

<i>Date.</i>	<i>Nationality, etc.</i>	<i>Leader or Commander.</i>	<i>Ship.</i>
1909-11	French Expedition*	Theodore Ring	<i>Jeanne D'Arc.</i>
	Established whaling station at Port Jeanne D'Arc, Kerguelen Islands; the expedition was sent out by a French firm; Cdr. Ring surveyed south and west coasts of the archipelago.		
1910	British Expedition	Capt. Owen	<i>Sabine.</i>
	Searched eastern Crozet Islands for survivors of lost Australian liner <i>Waratah</i> . Lieut. K. A. Beattie, R.N., and five naval ratings were lent by the Admiralty for this purpose.		
1910	British Expedition	?	<i>Wakefield.</i>
	Visited Prince Edward, Crozet, Heard, McDonald and Kerguelen Islands in search of survivors of Australian liner <i>Waratah</i> . Lieut. H. W. T. R. Seymour, R.N., and four naval ratings were lent by the Admiralty; obtained much useful hydrographic information.		
1910	Anglo-Norwegian Sealing Expedition.	Anton Evensen	<i>Mangoro.</i>
	The Captain hoisted the British flag on Heard Island on March 25th.		
1910-12	Norwegian Antarctic Expedition.	Roald Amundsen	<i>Fram.</i>
	Wintered at Bay of Whales, Ross Shelf Ice; five men reached the South Pole on December 14th 1911 and raised Norwegian flag; discovered Queen Maud Range; explored King Edward VII Land and took possession for King Haakon VII; reported Carmen Land, the existence of which has since been disproved.		
1910-12	German South Polar Expedition.	W. Filchner	<i>Deutschland.</i>
	Visited South Georgia and South Sandwich Islands, making a new chart of the former; discovered Prince Regent Luitpold Land and delimited part of southern boundary of Weddell Sea; discovered and named Kaiser Wilhelm Shelf Ice, which the Emperor renamed Filchner Shelf Ice; the <i>Deutschland</i> was beset and drifted in the pack-ice for nine months; a winter sledge journey over the drifting pack-ice proved the non-existence of Morrell's New South Greenland reported in 1823.		
1910-13	British National Antarctic Expedition.	R. F. Scott H. Pennell	<i>Terra Nova.</i>
	Wintered at Cape Evans on Ross Island; five men reached the South Pole on January 17th 1912, but all perished during the return journey; extensive explorations and scientific investigations in Victoria Land and on Ross Shelf Ice; separate parties wintered at Cape Adare and Evans Coves; discovered Oates Land.		
1911-12	Japanese South Polar Expedition.	Choku Shirase	<i>Kainan Maru.</i>
	Sledged 160 miles south-east across Ross Shelf Ice from Bay of Whales; landed on King Edward VII Land.		
1911-14	Australasian Antarctic Expedition.	Douglas Mawson	<i>Aurora.</i>
	Discovered and explored King George V and Queen Mary Lands, which were claimed for the British Empire; shore parties wintered at Cape Denison and Shackleton Shelf Ice; explored Adélie Land and sledged to South Magnetic Pole area; extensive scientific investigations; a separate party, under G. F. Ainsworth, spent 23 months on Macquarie Island and made the first explorations there.		
1911-12	Norwegian Whaling Expedition.	Ole Jørgensen	<i>Thulla.</i>
	Searched for suitable anchorages for whale factory ships in South Shetland and South Orkney Islands; whaling based on South Orkneys was started under British licence in 1911; first experimental whaling expedition to South Sandwich Islands.		
1912	Norwegian Shore whaling station at Deception Island, South Shetlands, started operations under British licence in December.		
1912-13	Norwegian Whaling Expedition.	Petter Sørle	<i>Palmer.</i>
	Made surveys in South Orkney Islands.		
1913	Major G. E. H. Barrett-Hamilton visited South Georgia on behalf of Colonial Office to investigate state of whaling industry.		
1913-14	Norwegian Whaling Expedition.	Hans Borge	<i>Polynesia.</i>
	Charted Borge Bay, a whaling anchorage in South Orkney Islands.		
1913-14	French Expedition	R. Rallier du Baty	<i>Curieuse.</i>
	Hydrographic survey of Kerguelen Islands.		
1913-15	Commonwealth Meteorological Expedition.	{ H. Power (1913-14) .. } { A. C. Tulloch (1914-15) }	?
	Meteorological station maintained on Macquarie Island by Commonwealth Meteorological Bureau, continuing work of Australasian Antarctic Expedition in 1911-13.		

\* See Note 3 on p. 155.

Date.	Nationality, etc.	Leader or Commander.	Ship.
1901-04	British National Antarctic Expedition.	R. F. Scott .. ..	<i>Discovery</i> .
	The first extensive exploration on land in the Antarctic; a sledge party reached lat. 77° 59' S.; examined the coast of Victoria Land and the edge of Ross Shelf Ice; discovered King Edward VII Land; wintered at Hut Point, Ross Island; in 1902-03 the <i>Discovery</i> remained ice-bound in McMurdo Sound, where she was visited by the <i>Morning</i> ; the <i>Discovery</i> was freed in February 1904, after the arrival of the <i>Morning</i> and <i>Terra Nova</i> ; visited Balleny Islands and discovered Scott Island.		
1902	British Expedition	.. ..	<i>Tutanekai</i> .
	Visit to Macquarie Island by Lord Ranfurly, Governor-General of New Zealand.		
1902-03	British Relief Expedition	W. Colbeck .. ..	<i>Morning</i> .
	Carried stores to <i>Discovery</i> in McMurdo Sound.		
1902-04	Scottish National Antarctic Expedition.	W. S. Bruce .. ..	<i>Scotia</i> .
	First oceanographical exploration of Weddell Sea; discovered Coats Land; wintered on Laurie Island, South Orkneys; handed over meteorological station on Laurie Island to Argentine Government in 1904.		
1903	Argentine Relief Expedition.	Julian Irizar .. ..	<i>Uruguay</i> .
	Rescued crew of <i>Antarctic</i> ; on the return of this expedition to Buenos Aires, Capt. C. A. Larsen aroused interest in the possibilities of whaling at South Georgia and the Cia Argentina de Pesca was formed with Argentine capital.		
1903-04	British Relief Expedition	W. Colbeck .. .. H. Mackay .. ..	<i>Morning</i> . <i>Terra Nova</i> .
	Joined <i>Discovery</i> in McMurdo Sound to assist in bringing home expedition.		
1903-04	French Antarctic Expedition.	J. B. Charcot .. ..	<i>Français</i> .
	Wintered at Booth Island off west Graham Land; by sledge journeys proved Bismarck Strait to be a bay; charted west side of Palmer Archipelago; discovered Peltier Channel, Doumer Island, Port Lockroy and Loubet Island (now known as Loubet Coast); examined and roughly charted west coast of Graham Land southwards to Alexander I Land.		
1904	Argentine Expedition	I. F. Galindez .. ..	<i>Uruguay</i> .
	Took over meteorological station on Laurie Island, South Orkneys; since 1904 the Argentine Government has sent an annual relief expedition.		
1904-05	Norwegian-Argentine Whaling Expedition.	C. A. Larsen (Manager)	<i>Fortuna</i> , <i>Luisa</i> , <i>Rolf</i> and <i>Guardia</i> <i>Nacional</i> .
	Established the first whaling station in South Georgia, at Grytviken.		
1905-06	British-Chilean Expedition*.	Ernest Swinhoe (Manager).	<i>Consort</i> .
	The South Georgia Exploration Company attempted unsuccessfully to start operations at South Georgia.		
1905-06	Norwegian Whaling Expedition.	Alexander Lange (Manager).	<i>Admiralen</i> .
	The first modern floating factory, with two catchers, visited South Shetland Islands.		
1906	British Naval Expedition	M. H. Hodges .. ..	H.M.S. <i>Sappho</i> .
	Investigated situation at South Georgia.		
1907-09	British Antarctic Expedition.	E. H. Shackleton .. ..	<i>Nimrod</i> .
	Wintered at Cape Royds on Ross Island; sledged to within 97 miles of the South Pole, discovering nearly 500 miles of new mountain ranges in Victoria Land; Sir Ernest Shackleton took possession of the Polar Plateau for King Edward VII; Professor David reached the South Magnetic Pole area and took possession of Victoria Land at Cape Bernacchi; visited Macquarie Island.		
1908	Norwegian Whaling Expedition.	C. A. Larsen (Manager)	<i>Undine</i> .
	Visited South Sandwich Islands in hope of establishing a whaling station, but found no suitable harbour.		
1908	Franco-Norwegian shore whaling station at Port Jeanne D'Arc, Kerguelen Islands, established in November.		
1908-09	French Expedition	R. Rallier du Baty .. ..	J. B. Charcot.
	Examined east coast of Kerguelen Islands in detail.		
1908-10	French Antarctic Expedition.	J. B. Charcot .. ..	<i>Pourquoi Pas?</i>
	Wintered at Petermann Island off west Graham Land; charted coast and islands southwards to Adelaide Island and Alexander I Land; discovered Marguerite Bay, Fallières Coast and Charcot Island; sighted Peter I Island.		

\* See Note 2 on p. 155.

<i>Date.</i>	<i>Nationality, etc.</i>	<i>Leader or Commander.</i>	<i>Ship.</i>
1882-83	German International Polar Year Expedition.	C. Schrader .. ..	<i>Moltke and Marie.</i>
	Wintered at Royal Bay, South Georgia, making scientific observations.		
1887	French Expedition	?	<i>Meurthe.</i>
	Visited Crozet Islands to restock provision depots.		
1892-93	French Expedition	Cdt. Lieutard ..	<i>Eure.</i>
	Hoisted French flag at two places in Kerguelen Islands to re-assert possession and made hydrographic surveys; in 1893 M. Bossière, a French merchant, was granted a 50-year concession to develop the islands.		
1892-93	Dundee Whaling Expedition.	Alexander Fairweather Thomas Robertson.	<i>Balaena, Diana and Polar Star.</i>
	Pioneer British whaling reconnaissance; undertook some scientific work in the Trinity Peninsula area; Capt. Robertson, of the <i>Active</i> , discovered the channel between Dundee and Joinville Islands; Capt. Fairweather, of the <i>Balaena</i> , discovered the Seal Islands.		
1892-93	Norwegian Whaling Expedition.*	C. A. Larsen ..	<i>Jason.</i>
	Pioneer Norwegian whaling reconnaissance; collected fossils on Seymour Island; discovered Føyn Island and penetrated Weddell Sea to lat. 64° 40' S., long. 56° 30' W., reporting an "appearance of land" to the west of this position; visited South Orkney Islands.		
1893	United States Expedition	Joseph J. Fuller ..	<i>Francis Allen.</i>
	Sighted two islands in the position at which Bouvet Island had been reported.		
1893-94	Norwegian Whaling Expedition.*	C. A. Larsen ..	<i>Jason.</i>
	Discovered King Oscar II and Svend Foyn Coasts and Robertson Island; penetrated Weddell Sea coast of Graham Land to lat. 68° 10' S.		
1893-94	Norwegian Sealing Expedition.*	C. J. Evensen .. Capt. Pedersen. ..	<i>Hertha.</i> <i>Cæstor.</i>
	Visited South Shetland Islands; the <i>Hertha</i> sailed south between the Biscoe Islands and Graham Land to lat. 69° 10' S., long. 76° 12' W. and sighted Adelaide Island and Alexander I Land.		
1894-95	Norwegian Expedition	Leonard Kristensen ..	<i>Antarctic.</i>
	Visited Prince Edward and Crozet Islands without landing; sealing at Kerguelen and Macquarie Islands; sighted Balleny Islands; landed on Possession Island, Victoria Land, and made the first landing on the Antarctic continent at Cape Adare.		
1897-99	Belgian Antarctic Expedition.	A. de Gerlache ..	<i>Belgica.</i>
	Visited South Shetland Islands; explored Bismarck Strait; discovered Gerlache Strait and Danco Coast; named Palmer Archipelago; sighted Alexander I Land; the <i>Belgica</i> was beset in the pack-ice and drifted south of Peter I Island for 12 months, the first exploring vessel known to have wintered in the Antarctic.		
1898-99	German Deep Sea Expedition.	Carl Chun ..	<i>Valdivia.</i>
	Oceanographical cruise; visited Kerguelen and Bouvet Islands, accurately fixing the position of the latter for the first time.		
1898-1900	British Antarctic Expedition.	C. E. Borchgrevink ..	<i>Southern Cross.</i>
	Examined a large stretch of the coast of Victoria Land; wintered at Robertson Bay, the first scientific party to do so in a hut on the Antarctic continent; examined the edge of Ross Shelf Ice; sighted Balleny Islands; visited Macquarie Island.		
1900-03	Swedish South Polar Expedition.	Otto Nordenskjöld ..	<i>Antarctic.</i>
	Shore party wintered at Snow Hill Island; proved Louis Philippe Land (now called Trinity Peninsula) to be part of Graham Land, and Gerlache Channel to be a continuation of Orleans Channel; discovered Crown Prince Gustav Channel; surveyed coasts of these three channels; sledged to lat. 66° S. on the east side of Graham Land; the <i>Antarctic</i> (Capt. C. A. Larsen) wintered at South Georgia in 1902; three men were landed at Hope Bay to proceed overland to Snow Hill Island; the <i>Antarctic</i> was crushed in the pack-ice off Erebus and Terror Gulf and the crew wintered at Paulet Island; the expedition was rescued by the <i>Uruguay</i> ; parties from the ship wintered at Hope Bay and Paulet Island; by special request an Argentine naval officer accompanied the expedition as "representative of the Argentine government."		
1901-03	German Antarctic Expedition.	E. von Drygalski ..	<i>Gauss.</i>
	The second vessel to winter in the Antarctic pack-ice; discovered Kaiser Wilhelm II Land; visited Crozet and Heard Islands; a separate scientific and surveying party spent 16 months at Kerguelen Islands, conveyed by the <i>Tanglin</i> and <i>Stassfurt</i> .		

\* See Note 1 on p. 154.

Date.	Nationality, etc.	Leader or Commander.	Ship.
1839-43	British Antarctic Expedition.	James Clark Ross	H.M.E. <i>Erebus</i> . H.M.S. <i>Terror</i> .
	Circumnavigated Antarctic continent; the first ships to force a way through the pack-ice; discovered Ross Sea and roughly charted 500 miles of new coastline in Victoria Land which was claimed for the British Crown; landed only on Possession and Franklin Islands in this area; discovered Ross Island and northern edge of Ross Barrier (Ross Shelf Ice); sighted Joinville Island; discovered James Ross Island and Erebus and Terror Gulf; annexed these lands for the British Crown; searched unsuccessfully for Bouvet Island; visited Prince Edward, Crozet and Kerguelen Islands; sighted Balleny Islands.		
1845	British Expedition	T. E. L. Moore	H.M.S. <i>Pagoda</i> .
	Searched unsuccessfully for Bouvet Island and made important magnetic observations in South Atlantic.		
1849	United States Sealing Expedition.	Thomas Long	<i>Charles Carroll</i> .
	Independently rediscovered Heard Island.		
1850	British Whaling Expedition.	Capt. Tapsell	<i>Brisk</i> .
	Sighted Balleny Islands and sailed westwards to long. 143° E. in a higher latitude than Wilkes, without seeing land.		
1853-54	United States Expedition	John J. Heard	<i>Oriental</i> .
	Independently rediscovered Heard Island.		
1853-54	British Expedition	Capt. McDonald	<i>Samarang</i> .
	Discovered McDonald Island.		
1856 (?)	United States Whaling Expedition.	E. Darwin Rogers	<i>Corinthian</i> .
	First landing on Heard Island.		
1856-58	United States Sealing Expedition.	Henry Rogers	<i>Zoe</i> .
	Twenty-five men wintered on Heard Island, the first party to do so.		
1872-76	British Expedition	G. S. Nares	H.M.S. <i>Challenger</i> .
	Voyage round the world; the first steam vessel to cross the Antarctic Circle; reached lat. 66° 40' S. in long. 78° 22' E; important oceanographical researches and scientific observations at Prince Edward, Crozet, Kerguelen and Heard Islands.		
1872-88*			
1873-74	German Expedition	Eduard Dallmann	<i>Grönland</i> .
	Sent out to investigate possibilities of reviving southern sealing; visited South Shetland Islands; discovered Bismarck Strait and proved the island nature of the part of Graham Land now known as Palmer Archipelago; visited South Orkney Islands.		
1874	German Expedition	Capt. von Reibnitz	<i>Arkona</i> .
	Visited Kerguelen and Heard Islands to select base for Transit of Venus Expedition.		
1874-75	United States Transit of Venus Expedition.	Cdr. Ryan	<i>Swatara</i> and <i>Monongahela</i> .
	Wintered at Molloy Point, Kerguelen Islands, making scientific observations; visited and landed on Crozet Islands.		
1874-75	British Transit of Venus Expedition.	R. P. de Perry	<i>Volage</i> and <i>Supply</i> .
	Wintered at Observatory Bay, Kerguelen Islands, making scientific observations.		
1874-76	German Transit of Venus Expedition.	Baron von Schleinitz	<i>Gazelle</i> .
	Wintered at Betsy Cove, Kerguelen Islands, making scientific observations; visited Crozet Islands.		
1876	British Expedition	Lindesay Brine	H.M.S. <i>Wolverine</i> .
	Visited Crozet Islands in search of survivors of the <i>Strathmore</i> , wrecked there in 1875.		
1878 (?)	United States Sealing Expedition.	John Williams	<i>Golden West</i> .
	Probably landed on Bouvet Island.		
1880	British Expedition	J. N. East	H.M.S. <i>Comus</i> .
	Visited Crozet Islands and left provision depots on three main islands.		
1880	United States Sealing Expedition.	Thomas B. Lynch	<i>Express</i> .
	Visited South Orkney Islands.		
1882	United States Sealing Expedition.	Rastus Church	<i>Delia Church</i> .
	Sighted Bouvet Island.		

\* Between 1872 and 1888 there was a revival of British and American southern fur sealing, especially at the South Shetland Islands. Many of these sealers sailed southwards along the coast of Graham Land and made landings, but they have left no record of their wanderings. Further research on the log books of some of these vessels might raise questions of priority of discovery.

<i>Date.</i>	<i>Nationality, etc.</i>	<i>Leader or Commander.</i>	<i>Ship.</i>
1821-22	United States Sealing Expedition.	N. B. Palmer	.. <i>James Monroc.</i>
	Visited South Shetland Islands; discovered South Orkney Islands with George Powell in December 1821.		
1821-22	British Sealing Expedition	James Weddell	.. <i>Jane and Beaufoy.</i>
	Visited South Shetland Islands; Michael McLeod, commanding the <i>Beaufoy</i> , discovered South Orkney Islands independently in December 1821, six days later than Powell and Palmer; Weddell, in the <i>Jane</i> , visited and named South Orkneys in February 1822.		
1822-23	United States Sealing Expedition.	Benjamin Morrell	.. <i>Wasp.</i>
	Probably visited Bouvet Island and made the first landing; also visited Kerguelen and South Sandwich Islands; reported several discoveries of new land, including New South Greenland, which have since been discredited.		
1822-24	British Expedition	James Weddell	.. <i>Jane and Beaufoy.</i>
	Roughly charted south side of South Orkney Islands, the work being carried out by Matthew Brisbane, in command of <i>Beaufoy</i> ; Weddell made an independent chart of South Shetland Islands and Weddell Sea, penetrating to lat. 74° 15' S., long. 34° 16' W.; visited South Georgia.		
1824-25	British Sealing Expedition	Edward Hughes	.. <i>Sprightly.</i>
	Visited South Shetland Islands; survey made by James Hoseason, first mate.		
1825-26	British Sealing Expedition	George Norris	.. <i>Sprightly and Lively.</i>
	Rediscovered Bouvet Island; named it Liverpool Island and took possession for King George IV; reported Thompson Island near Bouvet Island, a discovery which has since been discredited.		
1825-29	British Sealing Expedition	Alexander Sinclair	.. <i>Royal Sovereign.</i>
	The two shallops of this expedition were wrecked in Kerguelen Islands; John Nunn, one of the sealers, wrote a detailed account of the islands and of the privations of the crew during three years' residence.		
1828-31	British Expedition	Henry Foster	.. <i>H.M.S. Chanticleer.</i>
	Visited South Shetland Islands to make pendulum and magnetic observations at Deception Island, which was charted; took possession of Hoseason Island for King George IV.		
1829-30	United States Expedition	Benjamin Pendleton N. B. Palmer A. S. Palmer	<i>Seraph.</i> .. <i>Annawan.</i> .. <i>Penguin.</i>
	Visited South Shetland Islands; the first American Antarctic sealing expedition to be accompanied by scientists.		
1829-31	United States Sealing Expedition.	James Brown	.. <i>Pacific.</i>
	Visited northern South Sandwich Islands.		
1830-32	British Expedition	John Biscoe	.. <i>Tula and Lively.</i>
	Circumnavigated Antarctic continent; visited South Sandwich Islands; discovered Enderby Land, Adelaide Island and Pitt Island; annexed land for King William IV, calling it Graham Land (in reality a southern extension of Bransfield's Trinity Land, a discovery apparently unknown to Biscoe); visited South Shetlands.		
1833-34	British Expedition	Henry Rea	.. <i>Hopeful and Rose.</i>
	Sailed with two of Enderby Brothers' ships to continue Biscoe's researches, but did not get beyond lat. 60° S., long. 53° W., where the <i>Rose</i> was crushed in the ice.		
1833-34	British Expedition	Peter Kemp	.. <i>Magnet.</i>
	Visited Kerguelen Islands; discovered Heard Island and Kemp Land.		
1837-40	French Expedition	J. S. C. Dumont D'Urville.	<i>Astrolabe and Zélee.</i>
	Visited and surveyed South Orkney Islands, South Shetland Islands and north Graham Land; discovered Louis Philippe Land (Bransfield's Trinity Land; now called Trinity Peninsula), Orleans Channel, Joinville Island and Adélie Land; took possession of Adélie Land for France.		
1837	French Expedition	M. Cecille	.. <i>Héroïne.</i>
	Visited Prince Edward and Crozet Islands, landing on and surveying the latter group.		
1838-39	British Expedition	John Balleny	.. <i>Eliza Scott and Sabrina.</i>
	Discovered Balleny Islands and an "appearance of land" in what is now known as Sabrina Coast, antedating the discoveries of D'Urville and Wilkes in this area.		
1838-40	United States Exploring Expedition.	Charles Wilkes	.. <i>Vincennes, Peacock, Porpoise, Seagull and Flying Fish.</i>
	Visited South Shetland Islands, Trinity Peninsula, Joinville Island and Macquarie Island; reported numerous "appearances of land" in the area now known as Wilkes Land. Of the discoveries in Wilkes Land, Adélie Land and Knox Land (now known as Knox Coast) have been confirmed; Budd's and North's High Lands may exist, but all the other landfalls have been disproved in the positions claimed by Wilkes.		

Date.	Nationality, etc.	Leader or Commander.	Ship.
1808	British Whaling Expedition. Rediscovered Bouvet Island.	James Lindsay Thomas Hopper.	<i>Swan</i> . <i>Otter</i> .
1810	British Sealing Expedition Discovered Macquarie Island.	Frederick Hasselburgh	<i>Perseverance</i> .
1819	British Expedition Discovered South Shetland Islands on February 18th but made no landing.	William Smith	<i>Williams</i> .
1819	Spanish Expedition [Found wrecked, without survivors, on Livingston Island, South Shetlands, by sealers in 1820.]	?	<i>San Telmo</i> .
1819*	British Expedition Revisited South Shetland Islands; landed on King George Island on October 16th and took possession for King George III.	William Smith	<i>Williams</i> .
1819-20	British Expedition Accompanied by William Smith, visited and surveyed South Shetland Islands; discovered the north-western extremity of Graham Land (which he named Trinity Land) on January 30th 1820; took possession of King George and Clarence Islands. Bransfield was thus the first man to discover and chart a portion of the Antarctic mainland.	Edward Bransfield	<i>Williams</i> .
1819-20	Argentine Sealing Expedition. The first ship known to have taken fur seals in South Shetlands for commercial purposes; reached Buenos Aires on February 22nd 1820 with a cargo of 14,600 skins.	Carlos Timblon	<i>San Juan</i> <i>Nepomuceno</i> .
1819-20	United States Sealing Expedition. Visited north-west side of South Shetlands in February 1820, with N. B. Palmer as second mate; the first American sealing vessel known to have visited this area.	James P. Sheffield	<i>Hersilia</i> .
1819-20	British Sealing Expedition The first British sealing vessel known to have visited South Shetlands.	?	<i>Esprito Santo</i> .
1819-21	Russian Expedition Circumnavigated Antarctic continent at high southern latitude; surveyed South Shetlands; discovered Peter I and Alexander Islands; extended Cook's survey of South Sandwich Islands; sighted and described, but did not recognise as land, part of the coast of what is now known as Princess Ragnhild Land; visited South Georgia and Macquarie Island.	Thaddeus Bellingshausen.	<i>Vostok</i> and <i>Mirnyi</i> .
1820-21	British Sealing Expedition Visited South Shetland Islands.	William Smith	<i>Williams</i> .
1820-21	United States Sealing Expedition. Visited South Shetland Islands and probably examined islands southwards to lat. 66° S.	Benjamin Pendleton	<i>Frederick</i> .
1820-21	United States Sealing Expedition. Visited South Shetland Islands; sighted land which he later claimed should be called Palmer's Land (now called Graham Land) on November 17th 1820; probably examined what is now known as the Palmer Archipelago; his discoveries have been the subject of wild exaggerations.	N. B. Palmer	<i>Hero</i> .
1820-21	British Sealing Expedition Wrecked on King George Island in December 1820; the master occupied his time until relieved making a very inaccurate but historically important map of the central South Shetland Islands.	Richard Sherratt	<i>Lady Trowbridge</i> .
1820-21	British Sealing Expedition Visited South Shetland Islands.	James Weddell	<i>Jane</i> and <i>Beaufoy</i> .
1820-21	British Sealing Expedition The chief officer and ten of the crew made the first wintering in the Antarctic at Esther Harbour, King George Island, South Shetlands.	Capt. Clark	<i>Lord Melville</i> .
1820-22	British Sealing Expedition In two seasons visited and surveyed north coast of South Shetland Islands; later published a chart of the group, basing the south coast on information from other sealers; discovered South Orkney Islands with N. B. Palmer in December 1821; Powell took possession of Coronation Island for King George IV; it is not clear whether he returned to England in the southern winter of 1821.	George Powell	<i>Dove</i> .
1820-23	British Sealing Expedition Wrecked on Crozet Islands, where the crew spent 22 months; one of them wrote a book describing the islands.	William Veale	<i>Princess of Wales</i> .

\* Following Smith's second visit to the South Shetland Islands in October 1819, several sealing vessels visited the group in January 1820. In the summer of 1820-21 there were at least 44 American and British sealing vessels working in the South Shetland Islands, and in the summer of 1821-22 the number had increased to at least 91 vessels. As a result of this uncontrolled slaughter, the fur seals had become almost extinct in the islands by the beginning of 1822. At the end of 1821 the more enterprising skippers began to search for new hunting grounds further south and east. It seems almost certain that the whole Bransfield Strait area, including the northern part of Graham Land, must have been seen by many sealers at this time. They were working in competition, and for the most part they kept their discoveries to themselves.

## APPENDIX I

**CHRONOLOGICAL LIST OF ANTARCTIC EXPEDITIONS WITH BRIEF NOTES  
ON EACH**

It is impossible to provide a concise and balanced summary of activity in the Antarctic spread over more than four hundred years; the aim in the following list has been rather to record in chronological order the main facts of discovery and mapping of Antarctic lands and other points that are relevant to any discussion of territorial claims. All names of "Lands" and "Coasts" are those shown on the map of Antarctica published by the Department of the Interior, Canberra, in 1939. In cases where changes in name have taken place, both the old and the new names are given.

Sealing and whaling voyages made solely for commercial reasons have been omitted unless new geographical discoveries were reported, or surveys made, or the voyage was of some other significance in connection with this Handbook. The visits of individual scientists who were landed on sub-Antarctic islands from whaling or sealing vessels have also been omitted unless they made geographical discoveries. For the same reason many of the later visits to three of the island groups in the Southern Ocean (South Georgia, South Shetlands and Kerguelen) are not mentioned, unless special investigations were made, after the dates when these islands became regular ports of call for modern whaling and sealing vessels. It should be noted that this treatment tends to obscure the very extensive whaling operations in the Antarctic during the last thirty years.

In the notes under each expedition the term "sighted" means that land was seen but was not closely approached; the term "visited" means that useful observations were made even though in many cases no landing was made. Whenever two leaders or commanders are listed for a single ship the first was the leader or scientist in charge of operations and the second was the officer in executive command of the ship.

<i>Date.</i>	<i>Nationality, etc.</i>	<i>Leader or Commander.</i>	<i>Ship.</i>
1502	Portuguese Expedition .. Possibly sighted South Georgia.	[Amerigo Vespucci]* ..	?
1675	British Expedition .. Probably sighted South Georgia.	Antonio de la Roché ..	?
1738-39	French Expedition .. Discovered Bouvet Island.	J.-B.-C. Bouvet de Lozier.	<i>Aigle</i> and <i>Marie</i> .
1756	Spanish Expedition .. Sighted and circumnavigated South Georgia.	[le Sieur Ducloz Guyot]* ..	<i>Léon</i> .
1771-72	French Expedition .. Discovered Kerguelen Islands and took possession for France.	Yves Joseph de Kerguelen-Trémarec.	<i>Fortune</i> and <i>Gros-Ventre</i> .
1771-72	French Expedition .. Discovered Prince Edward and Crozet Islands; landed and took possession of the latter for King Louis XV.	Marion-Dufresne ..	<i>Mascarin</i> and <i>Marquis de Castries</i> .
1772-75†	British Expedition .. Circumnavigated the world in as high a southern latitude as possible; crossed Antarctic Circle for first time and dispelled idea of a southern continent extending to temperate latitudes; landed in South Georgia and took possession for King George III; searched unsuccessfully for Bouvet Island; discovered South Sandwich Islands; Tobias Furneaux, in command of <i>H.M.S. Adventure</i> , also searched unsuccessfully for Bouvet Island.	James Cook (2nd voyage)	<i>H.M.S. Resolution</i> , <i>H.M.S. Adventure</i> .
1773-74	French Expedition .. Revisited and roughly charted the west coast of Kerguelen Islands; again took possession for France.	Yves Joseph de Kerguelen-Trémarec.	<i>Rolland</i> , <i>L'Oiseau</i> and <i>Dauphine</i> .
1776-80	British Expedition .. Visited Prince Edward and Kerguelen Islands, naming the former group.	James Cook (3rd voyage).	<i>H.M.S. Resolution</i> <i>H.M.S. Discovery</i> .
1790	Spanish (?) Expedition .. Discovered Shag Rocks west of South Georgia.	Manuel de Oyarvido ..	<i>Princess</i> .
1799	British Sealing Expedition .. Capt. Rhodes spent eight months examining and roughly charting the east coast of Kerguelen Islands while his crew were sealing and whaling.	Robert Rhodes ..	<i>Hillsborough</i> .
1805	United States Sealing Expedition .. The first sealer to visit and land on Crozet Islands.	Henry Fanning ..	<i>Catherine</i> .

\* Commander unknown.

† Following Cook's account of his discoveries, British sealers started work at South Georgia in 1778. They were soon followed by Americans and the industry developed rapidly. In 1791, there were at least 102 vessels engaged in securing fur seals and oil in the Southern Ocean, but there is no certain information of new discoveries by these sealers until the beginning of the nineteenth century.

that the other State concerned in the dispute could not make out a superior claim. This has been particularly true in the case of claims to sovereignty over areas in thinly populated or unsettled countries.

#### POLITICAL CONSIDERATIONS

531. The political situation is, however, very different from that generally accepted in international law. It is widely believed (especially in the United States) that discovery immediately confers sovereignty. There have been numerous campaigns in the foreign press and in private publications advocating all kinds of arguments which are likely to receive public support and to arouse public pressure on governments. It is for this reason that such emphasis has been laid on priority of discovery, even when the inchoate title said to have been acquired by such discoveries has not been followed within a reasonable time by any subsequent government action. The doctrine of inchoate title has been open to widely varying interpretation, with the result that formal taking of possession following a prior discovery by another nation has given rise to much controversy.

532. In the United States it has been maintained in the press that the Monroe Doctrine should be extended into the Antarctic, and all those features of geographical propinquity and strategic relationship covered by the term "natural sphere of influence" have been invoked in Argentina and Chile to support their claims and prove their right to exclude other Powers from the Falkland Islands Dependencies. Argentina and Chile have gone a step further by claiming that their right to Graham Land is strengthened by considerations of "geological similarity"! Norwegian press campaigns in the past have been largely concerned with resentment against British control over Antarctic whaling outside territorial waters, which, it has been maintained, cannot be justified on legal grounds. In almost all cases of political pressure connected with the Antarctic there has been marked distortion of the true facts.



Weddell Sea, and certain unknown stretches of coast in the Australian Antarctic Territory. In the second category the most important examples are Wilkes Coast, Banzare Coast, Sabrina Coast, Knox Coast, most of Princess Elizabeth Land, Coats Land, King Edward VII Land and Oates Land. In the third category are large areas in the southern part of Graham Land and small sections of the coasts of Kaiser Wilhelm II Land, Princess Elizabeth Land and Mac-Robertson Land.

527. The application of the "sector principle" is, in fact, essential to prevent the absurd situation which might arise if one nation could claim a strip say 60 miles from the coast because an expedition had sledged over it, and another nation could then claim another strip inside this because an expedition advanced further inland. The partition of the Antarctic which might result from an attempt to follow any such procedure would be entirely anomalous.

528. The Imperial Conference of 1926 gave full support to the "sector principle" as applied to the Antarctic. The Imperial Conference of 1930 did so too, but placed rather more emphasis on the need for effective occupation for the perfection of title. During the Imperial Conference of 1937 it was again generally agreed that effective occupation in the Antarctic must for a long time remain impractical, and that the "sector principle" still remained the most satisfactory method by which His Majesty's Governments could deal with Antarctic territorial claims.

#### PRESCRIPTION

529. Although they have many points of similarity, occupation and prescription are two quite different methods of acquiring rights to territory. They are similar in that they are both based upon the two elements of *animus* (the publicly declared intention to annex and hold the territory) and *factum* (the actual display of the necessary control). However, while occupation is a method of acquiring territory which is *terra nullius* and which is capable of appropriation, prescription as applied to the acquisition of territory is a method by which one State acquires territory to which previously another State had a right. The rights of the first State are extinguished in favour of those of the second. In prescription, therefore, a dispute involves questions of the validity of the conflicting rights of two States. In occupation, the question may be whether a State has acquired a title which is good against all other States.

529A. Title by prescription arises out of a long-continued possession. There is no enactment or usage or accepted doctrine which lays down the length of time required for international prescription, and no full definition of the degree of control which will confer territorial property on a nation has been attempted. It certainly does not depend solely on occupation or the exercise of any clearly defined acts. When a claim is formally notified to the world and remains uncontested, the claim is thereby strengthened. His Majesty's Government in the United Kingdom have taken the view that absence of protest by foreign Governments may be accepted as a tacit recognition of British rights.

530. In the East Greenland dispute between Norway and Denmark in 1933, the Permanent Court emphasized that a claim to sovereignty based merely upon continued display of authority involves two elements each of which must be shown to exist: the intention and will to act as sovereign, and some actual exercise or display of such authority. The tribunal in this case had to decide which of two claims was the stronger. Consequently the smallest details of exploration and research were considered relevant in addition to the usual exercise of government functions. It is, however, impossible to read the records of the decisions in cases of territorial sovereignty without observing that in many cases the tribunal has been satisfied with very little in the way of the actual exercise of sovereign rights, provided

W. E. Beckett:  
*Recueil des  
Cours, Paris,*  
Vol. 4, 1934,  
pp. 248-52.

*Permanent  
Court of  
International  
Justice,*  
Series A/B,  
Judgments,  
Orders and  
Advisory  
Opinions. Fasc.  
53, 1933,  
pp. 45-46.

subject of much discussion in connection with the Arctic, where claims have been made that all land, known or unknown, within the triangle formed by the two meridians of longitude starting from the eastern and western boundaries of territory at the base of the sector belongs to the sovereign of the territory at the base of the sector. The principle is only applicable to the Antarctic in a modified form. Whereas in the Arctic the base of each sector is taken to be the eastern and western boundaries of the nearest mainland territory, in the Antarctic (where the mainland is separated from the nearest inhabited territory by considerable spaces of open sea) the base can only be that portion of the outlying part of the Antarctic continent to which title has been established by the Power concerned. Any strict application of the "sector principle" as applied in parts of the Arctic might prove seriously embarrassing to the title of the Crown in the Falkland Islands Dependencies, and His Majesty's Government only need to have recourse to it in the extension of their claims to the Pole.

W 9197/192/50  
of 1932.

524. The general argument on which the "sector principle" has hitherto rested in the Antarctic is that only the Power in effective occupation of the coast possesses the means of access to, and consequently control over, the hinterland. It may be argued against the principle, as applied in this way, that it has the result of enabling a Power, by occupying certain territory on the fringe of the continent, to lay claim to a hinterland which may never have been occupied, or even visited. It might now be further contended that recent developments in aviation have rendered the hinterland accessible without possession of the coastal fringe, and consequently that some areas to which British claims have been asserted are not within definitive British sovereignty, but are rather territories to which one of His Majesty's Governments possess an inchoate right based on discovery and/or some formal act of annexation which still remains to be followed up.

525. The statement of the United States Government with regard to Admiral Byrd's claims in the Pacific Sector in 1930 (paragraph 322) indicated that the force of the argument about control of the Antarctic coastline was then appreciated, but in 1939 Mr. Cordell Hull's attitude to Mr. Ellsworth's claim to the hinterland of Princess Elizabeth Land (paragraph 403), and the more recent American interest in the Pacific Sector (paragraphs 428-433), suggest that the United States Government may wish to contest the "sector principle" in the Antarctic. The Norwegian Government has for long opposed the "sector principle" in its application to both the Arctic and Antarctic. However, the settlement of the last of their outstanding Arctic claims in 1931 (paragraph 105), their subsequent claim to the unexplored hinterland of Queen Maud Land in 1939 (paragraph 418), and their recognition of the boundaries of the Australian Antarctic Territory (paragraph 397), now appear to have removed any possibility of further opposition. In the case of France, if the "sector principle" had been compromised in Adélie Land by a British refusal to recognise more than the narrow strip of coast which D'Urville actually saw, the claims of His Majesty's Governments to a number of other areas would have been greatly weakened (paragraph 360). It is also evident that neither Argentina nor Chile would wish to oppose the "sector principle," for if it were to be applied to the Antarctic in the same way as it has been applied to parts of the Arctic, the principle would give considerable support to their claims.

526. All Antarctic territories to which British claims are maintained have at least been included in some proclamation of annexation, but some of those included by the application of the "sector principle" are still totally unknown, others have never been landed upon by British subjects and have only been sighted from British ships or aircraft, and yet others have only been sighted by foreign expeditions. In the first category are almost all the inland regions in British territories except the southern part of Victoria Land and the South Magnetic Pole area, a large part of the south coast of the

charting of coasts and anchorages and the construction of navigation beacons near whaling centres; by topographical surveys and scientific research covering a wide field; and by the relief of stranded or lost explorers. In particular, the extensive voyages of investigation carried out by the ships of the Discovery Committee between 1926 and 1938 may be regarded as an effective patrol of the Falkland Islands Dependencies\* (see Fig. 13).

520. The South Orkney and South Shetland Islands present a special case in which only one island of each group has been occupied. When in 1942 the problem of the South Orkneys was under consideration, the question was raised whether it would be possible to establish effective possession over the whole group by means of a party residing on one island of the group only. The view of a Legal Adviser of the Foreign Office was that the answer "depends on whether the islands are so situated that a party on one island can maintain control over the whole group, that is to say a sufficient control in the light and the character and position of the islands in question. . . . There are many instances all over the world where sovereignty over a closely packed group of islands is maintained although only one of the islands is inhabited. On the other hand, there are also instances of closely packed groups of islands where the sovereignty over the whole group does not belong to the same Power, and one of the ways in which this can come about is that one Power establishes itself in control of one island, does not look after the others, and then another Power comes and occupies one of the others. This is, I suggest, the situation which would result in the South Orkneys if we were to leave the Argentines alone on Laurie Island and not land there, but were to establish ourselves on Coronation Island."

521. The general conclusion to be drawn from international arbitrations is that if a State takes effective possession of an island which is generally regarded as belonging to a group of islands, it does not follow that the State, on that account, acquires sovereignty also over the other islands in the group. The sovereignty is limited to the areas over which it exercises control. In this connection the Award of the Permanent Court of Arbitration in the case of Palmas (or Miangas) Island in 1925 seems particularly relevant. It was then established that, "if in a dispute as to sovereignty over a portion of territory, one party's claim is based on the fact of the actual exercise of sovereignty, it cannot be sufficient for the other party to establish the title by which the territory was validly acquired at a certain moment; it must also be shown that the territorial sovereignty has continued to exist and did exist at the moment which for the decision of the dispute must be considered as critical. Territorial sovereignty involves the exclusive right to display the activities of a State . . . it cannot limit itself to the negative side of excluding the activities of other States."

522. The Arbitral Award of 1931 relating to Clipperton Island is also of considerable interest. It was considered that the absence of any positive exercise of French authority did not imply the forfeiture of an acquisition already definitely perfected by prior taking of possession in 1858 and subsequent publication of the French intention to consider the island as her territory. It was held that these acts were sufficient to maintain French sovereignty. It is important to note that in the case of this island, which was for long completely uninhabited, occupation was held to have been completed from the moment of taking possession.

#### THE "SECTOR PRINCIPLE"

523. The "sector principle" is one whereby definitive occupation of a territory on the northern fringe of the Antarctic is held to give a right of sovereignty over the whole hinterland of that territory to its apex at the South Pole. Since 1867 the principle has been the

A 9929/12/2  
of 1942.

*American  
Journal of  
International  
Law*, Vol. 22,  
1928,  
pp. 867-912.

*American  
Journal of  
International  
Law*, Vol. 26,  
1932,  
pp. 390-94.

\* See footnote on p. 137.

516. All British claims in the Antarctic are based on definitive occupation and control, though the extent to which this can in practice apply in the Antarctic is naturally far less than in lower latitudes. There has been some difference of opinion between the British and United States Governments as to what constitutes definitive occupation for Antarctic purposes. It has been maintained by several authorities on international law that polar regions are by their nature incapable of occupation in the ordinary sense of the term and are therefore not capable of occupation in the same way that ordinary territories are. The United States Government, when desiring to challenge British claims, have shown a disposition to adopt this point of view. The view of His Majesty's Government is that whereas in the case of normal territories definitive occupation entails the existence of settlers and the establishment of the ordinary forms of government, police, judiciary, etc., this conception of definitive occupation is not applicable to polar territories, by reason of their geographical and climatic conditions. In other words, the standard of what constitutes definitive occupation and control must vary with the material conditions of the territory concerned. In the case of Antarctic territories it has been sufficient, in the view of His Majesty's Government, to legislate for the territory, to issue licences for whaling and other activities within its boundaries, to visit it on some occasions,\* to appoint magistrates (who may be resident elsewhere) to deal with the commission of any crimes therein, and generally to exercise sovereign functions so far as the material conditions of the territory call for the exercise of these functions.

517. The published view of the United States Government on these matters still remains that laid down by Mr. Hughes in 1924: "If an explorer is able to ascertain the existence of land still unknown to civilization, his act of so-called discovery, coupled with a formal taking of possession, would have no significance save as he might herald the advent of the settler; and where, for climatic or other reasons, actual settlement would be an impossibility, as in the case of the Polar Regions, such conduct on his part would afford frail support for a reasonable claim of sovereignty" (see also paragraph 400). In November 1934, the United States Government declared that they could not admit that sovereignty accrues from mere discovery unaccompanied by occupancy and use (paragraph 330).

518. Whilst His Majesty's Government have, in the past, held that the principle of permanent human occupation is not applicable to the the Antarctic for obvious climatic reasons,\* it is evident, since the establishment of the United States Antarctic Service in 1939, that the United States Government have been contemplating the permanent occupation of at least two localities on the Antarctic mainland (paragraphs 338-343). It is, moreover, quite clear that this plan can easily be carried out if considered expedient for political or scientific reasons. It has, in fact, been carried out at Laurie Island by the Argentine Government.

519. The British areas in the Antarctic have been provided with administrative institutions suitable for the local conditions. Thus in South Georgia, where there are permanent settlements, there is a resident magistrate and staff, with police, customs and post office organization. There was also a resident magistrate with similar responsibilities at Deception Island during the period when it was used as a whaling station. Apart from these two islands, the two former French settlements at Kerguelen, and the Argentine meteorological station at Laurie Island in the South Orkneys, there has been no "settlement" in the Antarctic. The temporary establishment of an expedition base huts constitutes the only other "occupation" (see Appendix III, pp. 168-169). British control has been actively asserted by appropriate legislation for each Dependency; by the issue of whaling and sealing licences and the regulation and inspection of these industries; by visits of exploring vessels and of H.M. ships; by

W 11272/270/50  
of 1936.

*Papers Relating  
to Foreign  
Relations of the  
United States,  
1924, Vol. 2,  
Washington,  
1939, p. 519.*

\* Since 1943 it has not been considered safe to rely upon this view, and British occupation parties have been sent to certain areas in the Falkland Islands Dependencies (see paragraphs 243-256).

Government. The act of hoisting a flag or dropping a flag from an aeroplane has in itself no significance unless this is wilfully done in connection with a claim.

W 11272/270/50  
of 1936.

512. The position resulting from the above views is therefore that if someone acting on behalf of a foreign Government or whose act is subsequently ratified and adopted by that Government, were to purport to take possession (either by dropping a flag or by any other formal act) of a territory over which His Majesty either possesses sovereignty by definitive occupation or control, or possesses an inchoate right to establish sovereignty, His Majesty's Government are entitled to protest and to maintain that the action has no validity.

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of 1936.

513. It does not seem possible that two countries could simultaneously have an inchoate right to the same piece of territory. Ruling out the unlikely event of an absolutely simultaneous discovery or simultaneous taking possession of the same piece of territory by representatives of two different countries, the position will be that the discovery or formal taking possession by the representative of the one country will be prior in time. This will give that country an inchoate right, and while that right lasts no other country will be able to establish any right at all to the territory, even an inchoate right. The length of time during which the right lasts is comparatively short, but it must vary according to the nature of the territory and its acquisition. Having regard to the difficulty of fitting out Antarctic expeditions and the amount of time which such an expedition must occupy, His Majesty's Government have taken the view that an initial act of discovery or a formal taking possession would give the country on whose behalf it is made an inchoate right which would last from, say, three to five years. During that time a formal taking possession on behalf of another country would have no validity. After the lapse of the period in question other countries could then establish rights for themselves. There have been no cases of simultaneous discovery or taking possession in the Antarctic, but on several occasions there have been independent discoveries of the same land or adjacent lands with an interval of only a few days. Questions also arise as to the extent of an area which is covered by an act of discovery or by an act of occupation. There is, however, considerable diversity of opinion on the length of time during which inchoate rights may last, for most jurists have only been prepared to define this as "a reasonable time".

514. It must be understood, however, that the doctrine of inchoate title is by no means firmly established as a legal principle. Its significance is more political than legal, and it should be used with caution, especially as an argument in connection with discoveries made during aircraft flights over polar regions. It is doubtful whether any court would uphold the view that the act of flying over *terra nullius* is, in itself, sufficient to provide even provisional legal rights. Some writers have shown a strong tendency towards crystallising the vague principle of inchoate title into a definite rule of law. The whole doctrine probably amounts to little more than this—that if one country finds new land, it is an unfriendly act for another country to jump the claim before the first has had time to make it good.

#### OCCUPATION AND CONTROL

A 8198/12/2  
of 1942.

515. A study of decisions in international arbitrations dealing with disputes over territories where the question at issue was acquisition by occupation or prescription, has made clear the great importance attached nowadays by tribunals to actual use and occupation, as opposed to claims based on ancient titles unaccompanied by physical administration.\*

\* See especially the East Greenland case of 1933 and the Palmas Island case of 1925. The main points in the Greenland Judgment, and its implications in the Antarctic, are summarized in N 4775/102/15 of 1933. Both cases are fully discussed by W. E. Beckett in *Recueil des Cours*, Paris, Vol. 4, 1934, pp. 218-263.

cases still remains) quite impossible to locate their discoveries even approximately. Subsequent surveys demonstrated that the features which they claimed to have "discovered" bear practically no relation to the true facts; yet no one would deny that they had "sighted" large areas of previously unknown territory. Surveying from an aeroplane in the Antarctic, even with the most modern methods, cannot be considered reliable without subsequent confirmation by land parties; it is also certain that the most experienced observers are unable to make observations of any great value from above a height of about 2,000 ft. The conditions of visibility are so uncertain, and vary so quickly, that estimations of distances and heights can only be accepted when checked and confirmed by detailed survey on the ground itself. For these reasons it is usually impossible to evaluate the contribution made by an expedition until many years later, and any map purporting to show the relative lengths of coastline "discovered" or "surveyed" by different expeditions is likely to be highly misleading unless full information is provided on the methods by which a new map has been constructed.

509. In this connection there are three main types of "discovery" for consideration:—(1) Claims to discovery of land in areas which are later found to be sea, or reports of sea in areas which are later found to be land. In most cases these discrepancies are due to mirage effects, faulty navigation or sheer incompetence. The land exists but has been incorrectly located. (2) Flights over new land features which have not been recognised as such until a later expedition has located the route of the aircraft by comparison of photographs. This can be an extremely laborious task, but has more than once been the means of proving that an explorer did not go where he thought he went. (3) Discoveries of adjacent areas of previously unknown territory by two or more different explorers who have not given any clear account of the extent or nature of their discoveries. In these circumstances there is scope for controversy which can usually be solved only by further and more accurate surveys.

510. Disputes over priority of discovery usually arise in the first place because it is found that the same features have been given more than one name (*see* Appendix XVII, pp. 195–196). In considering overlapping and competing place-names, it is important to bear in mind the dates of discovery and survey rather than those of publication. The prior announcement of discoveries by wireless during some recent concurrent expeditions does not necessarily imply priority of discovery.

#### INCHOATE RIGHTS BASED ON FORMAL CLAIMS

511. A list of the occasions upon which formal claims have been made in the Antarctic is given in Appendix II (pp. 155–157). The Foreign Office Legal Advisers have inclined to the opinion (though the point is no doubt arguable) that the actual nature of the act by which a claim is asserted is immaterial so long as it is sufficiently definite to indicate an intention of making a claim. The normal method is to land and hoist a flag, but it would be quite wrong to suppose that there is any magic in that particular action or that a claim cannot be legally asserted in other ways. There is no particular necessity for the act of actually standing on *terra firma* and hoisting a flag. The air over territory is deemed to be part of the territory, and this applies just as much to *terra nullius* as to territory under a specific sovereignty. In the opinion of the Foreign Office Legal Advisers, a flight over a territory constitutes contact with that territory. All that is necessary, therefore, to assert a claim to it is "to perform some definite act of a more or less ceremonial character which will constitute evidence that a claim was made." That is the only object of hoisting a flag. The dropping of a flag from an aeroplane is legally as satisfactory a way of doing it as landing and hoisting a flag. The act of hoisting a flag and making a formal claim has in itself no validity if carried out by an explorer without the previous authorization or subsequent ratification of his

W 1401/270/50  
of 1936.

## THE ACQUISITION OF SOVEREIGNTY OVER POLAR AREAS

### VIEWS OF HIS MAJESTY'S GOVERNMENT

Secret E 130  
(Revise) of 1926.

505. When the Imperial Conference of 1926 showed some disposition to proceed at once to a declaration of sovereignty over parts of the Antarctic discovered by British expeditions, it was pointed out that under the generally accepted view in international law priority of discovery alone cannot confer a lasting title, and that before such a title can be perfected discovery must be followed by (1) occupation (interpreted elastically in the case of territories where permanent effective occupation is impossible), and (2) a declaration of sovereignty by means of some formal act, such as the issue of Letters Patent or an Order in Council. The Conference somewhat reluctantly accepted this view. The Committee on Polar questions appointed by the Imperial Conference of 1930 also expressed the view that while discovery and formal acts of annexation are both circumstances which assist a claim, they do not by themselves constitute a valid title and must be followed by occupation; that the important element in considering whether a title by occupation has been established is the degree of control which can, in the circumstances, be exercised in the area; that such control in the case of the Antarctic need not be continuous (since this would be impossible), but may be intermittent or periodical, provided, however, that it attains such effectiveness as is reasonably possible along the coasts of the areas which are the subject of a claim.

Secret E(30) 38  
of 1930.

W 1401/270/50  
of 1936.

506. In 1936, when Mr. Ellsworth's claim to James W. Ellsworth Land was under discussion, the Foreign Office Legal Advisers reviewed the methods by which territorial claims are made. In their opinion there are three different types of claims under international law: (1) The claim by virtue of discovery. This gives an inchoate right, which lasts for a short time after the discovery, to acquire the territory by occupation. (2) A commencement of occupation; that is to say the formal act of claiming the territory for a certain country. This again gives an inchoate right, which is only effective for a limited time, to perfect the claim by administration. (3) A completed acquisition by occupation; that is to say the setting up of the necessary administration for the occupied territory which complies with the standard of effectiveness required by international law.

### INCHOATE RIGHT BASED ON DISCOVERY

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of 1936.

507. The Legal Advisers of the Foreign Office are of the opinion that the act of discovery *per se* is a good initial basis for a claim and gives the inchoate right mentioned above (paragraph 506). The mere sight of unknown land from a ship or aircraft is sufficient to found a claim by discovery. There has, however, been acrimonious controversy over questions of priority of discovery in some areas, *e.g.*, north Graham Land (Appendix X, pp. 180-182), the South Orkney Islands (Appendix XI, p. 181), Wilkes Land (Appendix XII, pp. 182-184), and King George VI Sound in south Graham Land (paragraph 168). Apart from competing place-names, most of these disputes are of historical interest only, for any question of inchoate title that may have been acquired by such discoveries has now either been settled by diplomatic negotiation or has not been followed within a reasonable time by any subsequent Government action.

508. The problems that are most likely to arise in any future dispute are due to uncertainty as to what properly constitutes "discovery." Perhaps the most striking recent examples of doubtful "discoveries" are those made from the air in South Graham Land by Sir Hubert Wilkins in 1928 and 1929 and by Mr. Lincoln Ellsworth in 1935. Both these explorers flew over and took occasional photographs of very large tracts of unknown territory, but until later expeditions examined the same regions from the ground it has been (and in some

may be obtained, afford facilities for ships in calm weather. A well-illustrated account of the geography of Macquarie Island is given by Sir Douglas Mawson in *Scientific Reports Australasian Antarctic Expedition, 1911-14*, Series A, Vol. 5 (Sydney, 1943). It is for consideration whether active steps should be taken to exercise British sovereignty there.

#### OTHER ISLANDS

503. *Dougherty* or *Swain's Island*, alleged to be situated in lat.  $59^{\circ}$  S., long.  $119^{\circ}$  W., has been generally regarded as British by right of discovery, having been reported by Captain Dougherty in 1841. This claim is disputable, however, since it may be identical with the island reported in this vicinity by the American Captain Swain in 1800, and by Captain Macy, also an American, in about 1806. The existence of Dougherty Island is extremely doubtful; no recorded landing has ever been made, and it certainly does not lie in the reported position, where soundings of over 2,000 fathoms have been taken. It has, however, been leased to Norwegian whalers by His Majesty's Government and has also been the subject of diplomatic exchanges with Norway. The history of the numerous unsuccessful searches for this island has been examined by Lieutenant-Commander R. T. Gould in *Oddities* (London, 1928), pp. 225-33.

504. Although outside the area dealt with in this Handbook, brief notes are appended on four further islands which are of importance in connection with meteorological and other studies in the Southern Ocean:—

*Tristan da Cunha* (lat.  $37^{\circ} 05'$  S., long.  $12^{\circ} 16'$  W.) has been known since 1506 when it was discovered by the Portuguese Admiral Tristão da Cunha. It has been occupied by British colonists since 1816, and became part of the British Empire in 1875. On January 12th 1938 Letters Patent were issued declaring Tristan and its outlying islands to be a Dependency of St. Helena.

J. Brander:  
*Tristan da  
Cunha,  
1506-1902*,  
London, 1940.

*London Gazette*,  
Jan. 18th 1938.

*Gough Island* (lat.  $40^{\circ} 20'$  S., long.  $10^{\circ}$  W.) was discovered in the sixteenth century by a Portuguese navigator who named it Diego Alvarez. It seems to have been lost sight of until, in 1731, Captain Gough, homeward bound to England in his ship *Richmond* round the Cape of Good Hope, sighted the island, which was henceforth called after him. It was only slowly that geographers came to the conclusion that Diego Alvarez and Gough were the same island, and then the earlier name gradually disappeared from charts. Gough Island has been claimed as British territory since Captain Gough reported it. On January 12th 1938 Letters Patent were issued declaring Gough Island to be a Dependency of St. Helena. On March 29th 1938 H.M.S. *Milford* called at the island. Following instructions from the Colonial Office, Captain R. L. B. Cunliffe landed with a party to hoist the Union Jack and leave a formal record of the visit.

R. N. Rudmose:  
Brown:  
*Scottish Geog.  
Mag.*, Vol. 21,  
1905,  
pp. 430-40.

*London Gazette*,  
Jan. 18th 1938.  
C 158/158/18  
of 1938.

*St. Paul Island* (lat.  $38^{\circ} 43'$  S., long.  $77^{\circ} 31'$  E.) has been known since the beginning of the sixteenth century; it lies on the direct route of sailing ships between the Cape of Good Hope and Australia, and has therefore been visited frequently. A French settlement was established on the island in 1843 and there has been intermittent French occupation since that date until 1931. Possession was formally taken for France by the warship *Eure* in 1893. The island was placed under the authority of the Government General of Madagascar in 1924.

E. Aubert de  
la Rüe: *Terres  
Françaises  
Inconnues*,  
Paris, 1930,  
pp. 141-72.

*Journal Officiel*,  
Nov. 27th 1924,  
p. 10452.

*Amsterdam Island* (lat.  $37^{\circ} 50'$  S., long.  $77^{\circ} 34'$  E.) was probably discovered at the same time as St. Paul. It has never been inhabited except for brief visits by sealers. Possession was formally taken for France by the warship *Eure* in 1893. The island was placed under the authority of the Government General of Madagascar in 1924.

E. Aubert de la  
Rüe: *loc. cit.*

*Journal Officiel*,  
Nov. 27th 1924,  
p. 10452.

W 11121/456/50  
of 1926.  
W 115/1/50  
of 1930.



Douglas  
Mawson :  
*Home of the  
Blizzard*,  
Vol. 2,  
London, 1915,  
pp. 167-254.

499. In December 1911 five members of the Australasian Antarctic Expedition were landed on Macquarie Island, with the intention that they should remain for one year. Owing to unexpected circumstances they were not finally picked up until December 1913. During this period the island was surveyed and a full meteorological record was kept. Important biological researches were also carried out. During 1914 and 1915 the meteorological station was manned by a party provided by the Commonwealth Government Meteorological Bureau. War conditions then prevailing determined the temporary closing of the station and it has not since been re-established (paragraph 69).

Appendix to  
*Journals of  
House of  
Representatives*,  
Session 2, 1891,  
A-5 in cont. of  
A-5, 1890.  
*loc cit.* and  
*Hobart Gazette*,  
April 21st 1891.  
D. Mawson :  
*Proc. Roy. Soc.  
Tasmania*,  
Hobart, 1922,  
pp. 47-48.

500. Macquarie Island has long been attached as a Dependency of Tasmania.\* In 1890 an attempt was made by the New Zealand Government to annex the island. It was then discovered that the island had been attached to Tasmania "for some 70 years," and efforts of the New Zealand Government to have it transferred to New Zealand were fruitless. As a result of the interest thus aroused in the island the Tasmanian Government passed regulations in 1891 prohibiting the killing of seals without a permit. In that year a lease for this purpose was taken out by Mr. Joseph Hatch of Invercargill, and every year parties of men were sent down to collect seal and penguin oil. Owing to a series of financial crises, the rent for the island remained for years unpaid, but in 1914 Mr. Hatch floated the "Southern Islands Exploration Company", largely with New Zealand capital, and from that date the business was conducted with greater efficiency under a lease renewable annually at the discretion of the Tasmanian Government. The lease continued until 1918, but, even with the high war-time price of oil, the Government experienced difficulty in collecting the rent. A further extension of lease for one year was granted in 1918 to enable the company to remove their plant, but this operation was never effected. The company then went into liquidation. Since that date the Tasmanian Government have refused to renew licences for the boiling of penguins for oil, and no licences for sealing have been issued since 1919. In 1918 conversations took place between the Tasmanian and Commonwealth Governments resulting in an offer of the island to the Commonwealth Government, as a faunal reserve, for £14,000. Since the island had previously been valued at less than £1,000 the negotiations failed.

*Hobart Mercury*,  
Nov. 26th 1920.

*Emu*, Vol. 18,  
1918, p. 64.

D. Mawson :  
*Proc. Roy. Soc.  
Tasmania*,  
Hobart, 1922,  
p. 53.

501. Since the withdrawal of the sealing gangs of the "Southern Islands Exploration Company" in 1918, Macquarie Island has been visited only by the Norwegian factory ship *Sir James Clark Ross*, which anchored there on her way to the Ross Sea in 1923, by the *Discovery*, which called there for a few days in 1930, and by occasional unauthorized sealing vessels. The British claim seems at no time to have been either disputed or recognised by any other government; no correspondence about Macquarie Island can be traced in the Foreign Office archives.

502. In 1933 the weight of public opinion in Tasmania caused the Government to declare Macquarie Island a sanctuary for native animal life. The elephant seals are again increasing and could probably provide the basis for a controlled industry on a small scale. At various times suggestions have been advanced for fur farming and the raising of sheep, cattle or reindeer. It is unlikely, however, that such activities could in themselves be sufficiently remunerative to attract settlers to such a remote locality, and they would probably conflict with a policy of conserving the local fauna. The future importance of the island appears to lie in its undoubted value as a site for a meteorological station (paragraph 69 and Appendix XVI, p. 194), and in its possible value as a staging point in a future strategic air-route (paragraph 61). There are unfortunately no well-defined bays or safe anchorages; but several open roadsteads, where some shelter

\* Letters Patent issued by Queen Victoria on October 29th 1900, constituting the office of Governor of Tasmania, include Macquarie Island as part of Tasmania.

Sealing and Whaling Company" of Capetown. This British Company, a subsidiary of Irvin and Johnson (South Africa), Ltd., was granted exclusive whaling, sealing, guano and mineral rights at an annual rental of £100. The terms of the lease included permission to "display the British flag as occasion may require in proof of such occupation," and the obligation to erect a navigational beacon on the islands. By request of the company, however, the lease was terminated on March 21st 1934, and no further payments were made. The company stated that they had exercised their rights under the lease until 1930 but that conditions had then developed which made elephant sealing unprofitable.

C.O. Falklands  
5130/1926.

C.O. Falklands  
19202/1933.

496. In 1929 Sir Douglas Mawson drew attention to press reports of the *Mangoro's* visit, and enquired whether it was desired that he should re-assert British sovereignty over Heard Island. The Colonial Office confirmed the view of the Inter-departmental Polar Committee that no further action was required, since British sovereignty had already been asserted and acknowledged by the payment of rental and export duty by the "Kerguelen Sealing and Whaling Company." It was considered that any attempt to take possession in the name of His Majesty would only tend to throw doubt on the existing British title. Accordingly, when the *Discovery* visited Heard Island in 1929, one of the old sealer's huts was occupied for several days and the Union Jack was flown, but no formal claim was made.

W 6558/98/50  
of 1929.

W 9588/29/50  
of 1931.

497. British sovereignty over the islands has at no time been disputed or formally recognised by any other Government. It should be noted that only one licence has been granted (to a British company), and that this licence terminated in 1934. It may therefore be argued that this does not constitute anything more than *prima facie* evidence of British sovereignty. Furthermore, there remains a doubt whether the islands may not now be regarded as having been definitively abandoned. It does not appear that the islands have any potential economic value apart from limited elephant sealing, and there are no good harbours. It is possible, however, that Heard Island might in the future be of strategic importance in connection with air operations over the South Indian Ocean, since there are several areas where landing strips could be built. The McDonald Islands are too small and precipitous to arouse any political interest.

#### MACQUARIE ISLAND

498. Macquarie Island (lat. 54° 37' S., long. 158° 54' E.) was discovered on April 10th 1810 by Frederick Hasselburgh, Master of the brig *Perseverance*, one of Messrs. Campbell and Co.'s sealing vessels from Sydney. The island, which was named after the then Governor of New South Wales, proved to be a valuable new sealing ground, for every beach was crowded with elephant and fur seals. It was immediately visited by the sealing fleets; more than 100,000 skins and a large quantity of oil being procured in the first season. As in the case of the other islands in the Southern Ocean, there was no attempt to control the slaughter; within five years there were so few seals left that only one vessel was employed in the trade between 1815 and 1820, and sealers then found that the island was scarcely worth a visit. In these early years Macquarie Island was visited by the Russian expedition in the *Vostok* and *Mirnyi* (1820) and by the United States expedition in the *Peacock* and *Flying Fish* (1840), but very little has been recorded of the island's history during this period. Evidently there was desultory sealing carried on until it ceased again about 1855. Messrs. Elder and Nichols of New Zealand were conducting sealing operations on the island about the year 1880. The *Discovery* landed a party for a few hours in 1901, and the following year Lord Ranfurly, Governor of New Zealand, made a brief visit to collect specimens for the British Museum. Sir Ernest Shackleton's expedition in the *Nimrod* also made a brief visit in 1909.

Robert McNab :  
*Murihiku*,  
Wellington,  
1909,  
pp. 173-90.  
Douglas  
Mawson :  
*Scientific  
Reports  
Australasian  
Antarctic  
Expedition,  
1911-1914*,  
Series A, Vol. 5  
(Sydney, 1943.)

might be informed that His Majesty's Government were prepared to consider an application for a lease for the establishment of a whale fishery in the islands. Sir E. Grey had no reason to expect that formal annexation of the islands would give rise to difficulties, but in order to avoid all risk of a subsequent claim being advanced by some other Power, he suggested that it would be preferable to lease the islands in the first instance to a British subject or firm. The Colonial Office considered that the adoption of this suggestion would give rise to Norwegian suspicion of British sovereignty, and suggested that a lease reciting British sovereignty would be sufficient grounds for asserting any claim that His Majesty's Government might have to the islands. Sir E. Grey saw no objection to this procedure, and in August 1908 he addressed a note to the Norwegian Legation stating that His Majesty's Government were prepared to consider an application for a lease of the islands for the purpose of establishing a whale fishery.

C.O. 78./117,  
Vol. 2,  
Falklands,  
1910

492. Early in 1910 Mr. P. Bogen of the "Sandefjord Whaling Company" was granted an option, expiring on May 31st, for taking up an exclusive licence to occupy the Heard Islands\* for three years "for his own use" and "for the purpose of establishing a whale fishery depot." Mr. Bogen, however, did not exercise his option. In December 1909 he had made a private agreement with Mr. Johan Bryde of the "South African Whaling Company" at Capetown. Mr. Bryde undertook to send a whaling reconnaissance expedition to Heard Island, and it was agreed that the privileges and responsibilities of the licence for the island would be shared between them. The agreement referred to the licence as if it had already been issued to Mr. Bogen, which was not the case. On hearing of this, Mr. Bryde attempted to secure the licence for himself, since Mr. Bogen clearly did not wish to exercise his option until he had received Mr. Bryde's report on the island. Until Mr. Bogen's option expired, the Colonial Office could not grant Mr. Bryde's request, and they repeatedly refused to recognise that he had any rights except those of Mr. Bogen's agent, should confirmation be received that he had in fact been formally appointed in that capacity. The situation was further complicated at this stage by a report from Mr. Bogen's solicitors which implied that no contract existed between himself and Mr. Bryde.

493. While the negotiations about the licence were still proceeding, an unauthorized expedition to the islands was organized by Mr. Bryde with Mr. Bogen's concurrence. The floating factory *Mangoro* (Captain Anton Evensen) left Natal on March 8th 1910. Mr. Bryde instructed the captain to erect a beacon and to arrange for British subjects among his crew to hoist the Union Jack on Heard Island, thus fulfilling the terms of Mr. Bogen's draft licence (see p. 160). The South African press reported that this ceremony took place on March 25th. On April 7th the Colonial Office reminded Mr. Bryde that his expedition had been despatched without authority and that Lord Crewe reserved full liberty of action with regard to it.†

494. At this time there were press rumours of a protest by the French Vice-Consul at Durban against the British annexation of the islands. These rumours proved to be unfounded, and the Colonial Office were informed, in June 1910, that the Foreign Office saw no objection to the issue of the proposed licence to Mr. Bogen. The licence, however, was apparently never issued.‡ The "Sandefjord Whaling Company" developed its activities elsewhere, and Heard Island remained unvisited until 1926.

495. On October 9th 1926 Heard and McDonald Islands were leased by His Majesty's Government for ten years to the "Kerguelen

W 8130/532/50  
of 1928.

\* For licensing purposes Heard and McDonald Islands have always been considered together.  
† In the draft of Mr. Bogen's licence no sealing rights were granted in case any dispute should arise over the "customary rights, if any" of the United States sealing gangs who were known to visit the island.

‡ The relevant papers have been destroyed under statute.

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while sealing south of Kerguelen. The first landing on Heard Island was subsequently made (in about 1856?) by Captain E. Darwin Rogers of the *Corinthian*, then on a whaling cruise from New London. In the following year Captain Franklin E. Smith and Captain Darwin Rogers returned to the newly discovered island, which they are said to have explored and mapped, naming all the prominent features; they also obtained a full cargo of oil. In 1857 Captain Henry Rogers, of the American brig *Zoe*, wintered on the island for the first time with a sealing gang of 25 men. From about 1857 onwards the island was visited frequently by American sealers who came from the Kerguelen Islands during the summer months. No definite evidence of similar visits by British sealers has been traced, although many British ships were working in the Kerguelen Islands at this time.

487. Although Heard Island had been known for many years, no precise information about it became available until 1874, when H.M.S. *Challenger* made a rough survey and landed a party for a few hours. In the same year the *Arkona* passed close to the island in search of a base for the German Transit of Venus Expedition. The *Challenger* found about 40 American sealers distributed in small parties along the coast, but the sealing beaches had been deserted for years before the *Gauss* was there for a few hours in 1902. The *Wakefield* passed close to the island in 1910. More recently it has been visited at intervals by sealing expeditions from Capetown (paragraph 495). There is still little detailed information concerning Heard Island, for the sealers kept their knowledge to themselves and trained observers have landed on only two occasions since the visit of the *Gauss*. The French geologist, E. Aubert de la Rüe, spent eight days there prospecting for minerals in January 1929, and a party landed from the *Discovery* for seven days in November-December 1929.

E. Aubert de la Rüe :  
*Voyage d'exploration à l'île Heard*  
(Paris, 1930).

488. The McDonald Islands (lat. 53° 03' S., long. 72° 32' S.), a small group 26 miles to the west of Heard Island, were discovered by Captain McDonald, of the English ship *Samarang* on January 3rd 1854. Islands in the Heard or McDonald groups were also sighted in 1854 by three other English vessels—the *Earl of Eglinton* (Captain Hutton) on December 1st, the *Herald of the Morning* (Captain Ottwaye) on December 3rd and 4th, and the *Lincluden* (Captain Rees) on December 4th. Subsequently the islands have frequently been sighted by passing vessels. No landing appears to have been made on the McDonald Islands yet, but H.M.S. *Challenger* in 1874 and the *Wakefield* in 1910 both examined the coast from a distance. There are no records of sealing.

M. F. Maury :  
*Explanations and Sailing Directions*,  
Philadelphia,  
1855, p. 862.

489. In June 1854 M. F. Maury, who was then compiling sailing directions for the United States Navy Department, reported the discovery of this "group of newly discovered and not accurately determined islands . . . to the Government of the United States, and the importance of sending a vessel of the Navy to look after them and fix their position was urged upon the Navy Department." The Navy Department, however, took no action.

M. F. Maury :  
*loc. cit.*

490. In March 1907 Captain C. H. P. Gardiner applied to the Foreign Office for permission to remove guano from these and certain other islands in the South Indian Ocean. He was informed, in reply, that there was nothing in the Foreign Office records to show that either Heard or McDonald Island had ever been claimed by any nation and that Great Britain did not exercise any sovereign or administrative rights over them.

Library  
Memorandum  
8214 of 1912.

491. In April 1908 the Colonial Office received an enquiry from the Norwegian legation about the sovereignty of these islands. Since neither the Foreign Office nor the Admiralty had any information on the subject, the Colonial Office considered that it would be desirable to claim British sovereignty and suggested that unless Sir E. Grey saw any objections, possession should be taken on behalf of His Majesty, and that when this had been done, the Norwegian Minister

French Government resided at Port Couvreux during this period. Although Port Jeanne D'Arc could accommodate about 100 men and Port Couvreux about 10 men, no post office or wireless station was ever established.

481. The French Government has thus exercised undisputed authority over the islands since their assumption of sovereignty in 1893. In more recent years this authority has been consolidated by a number of Decrees. A Decree of the Ministry of Marine, dated March 26th 1924, placed the islands in the zone of naval surveillance of the Indian Ocean. A Decree of November 21st 1924 placed all French possessions in the Indian Ocean, including the Kerguelen Islands, under the authority of the Government General of Madagascar. Another Decree, of December 30th 1924, regulated the whaling and sealing and transformed sections of the Kerguelen Islands into a National Park, with complete protection for all forms of wild life in these sections. It has, however, proved almost impossible to enforce these regulations. On September 13th 1926 a Keeper of Game and Fisheries was appointed, and the Kerguelen Islands were placed under the jurisdiction of the Justice of the Peace at Tuléar in south-west Madagascar. In 1931 the war vessel *Antarès* visited the islands to reassert French claims and to search for a site suitable for a penal settlement. Monsieur Loniewski, Directeur Général des Domaines de Madagascar et Dépendances, accompanied the expedition and personally hoisted the flag. The visit of the French sloop *Bougainville* in 1939 was occasioned by an incorrect rumour of unauthorized German activities there in 1938.

482. It appears that His Majesty's Government have never formally recognized the French claims to the Kerguelen Islands. However, in 1901 it was reported that Australia had offered to buy the islands, and Foreign Office correspondence between 1919 and 1930 shows clearly that French sovereignty is in no way disputed; at one time the islands were considered by His Majesty's Government as a possible *quid pro quo* in suggested territorial adjustments with the French in the Pacific (paragraph 361).

483. During the present war the Kerguelen Islands have been used as a rendezvous by German raiders and have been visited by two British naval vessels (paragraphs 56-57).

484. The geography of the Kerguelen Islands is discussed in detail by E. Aubert de la Rüe in *Terres Françaises Inconnues* (Paris, 1930), and in *Revue de Géographie Physique et de Géologie Dynamique* (Paris, 1932, Vol. 5, fasc. 1-2).

#### HEARD AND McDONALD ISLANDS

485. The discovery of Heard Island (lat. 53° 10' S., long. 73° 35' E.) is usually attributed to Captain John J. Heard of the American barque *Oriental*, who sighted the island on November 25th 1853 during a voyage from Boston to Melbourne. The relevant passage from Captain Heard's log book has been published by the American Geographical Society. He did not get nearer than 20 miles and mentions only one island, which can definitely be identified with Heard. Satisfactory evidence, however, has recently been found which shows that Heard Island was first sighted by the British sealer Peter Kemp, Master of the brig *Magnet*, on November 27th 1833. Kemp's discovery apparently remained unpublished, and his journal has been lost. The only surviving evidence of his voyage is a track chart preserved in the Hydrographic Department of the Admiralty.

486. The island was also discovered independently and was first exploited by American sealers from New London. The log books and private journals of some of these sealers were examined by Charles Lanman, formerly librarian of the United States Department of the Interior. In 1849 Captain Thomas Long, of the *Charles Carroll*, reported to his owners that he had seen land from the mast-head

*Journal Officiel*,  
April 2nd 1924,  
p. 3150.

*Journal Officiel*,  
Nov. 27th 1924,  
p. 10452.

*Journal Officiel*,  
Jan. 3rd 1925,  
p. 211.

*Journal Officiel*,  
de Madagascar,  
Sept. 18th 1926,  
W 10455/513/17  
of 1926.

*L'Illustration*,  
Sept. 1931,  
p. 81.

*Falkland  
Islands,  
Kerguelen*,  
Foreign Office  
Handbook,  
No. 38, 1920,  
p. 56.  
W 11905/646/17  
of 1927.

*Geog. Review*,  
Vol. 20, 1930,  
p. 683.

D. Mawson:  
*Geog. Journal*,  
Vol. 86, No. 6,  
1935,  
pp. 528-30.

Admiralty  
H 674  
4

Charles  
Lanman:  
*Recollections of  
Curious  
Characters and  
Pleasant Places*,  
Edinburgh,  
1881,  
pp. 55-66.

476. Captain Cook, on his third voyage, visited the islands in December 1776 and made a running survey down the south-east coast. From 1776 until about 1873 the Kerguelen Islands were frequented by American and British whaling and sealing vessels; in 1843 it is said that there were between 500 and 600 vessels employed on these coasts, and parties of sealers used to remain on the island for three years at a time. Although the harbours were thus well known to whaling and sealing vessels, little accurate information was published from the time of Cook's visit until 1840, when Ross arrived with the *Erebus* and *Terror* to examine the islands. In 1799 Captain Rhodes of the British sealer *Hillsborough* spent eight months examining and roughly charting some 50 inlets on the eastern side of the archipelago. He prepared a manuscript memoir and chart which were used by Ross, but these were apparently never published. The most important subsequent investigations have been made by the *Challenger* (1874), *Arkona*, *Swatara*, *Monongahela*, *Volage* and *Gazelle* (1874-75), *Eure* (1893), *Valdivia* (1898) *Gauss* (1902-03), *J. B. Charcot* (1908-09), *Jeanne D'Arc* (1909-11), *Wakefield* (1910), *Curieuse* (1913-14), *Hamlet* (1926-27) *Discovery* (1929-30), and *Bougainville* (1939).

477. Following Ross's visit in 1840, when coal was discovered (see paragraphs 48-49), Her Majesty's Government considered what action might be desirable to secure the working and use of this coal for British ships. The Queen's Advocate was of opinion that, since the French Government had made no attempt to follow up the discovery of the islands by occupation, it was open to any nation to appropriate the islands by actually occupying them. No action, however, was taken as a result of this report. In 1877 an English company began mining at Baie du Brise-Lames, where there are several coal seams. The coal, however, was of poor quality and did not pay, and the enterprise was abandoned.

478. French claims were reasserted on January 2nd and 4th 1893, by the warship *Eure*, when Commandant Lieutard hoisted the French flag at Port Christmas and in Bassin de la Gazelle (see p. 159). In July of the same year the islands were leased by the French Government for a term of 50 years\* to MM. René and Henri Bossière, who, after surmounting considerable financial and other difficulties, established a Franco-Norwegian whaling and elephant-sealing station at Port Jeanne D'Arc in 1909.

479. In 1912 the "Compagnie Générale des Iles Kerguelen, Saint Paul et Amsterdam" was formed, under the management of M. René Bossière, with its head office in Havre. The sealing and whaling operations undertaken by this company were profitable, but were interrupted by the war in 1914 and did not resume until 1921. During this period Port Jeanne D'Arc was unoccupied. In 1921 the British "Kerguelen Sealing and Whaling Company," a subsidiary of Irvin and Johnson (South Africa), Ltd., was established at Capetown to succeed the original Franco-Norwegian organization. The new company was accorded sealing rights along the south coast by the "Compagnie Générale des Iles Kerguelen." In 1925 the "Société des Pêches Australes," an exclusively French subsidiary of the "Compagnie Générale des Iles Kerguelen," was founded to conduct sealing operations in the northern parts of the Archipelago.

480. Several French scientists took advantage of the facilities afforded by the vessels of these companies for reaching and exploring the islands, and important new discoveries were made. Of particular value were the geological investigations made by E. Aubert de la Rüe in 1928-29 and again in 1930 (paragraphs 46-50). Owing to the increased use of pelagic whaling methods, the shore station at Port Jeanne D'Arc was closed down in 1929. Another small French settlement, engaged in sealing and owned by the "Compagnie Générale des Iles Kerguelen," had been established at Port Couvreux in about 1922, and was occupied until 1931. A representative of the

Confidential  
(5372) of 1867.

\* It is not known whether this concession was renewed before it expired in 1943.

f 21798/50  
of 1909,  
f 9130/50  
of 1910 and  
f 24648/17  
of 1913.

471. In 1905 Mr. W. E. Heppell, a British subject, applied to His Majesty's Government for a concession to export guano from Possession Island. It having been decided that the Crozet Islands were of "no possible value to the British Empire," Mr. Heppell was informed that no British claim to the islands had ever been made. The French Government was then asked whether they claimed the islands and were disposed to grant Mr. Heppell the concession which he desired. The French Government would neither assert nor deny a claim to the islands. In 1906 His Majesty's Government rejected a suggestion that the French Government would surrender any rights over the group in return for British agreement to the neutralization of the Minquiers Rocks in the Channel Islands. Subsequently, in 1907, the French Government stated that they disinterested themselves in any operations carried out in the Crozet Islands. This information was communicated to Mr. Heppell, who was, however, unwilling to exploit the islands without the security of a concession, and did not proceed with his proposals. In May 1909, Mr. W. G. Mathie, another British subject, applied to His Majesty's Government for a lease to collect elephant-seal and penguin oil and skins in the Crozet Islands. In June Mr. Mathie was informed that the group was "acknowledged to be under the sovereignty of France." In reply to an enquiry, the Norwegian Ambassador was informed, in April 1910, that the Crozet Islands were not British territory.

17787/9130/50  
of 1910.

30633/24648/17  
of 1913.

472. On May 26th 1910, the French Government was informed, in answer to a further enquiry, that His Majesty's Government had no objection to a proclamation of French sovereignty. On July 4th 1913, the French Ambassador informed Sir Edward Grey that the Crozet Islands were French territory and that any application for a concession in them should be addressed directly to the French Minister of Colonies.

*Journal Officiel*,  
April 2nd 1924,  
p. 3150.

*Journal Officiel*,  
March 29th 1924,  
p. 3004.

*Journal Officiel*,  
Nov. 27th 1924,  
p. 10452.

*Journal Officiel*,  
Jan. 3rd 1925,  
p. 211.

*Journal Officiel  
de Madagascar*,  
Sept. 18th 1926,  
W 10455/513/17  
of 1926.

*l'Illustration*,  
Sept. 1931,  
p. 81.  
W 4779/643/17  
of 1931.  
W 9912/643/17  
of 1931.

473. A Decree of the French Ministry of Marine, dated March 26th 1924, placed the Crozet Islands in the zone of naval surveillance of the Indian Ocean. A Decree of March 27th 1924, issued by the Ministry of Colonies, reserved for Frenchmen all mining, hunting and fishing rights within the territorial waters of the islands. A Decree of November 21st 1924 placed all French possessions in the Indian Ocean, including the Crozet Islands, under the authority of the Government General of Madagascar. A Decree of December 30th 1924 regulated whaling in territorial waters and made the islands themselves into a National Park, with complete protection for all forms of wild life. Finally, on September 13th 1926, a Keeper of Game and Fisheries was appointed, and the Crozet Islands were placed under the jurisdiction of the Justice of the Peace at Tuléar in south-west Madagascar.

474. On January 17th 1931 the war vessel *Antarès* visited the Crozet Islands and re-asserted French claims by hoisting French flags on Possession and Hog Islands. Monsieur Loniewski, Directeur Général des Domaines de Madagascar et Dépendances, accompanied the expedition. This ceremony was considered necessary in view of the similar action which the Norwegians had recently taken on Peter I Island (paragraph 438).

#### KERGUELEN ISLANDS

475. The Kerguelen Islands, lying between lats. 48° 27' and 50° 00' S. and longs. 60° 27' and 70° 35' E. were discovered on February 12th 1772, by Yves Joseph de Kerguelen-Trémarec, who commanded the French frigates *Fortune* and *Gros-Ventre*. A landing was made by one of the boats from the *Gros-Ventre* and formal possession was taken for King Louis XV (see p. 156). Thinking he had discovered the great southern continent, Kerguelen returned immediately to France. The following year he was dispatched with three other vessels, the *Rolland*, *L'Oiseau* and *Dauphine*, to explore the continent. He reached the new land again on December 14th 1773, and although he remained over a month in the vicinity never went ashore. A boat from *L'Oiseau* succeeded in landing and formal possession was again taken for France (see pp. 156-157).



islands. By request of the Company, however, the lease was terminated on March 21st 1934 and no further payments were made. The company stated that they had not exercised their rights under the lease since 1930 and that conditions had developed which prohibited use being made of these rights; no minerals or guano had been found,\* and the price of oil made elephant sealing unprofitable.

C.O. Falklands  
19202/1933.

468. There appears to be some doubt whether, in fact, His Majesty's Government possessed a good title to the Prince Edward Islands in 1934. If, however, it is considered that this title existed in 1934, there remains a doubt whether the islands may not now be regarded as having been definitively abandoned. The Prince Edward Islands might become of importance as a staging point in a future air route of great strategic value to the British Empire (paragraph 61). The isolated position of the islands also gives them a possible importance as the site of a strategic meteorological station (Appendix XVI, pp. 194-195). It is therefore for consideration whether steps should be taken to strengthen the British claim.

#### CROZET ISLANDS

469. The Crozet Islands (lat.  $46^{\circ} 20' S.$ , long.  $51^{\circ} 30' E.$ ) were discovered on January 23rd 1772 by the Frenchman, Marion-Dufresne, who landed on the central island, which he named "Ile de la Possession," and took possession for King Louis XV (see p. 156). Marion originally named the western group "Les Iles Froides," and the eastern island "Ile Aride," or "Ile de l'Est." Captain Cook, who did not himself visit these islands, subsequently named the whole group after Crozet, commander of the French expedition of 1772 after the murder of Marion in New Zealand. From 1805 onwards the islands were visited by American and British sealers, most of whom left no record of their activities. Captain Henry Fanning, with the *Catherine*, from New York, appears to have been the first. In later years these visits became more frequent, and sealing gangs sometimes remained ashore for as long as three years. By 1870, however, the seals had been almost exterminated.

470. The first detailed account of the group was written by C. M. Goodridge, one of the survivors of the English cutter, *Princess of Wales*, wrecked there in December 1820 and rescued by an American sealer in January 1823. The existing chart of the Crozet Islands is from a partial survey by Lieutenant Fournier of the French corvette *Héroïne*, commanded by M. Cecile, who spent five weeks there in 1837 and rescued the crews of two wrecked American vessels. In April 1840 Sir James Ross, in H.M.S. *Erebus*, spent six days there but was unable to land, although some American sealers came out to his ship in a rowing boat. Soundings between the islands were made in January 1874 by Captain G. S. Nares of H.M.S. *Challenger*, but this expedition was also unable to make a landing. In the same year the American Transit of Venus Expedition in the *Monongahela* landed for one day on Possession Island, and the German Transit of Venus Expedition in the *Gazelle* made observations without landing. Forty-four survivors from the English passenger vessel *Strathmore* lived on the islands from July 1875 to January 1876, when they were rescued by an American sealer. In November 1876 H.M.S. *Wolverine* called in search of the *Strathmore*. Some slight additions to the chart were made by Captain J. N. East of H.M.S. *Comus*, which visited the Crozets in March 1880 for the purpose of establishing provision depots on the three main islands. In 1887 the French man-of-war *Meurthe* re-stocked the depots, the supplies left by the *Comus* having been largely exhausted by the shipwrecked crew of the French schooner *Tamaris*, none of whom survived. Since that time, knowledge of the islands has been increased by very brief visits of the *Antarctic* (1894), *Gauss* (1901), *Wakefield* (1910), *Discovery* (1929), *Deucalion* (1929), *Bougainville* (1939), and H.M.A.S. *Australia* (1941). No records are available of sealing in recent times and the islands have been unoccupied for many years.

\* The islands have not yet been examined by a competent geologist.

informed that a licence to exploit these islands had already been granted to Dr. Newton, and that for this reason his application could not be considered.

33048/21798/50  
of 1909.

463. In July 1909 the "Southern Sealing Company" of Capetown advised the Acting High Commissioner for South Africa that in May of that year they had established a settlement of 20 men on Marion Island for the purpose of collecting elephant seal oil and skins, that they owned a small steamer which was being used to maintain communication with Capetown, and that they understood the Prince Edward Islands were "no-man's land." The company estimated the value of this seal fishery at £20,000 per annum, and they also proposed to ship penguin eggs to various markets. Unlike most of their contemporaries they were apparently aware that the guano deposits were of no commercial value. It was rumoured at this time that a Norwegian expedition\* proposed to annex the islands. In view of the action of the French Government in excluding all but French interests from the Kerguelen Islands, the company urged that the British Government should forestall any similar Norwegian action by annexing the Prince Edward Islands without delay.

28689/21798/50  
of 1909.

464. The Governor of Cape Colony informed the Foreign Office of these developments, and was instructed that in view of the licence granted to Dr. Newton in 1908, the islands "must be considered as already under British sovereignty." The "Southern Sealing Company" were informed, on July 28th 1909, that any operations they might see fit to engage in at the Prince Edward Islands would be carried out entirely at their own risk.

9130/9130/50  
of 1910.

465. It was subsequently pointed out, in April 1910, that the legal advisers' opinion referred to in connection with the lease of 1908 (paragraph 461), to the effect that the granting of a lease was tantamount to annexation, had been misrepresented, and that their view applied specifically to the grant of a lease for Ocean Island, which had already been annexed at the time of the granting of a lease. It then appeared to the Colonial Office that the grant of a lease could only be considered as implying the existence of a right to grant it, and could only be regarded to that extent as *prima facie* evidence of ownership by the Government that granted the lease. No more than a presumption that His Majesty's Government possessed such ownership was thus established by the grant of a lease in 1908, for it could certainly be argued that this action was not made effective by sufficient acts of occupation, and that the island had never ceased to be a *terra nullius*.

9534/9310/50  
of 1910.

17787/9130/50  
of 1910.

W 6890/532/50  
of 1928.

466. In reply to an enquiry whether the Prince Edward Islands were British territory, the Norwegian Ambassador was informed, on April 16th 1910, that a licence had already been granted to Dr. Newton and that His Majesty's Government were "not at present prepared to grant a licence to more than one applicant." In reply to a similar enquiry, the French Ambassador was informed, on May 26th 1910, that the islands had been annexed and were under British sovereignty. In reply to a semi-official enquiry from the Berlin Chancery in 1928, the Foreign Office stated that Marion and Prince Edward Islands had been annexed in 1908, and that a 21-year licence for the purpose of removing guano had then been granted to Dr. Newton.

W 8130/532/50  
of 1928.

C.O. Falklands  
5130/1926.

467. On October 9th 1926 the two islands were leased by His Majesty's Government for 10 years to the "Kerguelen Sealing and Whaling Company"† of Capetown. This British company, a subsidiary of Irvin and Johnson (South Africa) Ltd., was granted exclusive whaling, sealing, guano and mineral rights, at an annual rental of £100. The terms of the lease included permission to "display the British flag as occasion may require in proof of such occupation," and the obligation to erect a navigational beacon on the

\* Probably a reference to the activities of Mr. P. Bogen and his associates at Heard Island (paragraph 492).

† Dr. Newton's licence was not due to expire until 1929, but he sold all his rights to the "Kerguelen Sealing and Whaling Company" (C.O. Falklands 5130/1926).

## PRINCE EDWARD ISLANDS

459. The two islands of this group, Marion and Prince Edward (lat. 46° 45' S., long. 37° 50' E.), were discovered by the Frenchman, Marion-Dufresne, on January 13th and 14th 1772. Thinking at first that they were part of the great southern continent, he named them "Terre d'Espérance," but on finding that they were islands gave the name "Ile de la Caverne" to the northern island. While making arrangements to land, his two ships collided, and one of them was damaged, with the result that no landing was made. Nor were the islands claimed for France. On December 12th 1776 Captain Cook sailed between the two islands, and named the northern one Prince Edward Island and the southern one Marion Island, after the discoverer. Lieutenant Crozet of Marion's expedition had given him, in 1775, a chart showing the two islands without names.

460. From 1802 onwards the group was visited by American and British sealers, but very little definite information about them has survived; it appears that the sealing there was of less importance than at most of the other southern islands, probably because of the difficult landing conditions. In 1837 the French corvette *Héroïne* made soundings in the passage between the two islands. In 1840 the *Erebus* and *Terror* made further soundings off shore. Details can be found of only two landings during which scientific observations were made. On December 27th 1873 a party of naturalists from H.M.S. *Challenger* was ashore on Marion Island for a few hours, while Captain Nares made observations upon which the present Admiralty chart of the group is largely based. In 1910 the *Wakefield* was chartered by the Government of Victoria to search for the missing Australian liner *Waratah*. The Admiralty provided a navigating officer (Lieutenant H. W. T. R. Seymour) and four naval ratings, with equipment. Landings were made on Prince Edward and Marion Islands, both of which were thoroughly searched between March 3rd and 11th, and one of the old sealers' huts on Prince Edward Island was occupied. On this occasion important new hydrographic information was obtained. In April 1929 the *Deucalion* of Liverpool made a detailed search of the islands for survivors from the missing Danish training ship *København*. No landing was possible owing to the heavy swell, but some useful new information was obtained. The vessel was equipped with radio by the Admiralty, who also provided a navigator (Lieutenant F. B. Lloyd) and two telegraphist ratings. Other accounts have resulted from visits of the *Antarctic* (1894), *Discovery II* (1935), *Bougainville* (1939), and H.M.S. *Neptune* (1940), but none of these expeditions succeeded in landing.

Admiralty R.  
98/09.

Admiralty R.O.  
Case 2264.

461. In 1906 Dr. W. B. Newton, a British subject, applied to the Colonial Office for a concession to work the guano deposits then thought to exist on the Prince Edward Islands. Nothing could be found in the Foreign Office or Admiralty archives to show that the islands had ever been claimed by any Government. Enquiry of the French Government in 1907 elicited the reply that operations on these islands would be a matter of indifference to them. Since it was considered that possession of the Prince Edward Islands might at some future time be of advantage to the British Empire, Dr. Newton was granted a lease for 21 years from February 1st 1908. At this time the Colonial Office informed the Foreign Office that, in the opinion of their legal advisers, "the granting of a lease and the hoisting of a British flag by the occupier were tantamount to annexation." Consequently the islands were never formally annexed before the lease was granted. Dr. Newton, however, apparently never hoisted the British flag; nor did he occupy the islands or make any other use of his concession.

Library  
Memorandum  
7643 of 1909.

31404/21789/50  
of 1909.

462. In May 1909 Mr. W. G. Mathie, another British subject, applied to His Majesty's Government for a lease of the Prince Edward Islands with a view to the collection of elephant seal and penguin oil and skins. In June 1909 Mr. Mathie, who was described by the Governor of Cape Colony as "a mere concession-hunter," was

21788/21798/50  
of 1909.