty in regard to food which is never one of quantity, while the quality of that which is available is excellent; nevertheless the diet is ill-balanced, a circumstance which is probably the chief cause of appendicitis and the invariable condition of bad teeth found accompanying it. Gardens are cultivated but insufficient attention is paid to the production and consumption of green vegetables. . . . Fruit is not grown in the Colony; the supply is irregular and inadequate.

"For practical purposes wool is the sole product of the Colony at the present time. It is all exported in the grease to London; when prices are profitable skins and tallow are also shipped together with a limited quantity of hides."

Falkland Islands

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Cutting from *Daily Herald*

Issue dated

SCIENTISTS TO SOLVE WHALE MYSTERY

By a Special Correspondent

BOUND by secrecy and defying superstition, as becomes a scientific expedition, 50 men will sail on Friday from the Port of London on a voyage to last nearly two years.

They are the crew of the research vessel Discovery II, starting on her third cruise into the Antarctic.

She is now lying in St. Katherine's Docks.

One port of call has already been disclosed by the statement that letters will be delivered to the lonely islanders of Tristan da Cunha in the South Atlantic.

Although the vessel has been specially strengthened to withstand the enormous strains which the South Polar ice will impose on her hull, on her last voyage her rudder was twisted 70 degrees out of the normal, her plating was buckled and a hole about a foot long driven in her side.

SAVING THE MONSTERS

Discovery II's main pursuit will be the whale; not working as a factory ship as much as a scientific commercial scout.

She seeks information about the whale's habits, and the reason for local concentrations and for such seasonal fluctuations as have already been reported.

Previous voyages are said to have brought to light facts showing that the Antarctic waters are unequalled for wealth of animal life.

The work is directed by the Discovery Committee under the auspices of the Colonial Office on behalf of the Government of the Falkland Islands.

Promoters of the expedition declare that the whale is being overfished and they hope the Discovery II will be able to give some idea of the existing stock and make recommendations to prevent further depletion.

Falkland Islands

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Cutting from *Yorkshire Post*

Issue dated

WHALE POACHING OFF FALKLANDS

Sir James O'Grady on Islands' Problems

8 MONTHS OF GALE

Sir James O'Grady, Governor of the Falkland Islands, to-day leaves the London nursing home where he has been ill for about four months.

"It was touch and go with me when I arrived in England four months ago," Sir James said yesterday. "Two days longer at sea, and I might have been shipped overboard in a canvas bag. When I was brought to hospital in London it looked as if I might have a leg amputated, but a successful operation on my foot saved me.

"I hope to have recovered completely to sail for the Falklands in November, when the leave I was granted expires. I am anxious to get back to the Islands; there is a lot of work for me to do in the two and a half years of the normal term of office yet to run. I love the islanders, whose fine character and qualities make life on the barren islands worth while."

Unceasing Winds

"They have a hard life. There are eight months of winter in the Falklands, during which the winds never cease. When they are at their strongest, they tear the buttons off your coat, and will pin you against a wall so that you cannot move.

"Another of the Islands' problems is whale poaching. Before my illness I had arranged for a voyage of inquiry to South Georgia, where the whalers have their bases. South Georgia is a dependency of the Falkland Islands colony, which collects a duty on whale oil.

"The colony retains £9,000 of the revenue, the remainder of the very large sum collected going to the Discovery Research Committee. The whaling poachers are a serious problem. Not only do they evade payment of duty, but we have no means of finding out how many whales they have killed.

"If there is a wholesale slaughter of the whales for many years the Antarctic will be as denuded of them as the Arctic is now.

"A book on whaling has been written by Mr. Bennett, the assistant naturalist for the Falklands. Mr. Bennett is a very remarkable man. He started life as a London postman, being later in the House of Commons lobby post office.

"He studied natural history in his spare time, and was finally given an official appointment. Mr. Bennett is also an authority on penguins, which have a rookery on Kidney Island, one of the Falklands. He has brought two home to London. They are now in the London Zoo. He taught them to understand the English language, and they would fetch his slippers for him."

Falkland Islands

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Cutting from *Watts Jnl*

Issue dated *11-10-33*

Life on Falkland Islands.

Governor Describes His Lonely Post.

(From our Own Correspondent.)

London, Tuesday. Within sound of Big Ben, under whose shadow he sat for years as Labour M.P. for South-east Leeds, Sir James O'Grady, Governor of Falkland Islands, spent his last day in a nursing home.

He was looking remarkably well and was wonderfully cheerful. "My recovery," he said, "has been a miracle. Two days more at sea when I came home on sick leave, four months ago, and I should have been buried there. I arrived in the nick of time. The doctors despaired of my life. Then there was a fear that my right leg might have to be amputated. And now my leave terminates at the end of November and in January, which will be midsummer there, I shall be back at Stanley, the capital of Falkland Islands."

Sir James spoke of his return with amazing eagerness, and yet the prospect is one which might appal the strongest man. "It is a lonely place," he said, "there are no trams, no theatres, no cinemas, no hotels. There are only three cars, one of which belongs to the Government. Trees do not grow, the climate is most rigorous. The winter lasts eight months, and there are sometimes blizzards in summer."

Blows Buttons Off

"Winds are incessant. They are strong enough to blow the buttons off your coat. Consequently there are no games except a very occasional football match. There is a nine hole golf course attached to Government House."

Nevertheless, Sir James confessed himself anxious to return and finish his work.

More important at the moment is his project to improve the sheep, the breeding of which constitutes the principal industry of the islands.

Sea Lion Dangers.

The shepherds, most of them of Scottish descent, are a hardy folk, but everybody and everything has to be tough in that climate. Grass is coarse and scarce and fodder is very limited. Oats have to be cut green and will not ripen owing to the lack of sunshine.

"But the people are lovable, loyal, steady, industrious and sober," said Sir James. "We have no crime. We have only four policemen and one superintendent."

"In some of the islands there are fur and oil seals, but these industries have fallen off, and the animals are often dangerous. The sea lion is particularly so, he has been known to snap off fingers, and for a short distance he can move very fast on his flippers."

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Cutting from *Irish Independent*
Issue dated *11.10.29*

OUR LONDON LETTER

FALKLAND'S GOVERNOR

(THROUGH OUR PRIVATE WIRE.)

London Office, 118 Fleet St., E.C.4,
Wednesday Morning.

Sir James O'Grady, the Labour ex-M.P., who is Governor of the Falkland Islands, has so far recovered from his serious illness that he expects to-day to leave the London nursing home in which he has been undergoing treatment for about four months.

His condition had, until lately, given cause for anxiety. A month ago his name was on the "danger list," and it was feared that the amputation of his right leg would have been necessitated.

Sir James is returning to his residence near Clapham Common, but he wants soon to be back in the Falkland Islands, where many of his plans for reform are awaiting his return, and he hopes to be in Port Stanley, the capital of that colony, shortly after Christmas.

Labour M.P. Becomes Ruler.

Sir James, who is aged 67, was born in Bristol of Irish parents. He was apprenticed to a furniture maker, and in later years became busy in organising the furniture trades. He was president of the Trades Congress in his native city in 1908, and he was an M.P. for Leeds from 1906 to 1924.

In the last year of the war he went to Ireland with Col. Arthur Lynch to engage in special recruiting work. He was Governor of Tasmania from 1924 to 1930, when he was appointed Governor of the Falklands.

Sir James, who is an extremely active and painstaking Governor, said yesterday that the League of Nations has under consideration his scheme for policing the Antarctic against poachers, who are imperilling the world supply of whale oil. He wants to make progress with his scheme for improving the breed of sheep in the Falkland Islands. He has plans in hand also for making ribbon tracks between farms in order to mitigate the isolation of the agricultural people.

A Government Newspaper.

Sir James mentioned that the Government in the Falklands employs four travelling school teachers who journey on horseback from one lonely farm to another. He is endeavouring to induce the British Government to establish a small naval base at Stanley for police purposes.

The Government has a daily paper called "The Penguin," which pays its way. There is, Sir James says, a staff of an editor and an office boy. Its circulation is about 2,000 and it is produced by a duplicating machine. Sir James desires to return in time to see the completion of the swimming bath, the foundation stone of which was laid by him in February.

Falkland Isles J

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Cutting from *Leeds Mercury*
Issue dated

ANXIOUS TO GET BACK TO HIS ISLANDS.

Progress of Sir James O'Grady.

From Our London Staff.
FLEET STREET, Tuesday.

SIR JAMES O'GRADY, Governor of the Falkland Islands, and formerly M.P. for South-East Leeds, leaves to-morrow the London nursing home where the doctors have fought for his life, and have won, thanks to the spirit and physique of their 67-years-old patient.

"It was touch and go with me when I arrived in England four months ago," Sir James said to-day. "Two days longer at sea, and I might have been shipped overboard in a canvas bag. When I was brought to hospital in London, it looked as if I might have a leg amputated, but a successful operation on my foot saved me."

"I hope to have recovered completely to sail for the Falklands in November, when the leave I was granted expires."

"I am anxious to get back to the Islands. There is a lot of work for me to do in the two and a half years of the normal term of office yet to run. I love the islanders, whose fine character and qualities make life on the barren islands worth while."

A HARD LIFE.

"They have a hard life. There are eight months of winter in the Falklands, during which the winds never cease. When they are at their strongest they tear the buttons off your coat and will pin you against a wall so that you cannot move."

"No trees can grow, and virtually no grass, except the tough growth on the peat, the only grazing for the sheep, which are the chief product of the islands. The sheep farmers grow oats in very sheltered spots to feed the few cattle they must keep to provide milk and butter for the shepherds, but the oats are always cut when they are green. They cannot ripen."

"Another of the islands' problems is whale poaching. Before my illness I had arranged for a voyage of inquiry to South Georgia, where the whalers have their bases. South Georgia is a dependency of the Falkland Islands Colony, which collects a duty on whale oil."

"The colony retains £9,000 of the revenue, the remainder of the very large sum collected going to the Discovery Research Committee. The whaling poachers are a serious problem. Not only do they evade payment of duty, but we have no means of finding out how many whales they have killed."

A REMARKABLE MAN.

"If there is a wholesale slaughter of the whales for many years, the Antarctic will be as denuded of them as the Arctic is now. The matter has been submitted to Geneva for international action. The solution is to have the seas effectively policed without imposing the cost on the colony."

"A book on whaling has been written by Mr. Bennett, the assistant naturalist for the Falklands. Mr. Bennett is a very remarkable man. He started life as a London postman, being later in the House of Commons Lobby Post Office."

"He studied natural history in his spare time, and was finally given an official appointment. Mr. Bennett is also an authority on the penguins, which have a rookery on Kidney Island, one of the Falklands."

"He has brought two home to London. They are now in the London Zoo. He taught them to understand the English language, and they would fetch his slippers for him."



Letters to the Editor

[Correspondents are requested to keep their letters as brief as is reasonably possible. The most suitable length is that of one of our "News of the Week" paragraphs.—Ed. THE SPECTATOR.]

THE S.A. PROTECTORATES

[To the Editor of THE SPECTATOR.]

SIR,—The time has come for a careful and impartial review of the machinery by which these territories are administered and for the reconstruction of the whole system in harmony with the facts of the day. While the Governor of the Cape and, later on, of the Union, was also His Majesty's High Commissioner for South Africa, the three territories came under his control as a sideline to his more urgent duties. Strong men like Lords Loch and Milner were in close communication with the Resident Commissioners; but later on the Governor's duties as High Commissioner were left more and more in the hands of his Imperial Secretary, under whom there grew up the strange anomaly of the "High Commissioner's Office," a merely clerical institution sitting sometimes at Cape Town and at other times at Pretoria, although its migratory character involved additional expense.

In every system of government or of business-management there is a tendency to exalt the clerical staff at the expense of the executive workers. The navigating officers and the engineers of any great shipping company know that the policy of the line will never be determined by one of themselves but by a clerical expert who has obeyed the rule "stick close to your desk and never go to sea." In the same way the police officers and the magistrates of the territories, who are inured to the hardships of the desert and the bush, who talk the languages and are familiar with the life and customs of the natives, must inevitably chafe at clerical control by city-loving men whose qualifications are merely those of excellent clerks.

In the Colonial Office at Whitehall and amongst the British public in general it may perhaps be thought that the "High Commissioner's Office" at Cape Town or Pretoria must necessarily represent expert opinion upon native affairs. The falsity of this idea can hardly be appreciated in England; but in South Africa it is an obvious fact that no one outside the native territories has a personal experience of tribal life. A few farmers in certain districts may have a very considerable knowledge of native life and character apart from tribal customs, while many other successive farmers know nothing of any natives except their own servants; but the townsman of Cape Town or Pretoria is unlikely to know more about the aborigines than is known by an inhabitant of Peckham Rye or of Upper Tooting. Indeed the Upper Tootingite would be a more reliable person, for he would start with a knowledge of his own ignorance; while the clerk at Cape Town can give his opinions the fictitious value of assumed knowledge and may even end in believing in his own omniscience, although he cannot speak two words of a native tongue and has never travelled a day's journey away from a main road.

The present High Commissioner was previously one of the most staunch and hard-working of Imperial Secretaries and he is already doing something to restore the confidence of officials who have suffered in former periods; but their doubts and their discontent will not come to an end until the personal authority of the High Commissioner is freed from the incubus of the "High Commissioner's Office."

There are three possible schemes for the future government of the Protectorates:

(1) The Resident Commissioners can be given the name and responsibility of Governors. The three territories can be controlled directly from Whitehall as if they were minor Colonies such as Sierra Leone or the Falkland Islands. The officials would then know that they were under a man whom they could meet personally and who would not be thwarted or checked as long as he produced results in accordance with the general policy of the British Government.

(2) The High Commissioner can be freed entirely from the

"High Commissioner's Office" and become the itinerant Controller and Inspector of the Protectorates. He would, in this case, be in direct touch with the Resident Commissioners and would use their offices for such clerical work as he required. For his duties as liaison officer with the Union Government he would retain a small personal staff; but the "High Commissioner's Office," both as an institution and as an influence, would finally disappear. The affairs of each territory would be dealt with inside its own boundary, subject to the consultative and inspectorial visits of the High Commissioner.

(3) The Protectorates can be ceded to the Union Government. This solution would be the easiest and most satisfactory from a purely political standpoint. It would be hailed with delight as a political triumph for the leaders of South African political parties and welcomed by many inhabitants of the Union and, finally, it would improve the prospects and enhance the security of the best officials in the Protectorates themselves. This last is an important and weighty consideration. Every one of these officials disapproves of the annexation of the territories to the Union; but every one of them knows that his own personal interests would be best served by annexation. He would become a member of the Civil Service or police force of the Union, his rights would be secured and his duties clearly defined. He would receive no orders except from his direct official superiors; and, above all, he would be delivered from the pernicious influence of the "High Commissioner's Office." All of this can be most truthfully stated as an argument in favour of annexation by the Union and abandonment by the Crown.

What, then, is to be said against this abandonment?

(a) It would be a dishonourable transaction and a breach of a well-understood agreement; for the aboriginal tribes have cheerfully submitted to the rule of the Crown just because they have regarded the Crown as their protection against the designs of their white neighbours. The inhabitants of Swaziland actually surrendered their firearms without resistance 30 years ago because they were prepared to welcome the direct rule of King Edward VII. Should they be abandoned to the Union, they would be fully justified in the belief that they had been tricked and betrayed.

(b) Although the government of the Union would, in method and procedure, be superior to the administration of the "High Commissioner's Office," yet this government would undoubtedly be carried on in the interest of the white inhabitants of the Union. The statesmen of the Union avowedly value the welfare of every class of Europeans above the happiness of the whole mass of the natives.

Of the three possible solutions the most desirable would be the second. Let the Resident Commissioners remain as they are, but in continuous and direct communication with the High Commissioner—especially with the present High Commissioner. Let clerical work fall into its true position of unimportance and let it be done in each protectorate itself or in Whitehall. As the cardinal and essential condition of reform, let the "High Commissioner's Office" disappear entirely. Its influence has been dreaded by all who came within the scope of its activities; and lonely men, doing difficult work in desert places, have had their lives harassed by unconstitutional orders, unwarranted interference and unjust censure by members of an ignorant and ambitious clerical staff.

As individuals there may be very deserving men in the "High Commissioner's Office" and, as individuals, we may hope that their future will be suitably secured; but as an institution the "High Commissioner's Office" should be dissolved, and its departure from this life will be unwept, unhonoured and unsung.—I am, Sir, &c.,

Falkland Isles
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Cutting from

Western Herald

Issue "Jim" O'Grady

27 SEP 1983

The Prime Minister has been making inquiries about the health of his old friend Sir James O'Grady, Governor of the Falkland Islands, who has been lying ill for some weeks in a London nursing home. Re-assuring accounts are forthcoming, and the doctors appear to be satisfied that Sir James is getting the better of a complaint which has involved long weeks of suffering. "Jim" O'Grady was formerly one of the most popular men in the Labour movement. He became Governor of Tasmania in 1924. Shortly after he was unsuccessfully "nominated" by his Labour friends for the post of Ambassador in Moscow. (Mr. MacDonald was unable to overcome the Foreign Office objection to such an invasion of their preserves.) Sir James would have been an excellent Ambassador to Russia. He was sent there on an official mission in the spring of 1917 with Mr. Will Thorne as his colleague.

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Cutting from

Star

Issue dated

26. 9. 33

A Labour Governor

MR. BEN TILLET gives me a reassuring account of his old friend in the Labour movement, Sir James O'Grady, Governor of the Falkland Islands, who has been lying ill for some months in a London nursing home.

The doctors are now satisfied, Mr. Tillett tells me after a visit to the nursing home, that Sir James is getting the better of the complaint, understood to be gangrene, which has meant long weeks of suffering.

Before his appointment to the Falkland Islands Sir James was Governor of Tasmania. In 1924 he was strongly supported by Labour leaders for the post of Ambassador to Moscow, but Mr. MacDonald was unable to overcome Foreign Office objections to such an invasion of their preserves.

WESTERN DAILY PRESS A

INTERESTING MEDALLIONS



In connection with the presentation of a silver-mounted cigarette box, designed by Sir James O'Grady, governor of the Falkland Islands, and made from oak taken from the Bristol built ship Great Britain, this set of commemorative medallions is interesting. They were struck when the Great Britain was launched by the Prince Consort, on July 19, 1843, by H.R.H. the Prince Consort.

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PRESS-CUTTING DEPARTMENT.
Home and Abroad
Cutting from *Western Press*
Issue dated

BINDING CLOSER BRISTOL AND THE FALKLANDS.

Presentation at the Council House.

ALREADY MANY LINKS.

A further link was forged yesterday between Bristol and the Falkland Islands, the most southerly outpost of the British Empire, when a significant ceremony took place at the Council House.

Sir James O'Grady, the Bristol-born Governor of the Isles, was represented by Mr J. Ellis, his Colonial Secretary, who presented to the Lord Mayor (Councillor F. C. Luke) a cigarette casket as a token of greetings from the people of the Islands.

The casket was made to Sir James O'Grady's own design and from the original oak timbers of the "Great Britain" which was the finest ship afloat when she left the Bristol dockyards in 1843, and which now has found a last resting place in Port Stanley Harbour, into which it limped after being wrecked rounding the Horn in 1836.

The presentation took place in the Council Chamber, and the Lord Mayor, who presided, recalled that Sir James O'Grady was made Governor of the Islands in May, 1931, and in February of this year representative Bristol citizens, through the then Lord Mayor (Councillor T. J. Wise), sent him a handsome Bristol silver smoking set for use at Government House, Port Stanley. The gift expressed Bristol's greetings on the occasion of the Colony's centenary celebrations.

The City Swordbearer (Mr A. H. Woodward) read a letter of sympathy with the occasion, written to Colonel E. W. Lennard from the Bishop of the Falkland Islands, the Rt. Rev. N. S. de Jersey, who is at present in a Clifton nursing home.

MORE BRISTOL LINKS.

Mr Ellis then made the presentation to the Lord Mayor, on behalf of the Governor of Falkland Islands. He mentioned that when he saw Sir James in London recently his health was improving so that he hoped soon to return to duty.

He told how deeply touched were the islanders 8,000 miles away to realise Bristol's interest in their activities, and spoke of the links which existed between the two places. Apart from the Bristol origin of the Governor, the Bishop, and the "Great Britain," it was noteworthy that Stoker Petty Officer Headford, who was left in charge of a picket boat after the Battle of the Falkland Islands, and still held a responsible post there, was a Bristol man and a keen "follower" of the Rovers, while the Government House gardener, Parkinson, was born in Montpelier.

The cigarette casket was of serpentine design, and the silver plate was inscribed: "Made out of timber taken from the 'Great Britain' and presented to the City of Bristol by the Governor of the Falkland Islands on the occasion of the Centenary of the Colony, 1933."

LORD MAYOR'S THANKS.

The Lord Mayor, in expressing his and the City's appreciation of the gift, said he hoped it would be handed down to successive lord mayors. They all felt they had done something to forge more strongly the links between England and the far-flung outpost of the Empire.

Chairman of the Council, who were present at the presentation, besides those who took part, were the Mayor, H. B. Stone (President of the Development and Commerce), and Mrs T. J. Stone.

Falkland Isles

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Cutting from Western Press

Issue dated 23 Dec 1933
Bristol and
1933

DECEMBER 2, 1933.

... Presentation To Lord Mayor



PRESENTATION — Mr J. Ellis, Colonial Secretary to Sir James O'Grady, the Bristol-born Governor of the Falkland Islands, presenting a cigarette casket to the Lord Mayor of Bristol at the Council House, Bristol, yesterday.

Br ... the Falkland Islands
THE ... ceremony at the Council House yesterday when the Lord Mayor received a cigarette box, designed by Sir James O'Grady, and made out of oak timber taken from the Bristol built ship Great Britain. That company greatly interested the large company present. That company included the Lord Mayor and Lady Mayoress, the Sheriff, the Deputy Lord Mayor, aldermen, councillors, members of the Royal Empire Society, members of the Bristol Shipowners' Society and other representative citizens. Mr J. M. Ellis, Colonial Secretary of the Falkland Islands, in making the presentation, was able to connect Bristol and this remote part of the British Empire with a remarkable chain of associations. The Governor and the Bishop of the Falkland Islands, he said, were Bristol men, and a number of Bristol men were settled on the islands. He might have added to the chain the association of Bristol navy men, with the famous battle of the Falkland Islands. The cruiser Canopus was recruited very largely from Bristol naval ratings. She was used as a decoy ship and the Germans fell into the trap. When the great naval battle had been fought and won by Admiral Sturdee his fleet came home and the men were given much appreciated leave. Whilst they were home the Bristol contingent from the battle of the Falkland Islands were entertained. They marched through the city escorted by the mounted police with the Lord Mayor (Sir Barclay Baron) in his state coach, and after dinner they marched into the second house of the Hippodrome and had a tremendous reception. This was one of the few occasions when the sailors were publicly entertained during war-time.

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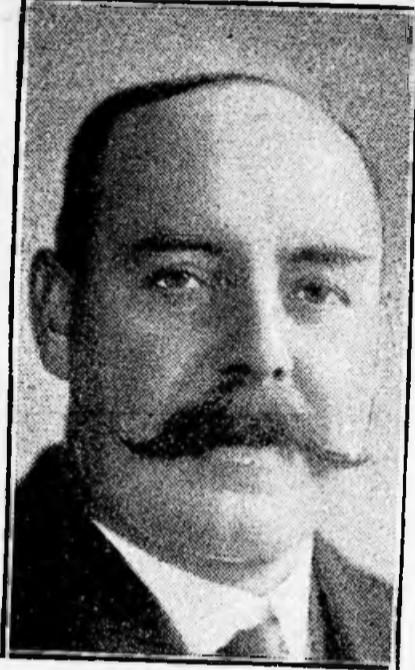
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Cutting from *Sheffield Advertiser*
Issue dated *2 DEC 1933*

Sir James O'Grady

SIR JAMES O'GRADY, the Yorkshire Labour M.P., who became Governor-General of Tasmania and later of the



SIR JAMES O'GRADY.

Falkland Islands, is likely to sail for Stanley, the capital of his domain, either on 23 December or 7 January.

When I saw him this morning, he told me that the Colonial Office look upon his recovering as little short of miraculous. "Everyone thought I would have to lose my leg," he said, "but I walked into the Colonial Secretary's office in Whitehall yesterday, with only the casual help of a couple of sticks."

Sir James tells me that every reference to the Falklands which appears in the English Press is sent out to Stanley by the Government and reprinted in "The Penguin," the farthest south daily paper, as evidence of the interest felt in this country in the outposts of the Empire.

He is very anxious to improve the amenities of social life out there. The people are well educated, warm-hearted, temperate and intensely loyal, yet are almost starved intellectually because of the impossibility of sustained social intercourse.

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Cutting from *Bristol Evening World*
Issue dated *26. 11. 33*

ISLAND'S GIFT TO BRISTOL
PIECE OF FAMOUS SHIP AS CIGARETTE BOX

An interesting presentation which has been initiated by Sir James O'Grady, a distinguished Bristol man, will take place in Bristol next week, probably on Tuesday afternoon.

It will consist of a gift from the Falkland Islands to the City of Bristol of a silver-mounted cigarette box made from a piece of timber from the Great Britain, the first iron steamship in the world.

The hulk of the Great Britain, which was built and launched in Bristol, now lies in Port Stanley Harbour, Falkland Islands.

The gift is a return for Bristol's presentation last year, on the occasion of the Falkland Islands' centenary, of a silver cigar box, a cigarette box and a dolphin shaped lighter.

Colonel E. W. Lennard, who is making the arrangements, hopes that the Colonial Secretary for the Falkland Islands, Mr. J. M. Ellis, and Dr. T. Drummond Shiels, M.C., a former Under-Secretary of State for the Colonies, will be present at the ceremony.

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Cutting from *Yorkshire Post*
Issue dated *2 DEC 1933*

SIR JAMES O'GRADY
Early Return to Falklands

From Our London Correspondent
FLEET STREET, Friday

Sir James O'Grady's health is so much improved that he hopes to leave for Port Stanley on either December 23 or January 7.

He told me to-day his doctors describe his recovery as extraordinary.

Yesterday Sir James, who is Governor-General of the Falkland Islands, walked to the Colonial Office for a conference with the Secretary of State, Sir Philip Cunliffe-Lister.

Sir James was particularly cheerful over the prospects for 1934. Wool prices are rising, and, in addition, the quality of Falkland Island wool is improving, thanks to the steps he took to introduce special breeding strains before leaving.

Strand House,

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Cutting from *Western Daily Press*

Link With the Great Britain.

ON Friday next Mr J. Ellis, Colonial Secretary to the Falkland Islands, will visit Bristol and present the Lord Mayor with a silver mounted cigarette box made from wood taken from the once famous Bristol-built steamship Great Britain. It will be recalled that a very popular Bristolian, Sir James O'Grady, was until recently Governor of the Falkland Islands, whilst another Bristolian, the Rev. Norman de Jersey, is now Bishop of that far-off Diocese.

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Cutting from *Manchester Evening News*
Issue dated *27 NOV 1933*

Two Suggestions

IN the Falkland Islands, where the inhabitants reap small fortunes from whales and whale products, there is no income tax. Living is also very cheap. Shall it be the Falkland Islands, then?

Or you may favour Hyderabad, which is sunnier. There is no demand on the people's income there, either. The State railways and electrical installations make most of the money instead.

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Cutting from *Star*
Issue dated *13. 12. 33*

Whale Poachers

FALKLAND ISLANDS hardly seem to have been on the map since the famous naval battle early in the War. The post stretches almost to the South Pole, and I believe Sir James is given a Government steam-yacht for his official visitations. He tells me that he is particularly anxious to establish a naval base for police purposes to deal with Antarctic poachers of whale-oil, and to improve the character of the wool for Bradford textiles, sheep-farming being the chief industry.

He is a courageous man in his 68th year to wish to return to this lonely outpost on the fringe of the Antarctic.

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Cutting from *Express (Exeter)*
Issue dated *16-12-33*

It is a far cry to the Falkland Islands, but, bless you, distance is nothing to the "E. and E.," which penetrates to all parts of the world. It may be found, as fresh as paint, in the bungalow of the cocoanut planter in the South Pacific, in the home of the fruit grower in the far-famed Annapolis Valley of Nova Scotia, in the living room of the pioneer farmer's homestead in Australia, and, indeed, anywhere and everywhere—as Exonians who have travelled far have often found, to their great surprise and greater delight.

Messrs. Gould and Wills, of Sidwell-street, Exeter, received the other day a letter from an "E. and E." reader, penned in the little settlement of Congo, in the North Arm of the Falkland Islands, which reads: "Will you be so kind as to send me one of your catalogues, as I think your floor covering is very cheap; and will you please let me know the freight charge for a roll of your oilcloth, sent out to Port Stanley, Falkland Islands?"

Pleased by this striking testimony to their telling advertising, as well as their sound choice of an advertising medium, Messrs. Gould and Wills forwarded the letter to the "E. and E." office with an accompanying note which read: "We know your wonderful paper goes far and wide. Evidently the enclosed letter came as a result of our advertisement of our cheap floor covering." Messrs. Gould and Wills were interested rather than surprised. So was the "E. and E." In the belief that readers of the "E. and E." generally, and in particular those who are scattered over the globe will be interested, also, the little story is here put on record.

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Cutting from *Northern Echo*
Issue dated *14. 12. 33*

WHO'S WHO TO-DAY.

SIR JAMES O'GRADY.

SIR JAMES O'GRADY has made such a success of his work as a Colonial Governor and administrator that his desire to be permitted by his medical advisers to return to the Falkland Islands is easy enough to understand.

Sir James has been in England for some months, having had to be brought home for special treatment owing to his serious illness. He has made a splendid recovery and has been out of the nursing home for about two months.

His appointment as Governor of Tasmania under the first Labour Government was a historic occurrence, for he is the first man to be appointed from the ranks of British workers to the governorship of an Overseas Dominion. Three weeks after he arrived back in England on the completion of his term as Governor of Tasmania Sir James received the appointment to the Falkland Islands.

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Cutting from *Birmingham Mail*
Issue dated *25 NOV 1933*

NO INCOME TAX.

WHAT is the most prosperous part of the Empire? The Falkland Islands seem to be the answer, for their inhabitants reap small fortunes from whales and whale products, and pay no income tax. Their expenses are trifling and, what is perhaps more important, they have never heard of such a thing as an overdraft, for their accounts in the banks are actually the heaviest of the Colonies.

But the Falklanders are not the only people in the Empire who are without taxation. Hyderabad, the sunny antithesis of the Falklands and one of the most progressive States in India, also boasts an Exchequer which does not have to turn to the income of the people. The State railways and electrical installations make most of the money instead.

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Cutting from *Cambridge Daily News*
Issue dated *14. 12. 1933*

Sir James O'Grady, Governor of the Falkland Islands who has been in England on sick leave for six months, yesterday consulted two Harley-street specialists, whose decision will be communicated to the Colonial Office.

GOOD NEWS F

Cutting from *Falkland Egg Post*
Issue dated

SIR JAMES O'GRADY ON HIS CAREER.

ACTIVITIES IN MANY LANDS.

His Negotiations With Litvir.off.

To-day Sir James O'Grady is being examined by two Harley Street specialists, who will report to the Secretary of State for the Colonies as to whether he shall be allowed to return to the farthest south colony of the Empire or remain in London for a further period of convalescence.

Sir James has no doubt himself as to his fitness for the rigorous climate of the Falkland Islands, but is quite prepared to accept, in the interests of the Empire, whatever decision may be arrived at by those in authority.

(From our own Correspondent.)

FLEET STREET, Wednesday.

If the verdict should go against his early return, there will be many compensations for him in the old country, not the least of which will be the opportunities that will be available for him to re-visit Leeds, a city which, he told me to-day, has the happiest of associations for him in a career which has had its activities in connection with affairs on the Continent, in Russia, Persia, India, Tasmania, and South America.

"It was in 1904 that my political connection with Leeds began," he said. "I was chosen by the Leeds Labour party as their candidate for the old East Leeds division.

"For two years I cultivated friendships in the district, and in 1906 I was successful in winning the seat from Mr. (now Sir) H. S. Cautley, at present member for the East Grinstead Division. My majority was over 3,000, and I was actually the first Labour Member to sit for any Leeds constituency.

"It will be remembered that, in 1924, a Labour Government held office for nine months. During this period the present Prime Minister, Mr. Ramsay MacDonald, asked me to consider the position of Ambassador to Russia. That appointment never materialised. Instead of going to Moscow, I was appointed Governor of Tasmania, where I stayed for six years.

"On my return, Lord Passfield asked me to take up the Governor-Generalship of the Falkland Islands, to which after my recent illness I hope to return.

"It will be seen that it is to Leeds and my association with that city that I owe the opportunities of Empire service which have come to me. I am glad that I still retain the friendship of my old Labour colleagues as well as many business men who were at one time my political opponents."

Cutting from *Burton Chron*
Issue dated *2-11-33*

THE FALKLAND ISLANDS. Occupation and Health of the People.

A description of life on the Falkland Islands is contained in the annual Colonial report issued by the Stationery Office. The islands lie in the South Atlantic Ocean, in about the same latitude south as England is north. They are composed of hilly moorland, with a deeply indented coast line and no rivers navigable for any distance. They were discovered by English explorers in 1592, but the first settlement was made by the French in 1764. Later the possession of the islands was disputed between France, Spain, England and South America. Finally, in 1833, Great Britain expelled a few Argentine soldiers and took possession.

"There is no cultivation," says the report, "except in the immediate vicinity of the farm settlements and shepherds' houses, where vegetables, and in some places oats and hay, are grown. The soil is chiefly peat, but considerable areas of sand also occur. Trees are entirely absent, and the scenery is said to resemble parts of Scotland and the northern islands. The only town is Stanley, the capital, situated on a natural harbour entered from Port William, at the north-east corner of the group.

"The winters are slightly colder and the summers much cooler than in London. . . The daily weather is largely dependent on the direction of the wind, which, not infrequently, is so inconstant as to give rise to wide ranges of temperatures within short intervals. Though the annual rainfall is not excessive, averaging only 26 inches, precipitation occurs on two out of every three days in the year, and in consequence the atmosphere is usually damp.

"There is a difficulty in regard to food, which is never one of quantity, while the quality of that which is available is excellent; nevertheless, the diet is ill-balanced, a circumstance which is probably the chief cause of appendicitis and the invariable condition of bad teeth accompanying it. Gardens are cultivated but insufficient attention is paid to the production and consumption of green vegetables. . . Fruit is not grown in the Colony; the supply is irregular and inadequate.

"For practical purposes wool is the sole product of the Colony at the present time. It is all exported in the grease to London when prices are profitable skins and tallow are also shipped together with a limited quantity of hides."

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Clipping from
The Yorkshire Evening Press
27.11.53

Mr. Nobody's Diary

"Yorkshire Evening Press" Office,
9, Coney Street, York.
Monday.

WHAT is the most prosperous part of the Empire?

The Falkland Islands seem to be the answer, for their inhabitants reap small fortunes from whales and whale products and pay no income tax.

Their expenses are trifling and, what is perhaps more important, they have never heard of such a thing as an overdraft for their accounts in the banks are actually the heaviest of the colonies.

Mine, alas! in York, seems doomed to remain on the light side.



BUT the Falklanders are not the only people in the Empire who are without taxation. Hyderabad, the sunny antithesis of the Falklands and the most progressive State in India, also boasts an Exchequer which does not have to turn to the income of the people. The State Railways and electrical installations make most of the money instead.

Are we to expect a heavy exodus from this country to both these prosperous parts of the Empire before our own taxation zero-hour on January 1?



THE production of celebrities out of Yorkshire's vocalists is the aim of Giovanni Sonnino, the Canadian maestro, who visits Sheffield next week to give a lecture-recital on voice production.

He believes he can produce real celebrities out of the raw vocal material to be found in Yorkshire.

The maestro is of the opinion that, so far as the English speaking world is concerned, and most of Europe as well, Yorkshire holds a kind of monopoly of the raw material which makes up the essential qualifications for great singers.

Sonnino is an authority on voice production; he is known internationally, and

he will be assisted at his Sheffield recital by four London pupils, two of whom are natives of Yorkshire.



A MINOR tragedy occurred recently when Sonnie Hule, the film actor, discovered that a bag, containing his clothes for the picture, had dropped from the top of the car in which he was travelling, somewhere between London and Maidenhead.

Five cars immediately went in search of the missing bag.

It was found in Slough Police Station, much to everyone's relief.



AN airman who recently made a forced landing in a remote part of the west of Ireland reports that when he approached some villagers to ask for their assistance, they fled from him and fetched the priest, and that even the priest would only speak to him across a running stream.

Perhaps it served as a local Jordan to shield the holy man from the fierce winged monster!



DR. GOEBBELS, the Nazi Minister for Propaganda, has, I see, forbidden the German Press to print descriptions of the behaviour of prisoners in the Reichstag fire trial.

Will this new Nazi muzzle rob us of one of the treasures of modern art—the Varder Lubbe semi-stoop (with sulk)?

—MR. NOBODY.

YORK MINSTER

To-morrow's Services

- 8.0 a.m.—Holy Communion.
- 10.0 a.m.—Matins. Ireland in F. Anthems: "Blessed is he that considered the poor and needy" (Nares).
- 4.0 p.m.—Evensong. Ireland in F. Anthems: (Psalm 150): "O praise God in His Holiness" (White).

Falkland Islands
 Telephone: HOLBORN 4343. Telegrams: BOOKSTALLS, ESTRADE, LON.
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Cutting from *Field*
 Issue dated *23/12/33*

THE FIELD



THE BLIGHTLESS LOGGERHEAD DUCK OF THE FALKLANDS ON ITS NEST
This nest was built, as is often the case, at a considerable distance from the sea

DUCKS THAT CANNOT FLY

The Queerest Inhabitants of the Falkland Islands

ALTHOUGH the loggerhead or steamer ducks which inhabit the Falkland Islands are heavy birds and unable to fly, they can scuttle along over the surface of the water or land at a tremendous rate, if surprised or chased by some enemy or supposed enemy, moving their absurdly small wings very rapidly and rising slightly from the ground every now and again.

They do not, as a rule, go far from the sea, except at nesting time. Why they should build, as they frequently do, at such a distance from the shore is a mystery, because each time one of these ducks is disturbed off her nest by a passing shepherd on horseback or some other cause, she invariably makes a beeline for the nearest beach, where the drake will be found either sitting sunning himself or swimming up and down in the sea on sentry duty.

Should he see or hear danger approaching, he calls to his duck with a shrill note like that of a bull-frog. If she is at the nest merely for laying purposes, the duck hurries down at once, but should she be well on with her sitting operations, she will stay till the last possible second on her nest, perhaps until a rider is just on top of her, when out she will burst with such a flapping and noise that only a very sedate old horse can endure without stampeding. The usual time for nesting is September, eggs being almost always to be found about the third week, and on through October. Six or eight is the usual clutch, but big broods of ten or eleven are hatched out occasionally.

It is a wonderfully pretty sight to watch a big crowd of little ducklings riding a choppy sea and trying to keep close behind mother, who in her turn endeavours to protect her little brood from being snapped up by an Antarctic skua or one of the big gulls, which are ever on the watch for such morsels. It is sad to see such a family dropping off in numbers day after day like the ten little nigger boys.

Nests may be built either in dry kelp (seaweed) above high-water mark on the beach, under the shelter of a bank or cliff, in a hole in the ground similar to that of a jackass penguin, or in grass, a diddledee bush, a furze hedge or in tussac grass.

One nest seen by the writer was under an old dinghy lying bottom up on the beach, and if the duck had not suddenly jumped out she would not have been noticed. The eggs being stained and well covered with down must have been near to hatching, but the duck deserted the nest, or it would have been interesting to see how she got the young ones out of the boat, a jump of about two feet up through a hole in the bottom.

Another curious nest was a semi-detached affair in a diddledee bush tenanted conjointly by an upland goose and an elderly loggerhead duck. The goose jumped off, leaving her four eggs exposed close astern of the duck, who sat on and allowed

herself to be lifted off in a sort of mesmerised condition. She was a very old bird with big corns on her wings, and her six exceptionally big eggs had evidently been laid first. Whether she was too weak to drive the goose away, or whether the goose had chosen the safe time before and refused to go elsewhere, could not be ascertained. It certainly was not from any lack of desirable vacant building plots, there being hundreds of acres to pick from.

After the young birds are big enough to fend for themselves, the old loggerheads drive them away from the nesting-place, and they form huge colonies, sometimes several hundreds in number, until they are old enough to settle down on a patch of their own as respectable mated pairs.

Judging from a duck skinned, in which there were over 450 small mussel shells of various sizes, they must consume an enormous quantity of shellfish. In the crop of a drake were three small crabs and a large quantity of sand and tiny double shells, all of which would add to the bird's difficulties if it attempted to fly.

When fishing in shallow water they will remain with their heads under the surface for 10 to 15 seconds, paddling with their big feet and rotating, so that their white underparts and grey backs are visible alternately, a curious effect. They know where fresh water streams are, and will swim up to one and, as soon as they touch bottom, start drinking the water flowing into the sea. In deep water they will stay right under about half a minute, and then up for about a quarter of a minute to breathe, bringing up what must be a rather stupid or deaf fish occasionally.

In their turn the loggerheads, or "loggers," as they are called locally, are chased by porpoises and seals, so they never go out very far from the shore. They are very handsome birds, their plumage, which is mainly greyish brown, being shot with greens and purples with white feathers here and there. The drake has an orange bill, while that of the female and immature birds is of a greenish colour.

The light cream-coloured eggs are quite good eating when fresh and, being over 3½ in. in length, make a good meal when fried or boiled.

ARTHUR F. COBB.

Falkland Islands
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Cutting from *Manchester Sun*
 Issue dated *22-12-33*

SIR JAMES O'GRADY AND HIS GOVERNORSHIP

On inquiry at the residence of Sir James O'Grady at Clapham Common last night it was stated that Sir James had received no official communication from the Colonial Office regarding his application to return to the Falkland Islands as Governor.

Sir James was compelled to come to England six months ago to undergo an operation and subsequent treatment in a nursing home. He has now made a good recovery and is awaiting the decision of the Colonial Office, based on the report of two specialists by whom he has been examined.

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Cutting from *Woolly Telegraph*
 Issue dated *30-12-33*

SIR JAMES O'GRADY

SICK LEAVE EXTENDED

It was stated last night at the residence of Sir James O'Grady at Clapham-common, S.W., that he had received information from the Colonial Office that his sick leave had been further extended. This is as a result of reports by Harley-street specialists whom he consulted before Christmas.

Sir James is very anxious to resume his duties as Governor of the Falkland Islands but a final decision has not yet been reached by the Colonial Office. He was compelled to return to England six months ago to undergo an operation in a London nursing home. He has now made a good recovery and is awaiting the decision of the Government.

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Cutting from *Daily Herald*
Issue dated *30/12/33*

RESEARCH VOYAGE QUARREL

EARL NOW IN CHARGE WILL INVESTIGATE

It was announced by the Colonial Office yesterday that the Earl of Plymouth had been appointed chairman of the Discovery Expedition Committee in succession to Mr. E. R. Darnley, last Assistant Secretary at the Colonial Office.

Mr. Darnley was virtually removed from his office by the Colonial Secretary, Sir Philip Cunliffe-Lister, following a dispute over the policy of the Committee.

The "Daily Herald" learns that the Earl will inquire into complaints concerning the activities of the Discovery II, which is at present on a two-years' cruise in the Antarctic.

One of the prime objects of the Discovery II is to gather scientific data about the movements of whales, but it is suggested in the Falkland Islands, which have contributed to the cost, that the expedition has been more concerned with abstract science than with the whaling industry.

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Cutting from *Daily Express*
Issue dated *29-12-33*

EXILED FROM THE SOUTH SEAS

SIR JAMES O'GRADY LONGS TO GO BACK

"Daily Express" Special
Representative.

IN a red-brick villa near Clapham Common a man is anxiously awaiting a verdict which may end his career as representative of the King in the far-away Falkland Islands.

That man is Sir James O'Grady—"Jim" O'Grady still to his old constituents in East Leeds, who have sent him many messages of sympathy in his long fight against ill-health.

Six months ago Sir James was forced to leave the islands to undergo treatment in a London nursing home.

A week ago he was examined by two Harley-street specialists, who have to decide whether he is well enough to return to his island kingdom.

Sir James is patiently awaiting their verdict. He spends most of his time reading.

It will be a tremendous blow to him if he cannot return to Government House at Stanley. His daughter told me so yesterday when I called at the house.

Falkland Islands
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Cutting from *Aristol Dig Ltd*
Issue dated *29-12-33*

Sir James O'Grady's Future

His Post in the Falkland Isles

Sir James O'Grady, the veteran Labour leader, who was born and educated in Bristol and created a precedent by entering the Imperial Service, being now Governor and Commander-in-chief of the Falkland Islands, is spending anxious days in his modest London home.

He is still awaiting the medical report which will permit him to return to his lonely command after his serious illness.

"No definite date has yet been fixed for Sir James to return," a member of his household told me to-day. "He is anxious to leave immediately, but must stay until he has the necessary official permission."

The Colonial Office was also unable to give any idea of the date on which the Falkland Islands Governor might be expected to leave for Government House, Port Stanley.

SERIOUS ILLNESS

Almost seven months ago Sir James, who came into prominence in Bristol as a town councillor and later as the president of the conference of the Trade Union Congress held in the city, was rushed secretly home from the distant Falkland Islands and placed immediately in a nursing home in London.

Grave fears existed then that his distinguished career in the Imperial service would be curtailed by his illness. He served as Governor of Tasmania for six and a half years and, after a short holiday in this country, was appointed to the Falkland Islands in 1931.

After he had been under special treatment in London for some time it was stated that he was suffering from several complaints, including phlebitis, diabetes and gangrene in the right leg. Harley-street specialists attended him, and he recovered so well that he was able to be removed from the nursing home to his home at Clapham Common.

DEVELOPMENT WORK

It was then authoritatively stated that he hoped to return to Port Stanley in December. Sir James filled in the intervening weeks reading and dictating letters and seeing only a few close personal friends.

Among the many inquiries concerning his progress were famous Labour leaders with whom he had worked in the old political days. His work for the National Federation of General Workers has not been forgotten.

Sir James is very keen to return to his work in the Falkland Islands, where he has greatly encouraged sheep-farming, path-making, and the development of Port Stanley into a base where boys may learn trades.

He has also begun the construction of a swimming bath as the result of discovering that, in a population which does most of its travelling in small boats in tempestuous seas, only 15 boys could swim.

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Cutting

Issue dated

**FALKLAND ISLANDS
REUNION.**

ANNIVERSARY OF BATTLE

The Falkland Islands reunion dinner, took place on Friday evening at the United Service Club, Pall Mall. Admiral A. P. Stoddart presided, and others present included:

H.M.S. Invincible.—Rear-Admiral T. P. H. Beamish, Engineer Rear-Admiral E. J. Weeks, Engineer Captain J. F. Shaw, Surgeon Captain E. MacEwan, Captain G. H. Lloyd, Lieutenant A. F. Vickery, Commissioned Gunner S. C. Kennell.

H.M.S. Inflexible.—Admiral Sir R. F. Phillimore, Vice-Admiral E. Wigram, Engineer Rear-Admiral H. Lashmore, Commander T. H. Back, Engineer Commander H. J. White.

H.M.S. Carnarvon.—Vice-Admiral H. L. D'E. Skipworth, Engineer Captain A. T. P. Read, Commanders the Hon. H. A. Pakington and P. F. Glover, Lieutenant-Commanders R. G. Fowle and P. J. M. Penney, Warrant Engineer J. Telford, Lieutenant Commander R. Mandley.

H.M.S. Glasgow.—Engineer Rear-Admiral P. J. Shrubsole, Commander H. Hickling, Paymaster Commander N. H. Beall, Surgeon Lieutenant-Commander A. I. Wysard, Shipwright Lieutenant-Commander S. G. Pawley.

H.M.S. Cornwall.—Vice-Admiral W. M. Ellerton, Captain H. E. H. Spencer Cooper, Archdeacon R. McKew, Instructor Captains C. S. P. Franklin and G. H. Andrew, Commanders R. E. Jeffreys, K. B. Millar and E. W. Sinclair, and Lieutenant Commanders L. Gardiner and D. A. Stride.

H.M.S. Kent.—Captains V. H. Dankwerts, J. R. Harvey and C. M. Redhead, Commander F. C. Howard, Surgeon Lieutenant R. Burn, Lieutenant J. K. Whittaker and Surgeon Captain T. B. Dixon.

H.M.S. Canopus.—Engineer Rear-Admiral S. P. Start, Captain P. J. Stopforth, Commander C. C. Cartwright, Paymaster Commander H. E. W. Lutt, the Rev. J. D. de Vitre, Lieutenant-Commander R. T. Young, and Surgeon Lieutenant M. Vlasto.

H.M.S. Orama.—Captain E. S. Carver and Lieutenant-Commander H. F. Heale. Transport Tregurno.—Captain E. N. Humphreys.

Falkland I.

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Cutting from

Irish News

Issue dated

22 DEC. 1933

**WANTS BACK TO THE
FALKLANDS**

**SIR J. O'GRADY'S
APPLICATION TO
GOVERNMENT**

The Press Association was informed on inquiry at the residence of Sir James O'Grady at Clapham Common late last night that Sir James had received no official communication from the Colonial Office regarding his application to return to the Falkland Islands as Governor.

Sir James was compelled to come to England six months ago to undergo an operation and subsequent treatment in a nursing home. He has now made a good recovery and is awaiting the decision of the Colonial Office based on the report of two specialists by whom he has been examined.

Sir James does not wish to retire into private life. He feels he is quite capable of returning to the Falkland Islands to resume his official duties.