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By

Bjarne Aagaard

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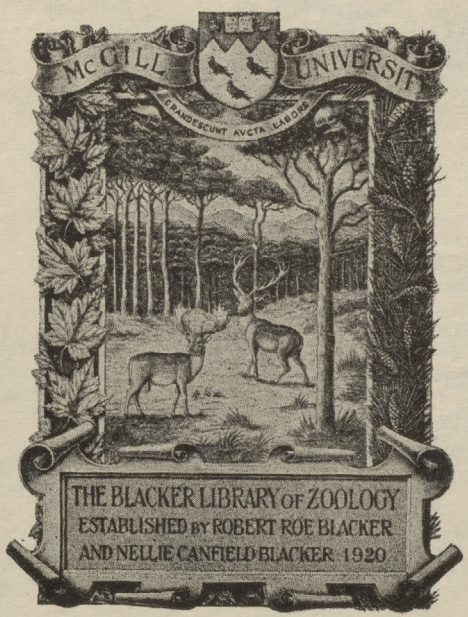
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BY CONSUL BJARNE AAGAARD

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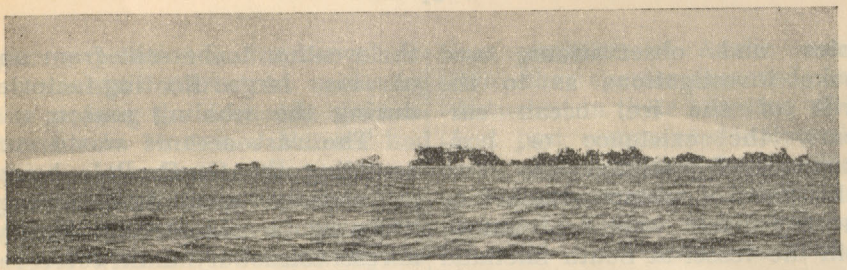

BOUVET ISLAND

On the 1st December 1927 Bouvet Island situated in lat. 54° 26' S., and long 3° 24' E., was annexed by Norway, Captain Harald Horntvedt, master of the «Norvegia» equipped by Consul Lars Christensen of Sandefjord, Norway having on that date hoisted the Norwegian flag on shore and taken formal possession of the island in accordance with authority given by the Norwegian Government on the 31st August 1927.

The «Norvegia» which is a small sailing vessel, 285 t. gr. reg. with an auxiliary engine giving her a speed of 7 miles in fine weather, was specially fitted out as a sealer and whaler and carried a crew of 14 men excluding the scientific staff. She left Sandefjord on the 26th September last, arrived at Cape Town on the 15th November, and left that port on her voyage of discovery and research in the Southern and Antarctic Regions on the 19th of that month. She met with bad weather on the way south, sighting her first iceberg in lat. 46° S, and is now, unfortunately, lying disabled at South Georgia.

The object of the expedition was partly commercial and partly scientific. On leaving home the captain got instructions to proceed from Cape Town to Bouvet Island, to make a landing on that island, if possible, and thereafter to make a search for the other islands supposed to be found in this vicinity, viz: Lindsay Island, reported by Captain Lindsay of the «Swan» in 1808, and the Liverpool and Thompson Islands and some rocks reported by Captain Norris of the «Sprightly» in 1825.

After having satisfied himself that these islands and rocks existed or did not exist, Captain Horntvedt was to proceed with his vessel to Enderby and Kemp Land and make investigations as to whether there was any connection between the two. Having accomplished this task to the best of his ability Captain Horntvedt was to follow along the ice-edge toward the west as near thereto as circumstances would permit and to work his way through the Weddell Sea to South Shetland or South Georgia.

While the ship was on her voyage the scientific staff consisting of Messrs. H. Mosby and D. Rustad were to take deep-sea soundings, geographical, geological, biological, zoological, botanical and especially meteorological

notes and observations, and make investigations as to the drift of the ice, ocean currents, the existence or non-existence of plankton etc. Two other men of science attached to the expedition were sent out to join the vessel at South Shetland or South Georgia viz: Professor Olaf Holtedahl and Dr. Ola Olstad who, pending the arrival of the vessel, were to make geographical, geological, and biological studies in the Falkland Islands, the South Orkneys, South Shetland and Graham Land.

In a report to the Interdepartmental Committee on the research and development in the dependencies of the Falkland Islands, dated 14th June 1918 (Appendix XXIII of the publication of that committee, printed in 1920) Mr R. D. Mossman, the eminent Scottish meteorologist, very strongly urged that a new meteorological observatory which he considered to be specially required on an island in the supposed Bouvet groupe should be erected there as soon as possible.

In accordance with this suggestion Consul Lars Christensen expressed his desire that a study should be made by the «Norvegia» expedition as to whether Bouvet Island was a suitable and likely spot for such a station. If suitable and if otherwise possible it was his intention to erect a permanent observatory on the island and to place two meteorologists there all the year round. In the negative he expressed his intention of making an arrangement for wireless reports about the weather to be sent from one of his large floating-factories during the whaling season,

The vast oceanic waste surrounding the South Pole being, as already mentioned seventy years ago by Lieutenant Maury, a reservoir of dynamic force for the winds, a regulator in the grand meteorological machinery of the earth, and the time now having arrived when meteorological results from the southern ocean and adjacent Antarctic areas had become of the greatest economic application not only for the whaling industry, but more especially so for South Africa, South America and the world at large, (quite apart from its general interest to students of the meteorology of the globe), this move on the part of Mr Christensen will no doubt receive the whole-hearted support not only of the Norwegian Meteorological Institute at Oslo, but of every meteorologist in the world.

As various reports about the object of the expedition have been published in the daily papers by Professor Holtedahl and myself, I need not here enter into any further details but will confine myself to the statement that the preliminary work appertaining to the fitting out of the expedition was greatly facilitated by the assistance of Dr Fridtjof Nansen, Professor H. H. Gran and Professor Johan Hjort, whilst the University at Oslo, various scientific institutions in Bergen, the Norwegian Chartographic Institute, the Norwegian Svalbard expeditions and others lent valuable aid by lending the «Norve-

gia» expedition a number of instruments, charts etc. necessary for making the desirable observations. As Professor Nansen had drawn attention to the great importance of deep-sea sounding, Consul Christensen equipped the vessel with a 5000 meter hydrographic wire, she also carried dredges, trawls etc. for deep-sea researches.

The above is sufficient to show the importance and scope of this Norwegian enterprise which Consul Christensen intends to bring to a successful issue next year should the state of the ship, the ice, the weather and other circumstances permit him to do so.

On the 2nd December last Mr Christensen received a wireless message from Captain Horntvedt dated 1st December to the effect that the Norwegian flag had been hoisted on Bouvet Island on that date and that a depot consisting of food, medicine and other useful articles for shipwrecked crews had been laid on the island. This information was immediately passed on to the Norwegian Foreign Office, and both parties agreed that it would be advisable to await the written detailed report from Captain Horntvedt before an official notification was made to the public.

According to a wireless telegram large numbers of whales both of the blue and finned variety were seen. One or more whales were caught while a number of hair-seals (Arctocephalus sp.) were found on a small islet on the south-west point of the island. Some eight hundred of these were caught, and countless penguins — Adelie — and two other species observed, (and disturbed in their breeding which had just commenced) also algæ and, as far as the telegram leads one to suppose, lichen and mosses. There was anchorage in lee of land to which the vessel was navigated. through surf and stranded icebergs. Soundings were taken, geological, zoological and botanical specimens were gathered and observations carried on.

Unfortunately the vessel, on the 3rd, struck a rock surrounded by 13 meter of water, near Cape Valdivia where it was intended to anchor. As far as the damage could be surveyed some of the ice-sheathing had been torn off and the keel damaged, to what extent it was impossible to ascertain. Though apparently not very alarming, the damage was serious enough to make it evident that the quest for the elusive islands supposed to lie in the vicinity of Bouvet Island as well as the cruise to Kemp and Enderby Land temporarily would have to be given up.

After a stay of about one month, during which time numerous visits were made on shore, the vessel proceeded southward on the 1st January 1928, and a wireless message to the owner was sent via South Shetland. When this telegram reached him, much delayed, on the 10th January, informing him of what had happened he immediately gave instructions to the Captain to act as he thought best, either to return to the Cape for permanent repairs or to proceed to South Georgia, and

to carry on the scientific research until the ship arrived in port.

On receipt of these orders, the «Norvegia», being then in lat, 60° 18' S. and long. 4° 44' E., just before she met the pack-ice in 61° S. Captain Horntvedt decided to proceed to South Georgia where the Norwegian whalers have first-class slips on which the vessel could be hauled and inspected. Turning northward she was in 58° S., and 11° W., on the 12th. On the 19th she was north of Sawadowski Island — 56° S., and 26° W., and on the 21st January 1928 she arrived at South Georgia where she discharged her cargo of blubber and seal skins, which were taken onboard Mr Christensens floating-factory «Thor I». The «Norvegia» was then hauled on to the slip and inspected, with the result that she would have to await materials for her repair until these could be procured from Europe.

All the way to South Georgia observations and notes were made by the scientific staff, who since their arrival have worked in Cumberland Fjord., Larsen Harbour, Moræne Fjord, and at Godthul Harbour.

When the vessel was nearing Godthul on the 12th and 15th January and wireless telegrams were exchanged between Captain Horntvedt and Mr Christensen, via South Georgia, the advisability of publishing an account of the occupation of Bouvet Island was discussed. A decision had not, however, been arrived at on the 17th, when the British Colonial Office authorised Reuter to publish a statement to the effect that a sole concession had been granted to a Norwegian firm — Johan Rasmussen & Co., — to exploit the two islands, Bouvet Island and Thompson Island, to catch and work whales within the territorial waters of these islands, and to export guano from them. An annual fee should be paid to Great Britain for the use of the islands, and dues for the whale oil and guano produced. The licence was restricted to a period of ten years.

Already in the early part of April 1927, the Norwegian Foreign Office had notified the Norwegian Whalers Union, one of the members being Messrs. Johan Rasmussen & Co., that it was desirable not to send any requests to foreign powers for concessions on Bouvet Island and other no-man's-land without having conferred with the Foreign Office beforehand. It appears however, that Messrs Johan Rasmussen & Co., had asked for such a concession from the British Government already, and that they did not then or later on inform the Norwegian Foreign Office of this fact. It further appears that the matter of concession had been left in abeyance until the Colonial Office on the 17th January 1928 made it known that the request of Messrs Johan Rasmussen & Co. had been granted.

When the Reuter telegram which circulated the statement was received in Oslo, the Norwegian Foreign Office immediately instructed His Excellency the Norwegian Minister at the Court

of St. James to place a note, containing the information that the «Norvegia» expedition had taken possession of Bouvet Island on the 1st December last, before the British Government. The note in question was handed to the British Foreign Office on the 19th January last.

Before this note was received in London the Norwegian Telegram Bureau (Norsk Telegrambyraa) made enquiries as to whether the first report was correct. This enquiry elicited an official confirmation from the Colonial Office to the effect that the report was correct and that the licence to Messrs Johan Rasmussen & Co., had been granted. However, the following morning, the 20th, the «Morning Post» contained the following paragraph:

(By our diplomatic correspondent).

«On Wednesday last (the 18th) it was officially stated that the leases or licences for Bouvet and Thompson Islands — in the Southern Atlantic — had not been signed pending the settlement of certain technical details».

In the meantime the «Daily News», which had not been able to get any information about the Bouvet and Thompson Islands from Whitehall, wrote as follows:

«It needed the Hydrographic Department of the Admiralty to make the one definite statement obtainable yesterday. This was that the existence of Thompson Island was registered with them as «doubtful». And yet the Rasmussen company has agreed to pay royalties on guano collected there and on oil from whales fished in its waters».

Following upon the Norwegian note the newspapers of the two countries started a discussion as to whether Bouvet Island belonged to Great Britain or Norway. While the Norwegian press was unanimous in its contention that the Norwegian rights were incontestable, a number of the British papers claimed that Bouvet Island had been added to the British Crown whereas other papers denied that Britain had any right to the Island.

«The Times» in a leading article on the 24th stated that Liverpool Island was identical with Bouvet Island discovered by the frenchman Pierre Bouvet, that Norway had delivered a protest to the British Foreign Office, that a German scientist had charted three islands «when he travelled there in 1898» and that the Norwegians «espied on December 1 last the island of Bouvet, and, finding it unoccupied, and having doubtless been unaware of its existence, planted the Norwegian flag there».

The «Evening News» wrote:

«We urge the Colonial Office to climb down. This country has happily no precedent for engaging in what Americans would doubtless call «guano policy»».

The «Liverpool Daily Post» contained the following comment:

«Settlement, perhaps, would be best achieved by Britain gracefully retiring and leaving the

guano fields to Norway. After all, the islands in question have apparently never been formally part of the «far-flung British Empire».

The same opinion is voiced by Dr. R. N. Rudmose Brown, of the University of Sheffield, an expert on Antarctic exploration, a member of the «Scotia» expedition in 1902—04, and the author of numerous valuable publications regarding South Polar Affairs, who on page 179 of his work «The Polar Regions. A physical and economic geography of the Arctic and Antarctic», which was published in 1927 by Methuen & Co. Ltd. London, writes as follows:

An unclaimed island in the Southern Ocean is the tiny ice-covered, and wholly useless Bouvet Island in lat. 54° 26' S., long, 3° 24' E., discovered by Lozier Bouvet in 1739 and hailed by him as an outstanding corner of the longed-for Terra Australis. Lindsay and Liverpool Islands are no doubt identical with Bouvet Island in spite of slight discrepancies of position. An unclaimed and possibly mythical island is Thompson Island, lying to the north east of Bouvet Island. Liverpool and Thompson Islands were reported by the sealer Norris to have been discovered in 1825. Norris claimed them, without authority, for Britain».

THE BRITISH PROTEST.

On the 15th February 1928 the Norwegian Foreign Office was officially notified by the Norwegian Minister in London, Mr Benjamin Vogt, that the British Foreign Office had handed him a note to the effect that Bouvet Island was formally occupied by Great Britain in 1825 and that this occupation was declared to be still in force. It was further stated that the concession to Messrs Johan Rasmussen & Co., would be signed by the Colonial Minister who had returned to office.

On the 20th February reference was made in the House of Commons to Bouvet Island and Thompson Island.

Sir Austen Chamberlain (Foreign Secretary) said that Thompson Island was first discovered by Captain Norris in December 1825 and had only once been sighted since. — by Captain Fuller an American seaman in 1893. The island was unsuccessfully searched for in 1898 and 1926, but in view of Captain Norris's definite statement and the confirmation afforded by Captain Fuller there did not appear to be any ground for questioning its existence, although there was some degree of uncertainty regarding its position. The British Government had therefore informed the Norwegian Government that they considered the title acquired by virtue of the occupation of Bouvet Island by Captain Norris in 1825 to be valid, and that they must formally reserve all their rights in connection with this island.

This being so, let us see on what authority Great Britain bases her claim and whether she is right in her contention.

LOZIER BOUVET 1739.

In the year 1503 several French merchants equipped a vessel under the command of Captain de Gonneville in order to send her to India and participate in reaping some of the enormous riches which had been laid at the feet of the enterprising occidental world, by the discovery of the Portuguese of a route round the Cape of Good Hope. The vessel left L'Havre in June 1503, and after having rounded the Cape met with a very severe storm which brought her entirely out of her course, until she ultimately, after a prolonged voyage, came to a strange unknown coast which possibly may have been some part of the Brazils.

The country to which de Gonneville came was rich and fertile and ruled over by a king whose name was Arosca. The natives were quite friendly and de Gonneville stayed in the country some six months. When he left the king sent his son Essomericy onboard and allowed him to proceed with the vessel on de Gonneville promising that he should be brought back twenty months later. De Gonneville, who arrived in France in 1505 could not carry out his promise to Arosca, but made Essomericy his sole heir and gave him his own name. This young de Gonneville married in France and his descendants lived there in the eighteenth century and were considered legitimate heirs to «The Kingdom in the South Sea».

Although de Gonneville had left no exact information about the geographical position of his discovery, it was generally believed that the land he had seen coincided with the «Terre de Vue» or «Cape of the Southerners» marked on the old maps in latitude 42° S., and longitude 7° E. Other maps showed the so-called «Parrot Land» in latitude 48° S., and longitude 20° E.

The old story of de Gonnevilles South-Land and Quiros description of the rich continent which awaited its explorer gave the French Naval Officer Francois Lozier-Bouvet, who lived in the first part of the eighteenth century, no peace. He suggested to the French «Compagnie des Indes» that they should equip one or more vessels with the object of discovering and exploring these lands. After having sought for and if possible rediscovered Gonnevilles land, Bouvet suggested that he should make use of the prevailing western winds and seek for Quiros Australia del Espiritu Santo, where he hoped to get a rich booty and to secure a number of «Australian» slaves. All the land which he discovered should be taken possession of for the French Crown. It was his intention to circumnavigate the whole continent and Bouvet thought that such a journey would take about two years.

The idea that the great unknown land in the south existed and the hope of being able to establish a new colony south of the Cape of Good Hope which would be suitable as a basis for their ships going to and from India and also as a port of call

for vessels trading between the Brazils and the East, as well as the conviction that such a colony in case of war would be of the utmost importance to France, the Compagnie des Indes decided to fall in with Bouvet's plans, and to equip two vessels, «L'Aigle» and «La Marie» to proceed in search of Gonnevilles land and Quiros continent.

Bouvet was made leader of the expedition and took command of the first named vessel while Captain Haye was put in command of «La Marie».

The instructions which Bouvet received were to find the lands surmised to lie in lat. 44° S., and long. 355° E., French meridian, where the old maps showed a promontory on the great imaginary continent. If no land was found the ships were to proceed until they reached lat. 55° S. whereupon Bouvet should return to the 44° pursuing a sinuous track as far as 80°. East of Paris. While in sight of new land the crews were to receive 25 pct. higher wages and Bouvet was to bring home with him as much as possible of the immense riches about which Quiro and others had reported. He was however, on no consideration to enslave any natives in the great Terra Australis Incognita.

The ships left Lorient on the 19th July 1738 and after having sighted Madeira on the 31st July and Cape Verde on the 11th August, arrived at the island of Santa Catharina on the Brazilian coast on the 11th October. After having left that island, the vessels, on the 15th December, met with the first ice in 48° 50' S. Of the «Terre de Vue» which was marked on the maps 5 ° north of this Bouvet saw nothing.

On proceeding south he met with more and more floating ice and large ice-bergs as well as a number of penguins and seals which he took to be a good omen, as he supposed these amphibious creatures did not go very far from shore. Owing to the immense size of the ice-bergs and thinking that these were parts of enormous inland glaciers he presumed that he was nearing a very high and mountainous continent. The weather was very bad pratically the whole time, with much fog and sleet, but Bouvet, who was a very able and courageous navigator did not give in and ultimately, on the 1st January 1739, got his reward by discovering a high snow-covered land veiled in fog.

The land which he sighted, and which appears to have been the western extremity of Bouvet Island, he took to be part of the great continent he was looking for and in honour of the church festival on the day of discovery he called it Cap de la Circoncision. The position of this promontory was according to Bouvet's calculation 54° S. lat. and between 27° and 28° long. E. of Teneriffe, whereas Haye gave the position as 54° 6' S., and 26° 20' E. The distance from shore was only about eight to ten miles, but as the wind stood off shore Bouvet had difficulty in

getting nearer, and owing to the ice-floes which surrounded the ships he could not effect a landing. He estimated the extent of the land which he saw to be some 45 miles from North to South. Several birds of about the size of pidgeons and with a flight which reminded him of them were seen, he also saw a number of penguins.

On the 2nd January the position of the vessels was 54° 40' S., the most southerly point on the whole voyage. After proceeding labouriously through the pack-ice on the 3rd, 4th and 5th January land was again sighted on the 6th two or three miles off. Simultaneously an enormous iceberg was sighted, the fog clearing suddenly, and both vessels had hurridly to tack in order to avoid the danger of collision, during which maneauvre «L'Aigle» nearly went straight into «La Marie». However, both dangers were happily avoided and on the 7th January towards evening, the fog having disappeared and the wind coming from the west and consequently suitable for a landing, Bouvet and Haye gave orders to proceed so near shore as possible.

At day-break on the 8th January both vessels were nearer land than they had expected, but about 5 o'clock in the morning they were again enveloped in a dense fog and the land could no longer be seen. The course in shore was kept until 7 o'clock in the hope that the fog would lift, but instead of lifting it grew more and more dense, so that the ships again had to put to sea. Late in the afternoon the fog cleared when the crews of the vessels thought they saw new land in N. N. E., of Cap de la Circoncision. As it was of importance to ascertain whether the supposed new land had any connection with the one first sighted, the course was set for the new land, but the fog became so thick that Bouvet had to put to sea again where the ships kept cruising about in order to be near the land at daylight.

On the 9th January at day-break the same land was sighted and Bouvet again endeavoured to investigate matters, but ice and fog compelled him to give up the attempted landing. It has since been surmised that it was Thompson Island which he saw, despite the fact that Bouvet explicitly states that he on the 10th January between three and four in the morning, the weather being quite clear, could plainly see that what he had supposed to be a new land was only a formation of the sky, the so-called land-sky often observed around large ice-bergs. He immediately gave orders to proceed to the land which he had first seen, in order to sail along the coast stretching east from Cap de la Circoncision. At five o'clock the fog came on again, and on the 11th the weather continued foggy. On the 12th it became worse with high sea and fog.

After the first sight of land on January 1st, both captains had continually been endeavouring to ascertain whether the land really existed. They were also busily engaged in ascertain-

ing whether it was a part of a continent or an island lying in front of a continent. The ultimate result of their observations was, that land really existed and that it extended some eight to ten miles E. N. E., and six to seven miles in a south-easterly direction, but the question whether it was a mainland or an island could not be solved, as the weather had not been good enough on any single day to make it possible to lower the boats.

The log of «La Marie» contains the information that only the high mountains were covered with snow and that a lot of shrubbery (possibly tussock-grass) could be seen where the snow was not lying.

The season being far advanced and the crews of both vessels being sick or in the first stages of scurvy, so that only a few officers and a few of the younger men could do active service, Bouvet reluctantly had to give up his endeavour to go on shore, and proceeded on his voyage in the hope of finding the land which he had expected to discover in a north-easterly direction from Cap de la Circoncision. This land, Gonneville Land, ought, if the report about it was true, to lie on the same latitude on the southern hemisphere as the one on which the southern provinces of France lie on the northern.

In order to reach this land Bouvet steered northward until he came to the latitude of 53° S., and then turned eastward during which voyage he had to fight with many dangers and disadvantages. All his endeavours to reach Gonneville Land proved futile, the land could nowhere be found, and as it was now high time to get into port so that the crew could get a rest, he steered northward on the 25th January when he had reached the 51° E., on which day he saw the last large ice-berg, and the decks for the last time were covered with snow.

Although the cold weather gave way to milder climate the weather was still very boisterous and the sea high on the 5th February when Bouvet went onboard «La Marie» of which he took command, while Captain Haye was put in command of «L'Aigle». Both vessels then set sail and seperated, «L'Aigle» proceeding to the Isle de France and «La Marie» to the Cape of Good Hope.

On the 28th February «La Marie» anchored up at the Cape where a house was rented for the sick crew who had suffered terribly from scurvy. On the 31st March all men being well again «La Marie» set sail for France.

Lozier Bouvet did valuable work in the service of Antarctic exploration. The result of his expedition made it quite clear that all the old reports about a great and fertile continent in the South Atlantic were fables, and it was he who first of all brought news of the enormous flat-topped ice-bergs down south which our whalers later on so often have seen and feared.

JAMES COOK 1772—3.

The next one to explore the waters around Cap de la Circoncision was James Cook, who on leaving the Cape of Good Hope on the 22nd November 1772 on the «Resolution» in the company of the «Adventure», decided to look for Bouvet's land. His first attempt to reach this spot was frustrated by bad weather, both vessels on the 6th December 1772 being driven eastward of their course.

On the 10th December Cook met with the first ice-berg in latitude 50° 40' south and longitude 2° 0' east of the Cape. This ice-berg was a perpendicular flat-topped colossus, which in height and extent looked like an enormous island. The weather became very bad with storm and fog. On the 13th Cook was in the latitude on which Cap de la Circoncision ought to lie, at a point which was 10° E., of Bouvet's longitude. All of the crew were on deck in order to get the first glimpse of the supposed land but although the fog cleared now and then so that many ice-bergs could be seen all around, no sign of land came in view. Some of the officers thought they had seen land and stubbornly insisted on this until the «Resolution», two years later, on her way home, passed the spot where Cap de la Circoncision should lie and did not see it in spite of the weather being quite clear.

As Cook had excellent chronometers onboard and was able to make exact observations of longitude and latitude he now got grave doubts as to the existence of Bouvet's land, and thought that if it did exist the position given by Bouvet was wrong.

On the 14th the vessels were stopped by an immense field of low ice to which Cook could see no end either to the East, West or South. On the 29th he was again quite close to where Bouvet's Cape ought to be and set about finding it. On this occasion he felt pretty certain that land was close at hand, owing to the presence of penguins; he also saw a number of whales, a seal and many birds. However, despite all signs of land he met with none.

On January 2nd 1773, the latitude being 58° 53' 30" S., and 10° 6' E., longitude, this longitude being nearly the same as that assigned to Cap de la Circoncision and about 95 leagues to the south of the latitude it was said to lie in, Cook came to the conclusion that what Bouvet took for land was nothing but mountains of ice surrounded by loose or field-ice. As the weather was so clear that he might have seen land at 14 or 15 leagues distance Cook thought that he himself undoubtedly had been deceived by some ice-bergs which he had fallen in with the day he met the field-ice. At that time he considered it probable that that ice joined to land, this probability was however now lessened, if not entirely set aside, for the space between the northern edge of the ice along which he sailed and his route to the west when south of it nowhere exceeded a

hundred leagues, and in some places not sixty.

On the 4th January when Cook was in the latitude of 59° 2' S., nearly under the same meridian as he was when he five days previously fell in with the last field of ice, so that had it remained in the same situation he must now have been in the middle of it, whereas he did not see any ice whatever, he supposed that as such a large float of ice as this could not be destroyed in so short a time it must have drifted to the northward and this made it probable that there was no land under this meridian between the latitude of 55° and 59° where he had supposed same to lie.

FURNEAUX 1774.

In the early part of the following year (1774) when the «Resolution» had parted company with the «Adventure» and the latter vessel (being in command of Captain Furneaux) again came to these waters, Furneaux decided to seek for Bouvet's land before returning to the Cape. On the 3rd March however, being then in the latitude of 54° 4' S., longitude 13° E., which was the latitude of Bouvets discovery and half a degree east of it, and not having seen the least sign of land either then or previously when he had been in this parallel, Furneaux gave over looking for it and hauled away to the northward.

As his last track to the southward was within a few degrees of Bouvets discovery in the longitude assigned to it and about three or four degrees to the southward, he was now entirely satisfied that, should there be any land thereabout, it must be a very inconsiderable island. But he believed it was nothing but ice, as he in his first setting out thought he had seen land several times, but it proved to be high islands of ice at the back of large fields, and as it was thick foggy weather when Bouvet fell in with it, he might easily mistake them for land. Giving up any further search for the island Furneaux then set sail for the Cape of Good Hope where the «Adventure» arrived on the 17th March 1774.

JAMES COOK 1775.

On the 18th February 1775, two years after his first attempt, when in the latitude of 54° 25' S. longitude 8° 46' E., Cook thought this a good latitude to keep in to again look for Cap de la Circoncision, because if the land had ever so little extent in the direction of north and south he could not miss seeing it, as the northern point was said to lie in 54°. He had then a great swell from the south, so that he was well assured it could only be an island and it was of no consequence which side he fell in with it.

In the evening several observations were made of the moon and the stars Regulus and Spica, the main result giving 9° 15' 20" E., longitude. The watch at the same time gave 9° 36' 45". Soon after the variation was found to be 13° 10' W., and as this was nearly the same situation in

which Bouvet had 1° E., Cook did not suppose that the variation had altered so much since that time, but surmised that Bouvet had made some mistake in his observations. That there could be none in Cook's was certain from the uniformity for some time past. Besides he found 12° 8' W. variation nearly under this meridian in January 1773.

At 8 o'clock in the morning of the 19th he saw the appearance of land in the direction of E. by S. or that of his course, but it proved a mere fog bank and soon after dispersed. He continued to steer E. by S. and S. E. till seven o'clock in the evening, when being in the latitude of 54° 42' S., longitude 13° 3' E., he tacked and stood to N. W., having a very strong gale attended with snow showers.

At four o'clock next morning (the 20th) being in the latitude of 54° 30' S., he again tacked and stretched to N. E. At noon being in the latitude of 54° 8' S., longitude 12° 59 ' E., he steered E., till 10 o'clock in the evening, when he brought to, lest he might pass any land in the night, of which he however had not the least signs.

At daybreak on the 21st he bore away east, and the position at noon being latitude 54° 16' S., longtitude 16° 13' E., which was 5° to the east of the longitude in which Cap Circoncision was said to lie, Cook again began to think that there was no such land in existence, however, he continued to steer E., inclining a little to the S., till four o'clock in the afternoon of the next day when he was in latitude 54° 24' S., longitude 19° 18' E.

As he had now run down 13° of longitude in the very latitude assigned to Bouvet's land he was thoroughly convinced that what Bouvet had seen could be nothing but an island of ice, for if it had been land it was hardly possible he could have missed it, though it were ever so small. Besides, from the time of leaving the southern lands he had not met with the least signs of any other, but even supposing he had, Cook would not have taken this as a proof of the existence of Cap de la Circoncision.

As he was now no more than 2° of longitude from his route to the south when he left the Cape of Good Hope, it was to no purpose to proceed any further to the east under this parallel, knowing that no land could be there, but as an opportunity offered itself of clearing up some doubt of his having seen land farther to the south Cook steered S. E., to get into the situation in which it was supposed to lie.

He continued his course on the 23rd February till four o'clock in the morning, and then S. E. by E., and E. S. E. til eight in the evening at which time he was in the latitude of 55° 25' S., longitude 23° 22' E., both deducted from observations made the same day. In the morning the sky was clear at intervals and afforded an opportunity to observe several distances of the sun and moon which Cook had not been able to do for some time past, having had a constant succession of bad weather.

In Vol. II. page 238 of his work «A Voyage towards the South Pole and Round the World performed by H. M. S. the «Resolution» and «Adventure», in the years 1772, 1773, 1774, and 1775», Cook concludes his narrative of the quest of Bouvet Island as follows:

«Having now run over the place where the land was supposed to lie, without seeing the least sign of any, it was no longer to be doubted but that the ice-islands had deceived us as well as Mr Bouvet. The wind by this time having veered to the north, and increased to a perfect storm, attended as usual with snow and sleet, we handed the top-sails and hauled up to E. N. E. under the courses. During the night the wind abated, and veered to N. W., which enabled us to steer more to the N., having no business farther south».

Cook had now made the circuit of the Southern Ocean in a high latitude and traversed it in such a manner as to leave him not the least room for the possibility of there being a continent, unless near the pole, and, as *he* conjectured, out of the reach of navigation.

The intention of his voyage had in every respect been fully answered, the southern hemisphere had been extensively explored and he had put a final end to the searching after a large continent in the southern Atlantic, which had engrossed the attention of some of the maritime powers for nearly two centuries past, and been a favourite theory amongst the geographers of all ages. He did not deny that there might be a continent or large tract of land near the pole. On the contrary he thought it quite possible that there was and even that he had seen part of it. He was one of the greatest and most successful explorers the world has ever seen, and has earned the gratitude of all nations.

LINDSAY 1808.

The first one who discovered land around Bouvet's Cape was Captain James Lindsay of the British snow «Swan» which left England in the summer of 1808 in company with another sealer the «Otter» Captain Thos. Hopper, both vessels belonging to the renowned firm of sealers and whalers Enderby Brothers, London, who had given the Captains of these vessels special instructions to find Cap de la Circoncision, and to report about any other land they might see during their voyage.

The vessels left England in the summer of 1808 and called at San Sebastian on the Brazilian coast, proceeding on their way on the 22nd of August, and keeping company until the 24th September when they, being then in latitude 54° S., lost sight of each other.

On the 6th October 1808 Lindsay, whose vessel was then in latitude 53° 58' S., and longitude 3° 55' E., sighted an island in SSE. the distance being about 8 — 10 leagues, which should place the island in 54° 19' S., and 4° 15' E. of Greenwich. On the next day Lindsay came so close

in-shore that the «Swan» was in danger of being beset in a bay formed by land and ice. The position of the middle part of this island, which later on was called Lindsay Island, would according to Lindsay's observations be lat. 54° 22' S and according to his log — long. 4° 15' E. of Greenwich. Ross gives the position of the island («according to Lindsay») as 54° 24' S., and 3° 15' E., which information he may have received from Mr. Charles Enderby. This position is practically the same as that on which the «Valdivia» expedition found Bouvet Island in 1898. According to the log-book of the «Otter» for 10th October 1808 Captain Hopper also gives the lat. as 54° 24' S.

Ross, who evidently had access to the log-book of the «Swan» says that the West point (which was called Dalrymple Head) was high and steep, whereas the East point was low and level, covered with snow. The island appeared to be about 5 miles from East to West, close ice surrounding it to a distance of 3 miles from shore. Soundings were taken, but no bottom could be found.

It seems that Lindsay reported to his owner that he had seen trees and shrubbery on shore and that thousands of penguins swam around the ship. He did all in his power to find a harbour where the vessel could lie and to effect a landing, but the fog and the dangerous state of the ice made it quite impossible, and on the 13th October the «Swan» left the vicinity and proceeded on her voyage.

MORRELL 1822.

In 1832 Benjamin Morrell, captain of the American sealer «Wasp» of Stonington wrote «A Narrative of four Voyages to the South Seas, North and South Pacific Ocean, Chinese Sea, Ethiopic and Southern Atlantic Ocean, Indian and Antarctic Ocean from the year 1822—31». This book which was published by J. & J. Harper, New York describes how Morrell on the 6th December 1822 came to an island in latitude 54° 15' S. and longitude 6° 11' E., practically lying in a straight westerly direction east of South Georgia and about 400 leagues S. S. W. from the Cape of Good Hope.

He calls the island «Bouvettes Island, so called from being first seen by that navigator in October 1808» which seems to show that Morrell must have heard about Bouvet's and Lindsay's discoveries.

Findlay's «Sailing Directory» for the South Atlantic Ocean etc. for 1855 and 1867 gives an extract of Morrell's narrative of his stay at the island, which extract however, has not been printed in later editions.

According to the «Atlantic Ocean Pilot» by J. F. Imray and H. D. Jenkins, published in 1844, Morrell after leaving South Georgia continued on his course by variable winds and now and then bad weather accompanied by much snow and hail until the island which he sought came in sight E. S. E., at a distance of about 1 league from shore. This was at 2 o'clock p. m. on the 6th

December (1822) and at 3 o'clock the following morning Morrell sent his second mate ashore with a well-manned boat in order to look for seals.

At seven o'clock in the morning the boat returned with a booty of 84 skins of most excellent quality and the officer reported that the animals were so tame that they quietly came and tried to play with the sailors who skinned their killed companions.

On the west side of the island there was good anchorage inside of a great number of ice-islands which extended some three nautical miles from shore. All these ice-islands were stranded in 10 to 100 fathoms of water and some of them measured about one nautical mile in extent. They lay so close to each other that it was extraordinary difficult to bring the ship through to the anchorage, but ultimately Morrell anchored about half a mile from shore on the north west side of the island in seventeen fathoms of water, the anchorage being protected against all winds through the ice-islands on the one side and the island on the other.

At three o'clock in the morning of the 8th December Morrell again sent a boat ashore to look for colonies of seals. The boat sailed round the island but no other place could be found on which a seal could come on land as the coast either slanted perpendicularly into the sea or was flanked by perpendicular rocks.

The island was evidently of volcanic origin, and the mountain seemed to be one compact mass of lava from previous eruptions and looked like melted blue and green glass. Small places showing signs of vegetation could be seen on the slopes, but the mountain itself which towered some three thousand feet into the sky was completely covered with pumicestone. (This height corresponds with the 935 meter of the «Valdivia», and the observations of the «Norvegia» expedition). Fish abounded on the banks surrounding the island and innumerable flocks of sea-birds brooded on the rocks and on the ice-bergs.

Morrell had no doubt that more land could be found in this vicinity and that it in all probability would lie to the south. On the 8th December 1822 he left for Kerguelen and later on returned to South Georgia.

NORRIS 1825.

Three years after Morrells visit to «Bouvettes Island» Captain Norris of the sealer «Sprightly» and the Captain of her consort, the «Lively», both belonging to Messrs Enderby Brothers, London, being then approximately in the position of Lindsay Island and Bouvet's Cape, on the 10th and 13th December 1825 discovered some rocks which were called the Chimnies, and two islands lying, the one in latitude 54° 15' S., and longitude 5° E., and the other in 53° 56' S., and 5° 30' E. (Sachse says 5° 20'). These islands were named Liverpool and Thompson Island respectively.

I shall, later on, return to this

matter and quote extracts from the log according to Ross and Sachse.

JAMES CLARK ROSS. 1843.

In August 1838 the British Association for the advancement of Science, at their eighth meeting, held at Newcastle, discussed the system of simultaneous magnetic observations which had for some time been carried on by the famous Norwegian Scientist Professor Christopher Hansteen, and others, in Norway, Germany and other parts of the world, and resolved that, as it was highly desirable that similar observations should be instituted in various parts of the British Dominions, more especially so in the high southern latitudes, they strongly recommended the British Government to appoint a naval expedition expressly directed on that subject.

A committee presided over by Sir J. Herschel, addressed a memorial to the Government embodying the chief arguments for taking up the cause as a national concern. This memorial which was presented to the premier (Lord Melbourne) was strongly supported by the president and council of the Royal Society. Thus urged upon the Government, the request was acceeded to by Lord Melbourne, and the Lords of the Admiralty on the 8th April 1839 commissioned Captain James Clark Ross, who had served with his uncle Sir John Ross in the Arctic, to proceed with the equipment of two vessels, the «Erebus» of which Ross ultimately took command, and the «Terror» commanded by Captain Francis Crozier.

Ross was made leader of the expedition and as soon as his preparations were completed he, on the 16th September 1839, received his final instructions from the Lords Commissioners of the Admiralty, including one which read:

«to proceed directly to the southward, to examine those places where indications of land have been noticed, and to make the requisite observations on any outlying islands that you may be able to discover».

In the event of finding any great extent of land, Ross was as far as this was practicable to lay down the prominent parts of its coast line, and to endeavour not only to correct the positions of Graham Land and Enderby Land, and other places which had been seen only at a distance, but to obtain some knowledge of the nature of those yet unvisited tracts for geographical research, and the magnetic objects of the voyage — the main thing being to determine the position of the magnetic pole — should be so conducted as to mutually assist each other.

With this view the Admiralty directed the hydrographers to furnish Ross with such parts of the instructions usually given to surveying vessels as would lead to the more clear and satisfactory expression of those shores which Ross might have to examine, and which included those in the vicinity of Bouvet's Cape, the discovery of which was well

known, and the waters around the South Shetland, South Orkney, South Sandwich and Falkland Islands.

Before the National Expedition left England the Hydrographic Office of the Admiralty issued a chart of the South Polar Sea, expressly made for the expedition, but as the Government and the Lords of the Admiralty had no knowledge of the Lindsay, Liverpool and Thompson islands these do not appear on the chart.

Having received his final instructions and this chart, Ross left Gillingham on the 25th September 1839 and proceeded on his voyage to the South.

According to Ross «A Voyage of Discovery and Research in the Southern and Antarctic Regions, during the years 1839—43» published by John Muray, London in 1847, the famous British explorer did not return from his voyage without having searched for Bouvets land. Philippe Buache's maps and observations were known to him, also Le Meniers publications as well as Lozier Bouvets «Voyages in 1738—39 to Search for Lands in the Southern Atlantic Ocean» which had appeared in Vol. V of Burneys: «History» published in 1817. Ross was consequently fully prepared to look for Bouvets cape, but he had no knowledge of the exploits of Enderbys skippers.

When he — Ross — therefore, three and a half years after his departure from England, on the 11th March 1843, was in latitude 65° 56' S., and longitude 13° 36' W., and necessarily would pass near Cap de la Circoncision, he shaped his course so as to get into its supposed latitude at about ten degrees to the westward, that he might, by sailing to the eastward on that parallel ascertain its position with some degree of precision. He had a succession of strong S. W. gales, and passed a great number of ice-bergs, which obliged him to proceed under reduced sail during the long, dark nights of this late season of the year. At 6 pm. on the 19 th — being in the latitude of Bouvet's land viz: 54° 21' S., and about three hundred miles west of its assigned position, Ross altered his course to true east, the number of bergs having greatly diminished, and having fine clear weather, he continued throughout the night under all sail.

During the next two days it blew a gale from N. W., and for the first time he had rain instead of snow. As Ross was now approaching what we know to be Bouvet Island, he rounded to every night, lest he should either run upon, or pass it in the dark. At noon on the 20th he crossed the meridian of Greenwich, in latitude 54° 7' S., and pursuing a true east course, was in longitude 2° 50' E., the next day at noon. Many bergs of large sizes were seen during the two last mentioned days, and were the occasion of frequent false reports of land. At 8 pm. Ross was in latitude 54° 8' S., and longitude 4° 36' E., only fifty-eight miles from the island, as placed on the

Admiralty Chart, and hove to for the night under a close-reefed main-top-sail, the sea running very high, and many ice-bergs being sighted. Every two hours he tried for, but did not obtain soundings with 400 fathoms.

At daylight on the 22nd March the «Erebus» bore away before the gale, which had not abated, whilst the sea had gained a mountainous height. The weather, however, was clear, so that one could see the ice-bergs at a distance of three or four leagues. At noon, by observation, the latitude was 54° 11' S., and longitude 6° E. Bouvet's promontory should, therefore, have been in sight, bearing S. 55° E. distant nine miles. Ross stood exactly for it, until he had run twelve miles, but not seeing it, he steered east to keep in its supposed latitude. After having gone fourty miles further, he arrived at the spot from which Cook had sought it from the eastward, and the night getting dark, Ross gave up all further search, concluding, with Cook, that Bouvet had mistaken a large ice-berg for land.

When he arrived in England after the completion of his voyage, he learned from Mr Charles Enderby of Enderby Brothers about the observations made by Lindsay and Norris mentioned above. From the statements made by these captains Ross came to the conclusion that there in all probability were more than one island in this neighbourhood, though as he says «certainly not in the positions given in their log-books, for although unaware of these accounts at the time we were in search of Bouvet Island, we passed so near as certainly to have seen them had they been there».

On page 374 of the second volume of his book from which the above quotation is culled Ross also writes: «It would be very desirable that their number and situation should be accurately determined, which might easily be done by a small vessel from the Cape of Good Hope. The proper season for this service is the middle of December, when the nights are short and the finest weather may be expected».

MOORE. 1845.

When it became apparent that several magnetic observations would have to be made in high latitudes south of the Indian Ocean in order to fully utilise the material collected by Ross, the Admiralty in 1844 resolved to commission Admiral Percy, Commander in Chief at the Cape of Good Hope to charter a vessel for that purpose. His choice fell on the «Pagoda», a small sealer of some 360 tons, which was fitted out and manned by volunteers from his Flagship the «Winchester». The command was given to Lieutenant T. E. L. Moore, who had been mate on the «Terror» during Ross's Antarctic expedition.

Moore arrived from England in the beginning of January 1845 and on the 9th the ship was ready for sea and left Simons Bay. Before leaving, Moore was instructed to look for land in the

positions given by Bouvet, Lindsay and Norris. However, according to his report: «The Magnetic Voyage of the «Pagoda»» which appeared in the «Nautical Magazine» published in London in 1846, Moore was unable to find any such land, whereas he, during the voyage sighted a mass of rock (charted in lat. 60° 11' S., and long. 4° 43' E., and called the «Pagoda Rock») which appeared to him to be a large rocky islet surmounted by a quantity of snow and ice. It looked so like land that Moore sounded and at first thought that bottom had been found in 250 fathoms. However, as this rock was unsuccessfully searched for by the «Quest» in 1922, and later on, in February 1926, by the German «Meteor» expedition (when a depth of 5370 meter was found where the rock was charted) it is very probable that what Moore saw was merely an almost submerged ice-berg carrying a great mass of rock. This is the more likely as the «Pagoda» at the time was drifting rapidly before a strong wind, and the weather conditions rendered a thorough investigation impracticable.

On pages 327 and 328 of his book «The Siege of the South Pole», a standard work in the Antarctic litterature, published in 1905, Dr. Hugh Robert Mill comments upon the endeavours of Moore to find Bouvet Island, as follows:

«The «Pagoda» met the first ice-bergs on the 25th, (January 1845) in latitude 53° 30' S., on her way to the assigned position of Bouvet Island, the search for which was the first incident in the voyage. As Bouvet Island was looked for in 6° E., naturally enough nothing was seen of it. Moore knew from Ross's failure that the position must be wrong and he might have deducted the fact that since Cook and Ross had proved that the island did not lie east of 6° E., it would probably be found considerably farther west in or near the given latitude, for the mistake in position would most likely be in longitude, but he turned southward before reaching 3° E., and added one more to the list of unnecessary failures. The Admiralty sought no more for the island which had never been seen by a British naval oficer, and it was left to be picked up by a pertinacious German merchant captain under the direction of a German man of science half a century later».

WILLIAMS, 1878. CHURCH, 1882. ALLEN alias FULLER 1893.

From the time of Moore until the German «Valdivia» expedition Bouvet Island seems to have been sighted by three American skippers. The «Africa Pilot» Part II for 1922, has some reference to these incidents on page 353, which I believe have been culled from Edwin Swift Balchs': «Antarctica Addenda» in the Journal of the Franklin Institute, Philadelphia, Vol. 157 for 1904, but as I have been unable, so far, to procure a copy of this publication, I cannot check the statement. According to the «Africa Pilot» the three

skippers were: Captain Williams of the schooner «Golden West» who is said to have landed on Bouvet Island in 1878, Captain Church of the ship «Delia Church» in 1882 and Captain Allen of the «Francis Allen» in 1893. Sir Austen Chamberlain calls him Fuller. Fuller-alias Allen is also credited with having sighted Thompson Island, north-eastward of Bouvet Island, the state of the weather preventing him from landing. If this statement is correct it would be interesting to know the exact position in which Captain Fuller alias Allen found the island, as the «Valdivia» looked for it in vain in 1898, and the «Meteor» when looking for it in 1926 found a depth of 1580 meter where it was placed on the British Admiralty Charts.

«VALDIVIA» 1898.

One hundred and fifty nine years after Bouvet's discovery, and fifty three years after Moore's vain endeavour to rediscover Cap de la Circoncision, Professor Carl Chun of Leipzig succeeded in getting the Imperial German Government to equip the Hamburg-Amerika Linie steamer «Valdivia», Captain Krech, and to send her on a Deep Sea Exploration Voyage, the scientific staff consisting of eminent botanists, zoologists and oceanographers such as professor Schimper, Basel, professor Vanhoeffen, Kiel, and professor Dr. Gerhard Schotte of the Deutsche Seewarte, Hamburg, from which latter gentleman the owner of the «Norvegia» received valuable information when he started to take an interest in Antarctic exploration, and, in 1922, more especially so in the exploration of the waters around Bouvet Island.

One of the objects of the «Valdivia» expedition was to ascertain whether Cap de la Circoncision, Lindsay Island, Liverpool Island, Thompson Island and the Chimnies existed, the main thing however, being to carry on deep-sea soundings and researches in the Atlantic and Indian Oceans and the Antarctic waters from Bouvet to Kerguelen.

The ship left Hamburg on the 1st August 1898, and having called at Cape Town left that port on the 13th November, the course being set direct for the supposed Bouvet Groupe of islands. Up to 40° S. she met with westerly winds and high sea, soundings being taken every morning and zoological deep-sea work carried on until the afternoon. From the 40th to the 50th parallel the wind became stronger in a more northerly direction, until a westerly storm was met with on the 20th and 21st November. On the 24th soundings showed 2268 meter, the ship being then in latitude 53° 30' 8" S., and 6° 14' E.

As she had now arrived in the vicinity of Thompson Island according to Norris she hove to in order not to pass the island in the hazy weather experienced. About 2 p. m. the fog cleared, the ship being in 53° 56' 5" S., and 6° 2' E. As no land could be seen, she steered 5 nautical

miles south of the supposed Thompson Island, a precaution taken in order to avoid the Chimnies if they existed. They did not, nor were there any signs of Thompson Island although the visibility was 8 miles.

The course of the ship which constantly was controlled through astronomic observations of the sun, moon and stars showed a small inclination to S. S. E. After having steamed 37½ nautical miles on the course S. 87° W. the «Valdivia» was only 4 nautical miles from Bouvets Cape, of which nothing could be seen — and as the weather was clear the course was set for Norris's Liverpool Island in S. 30° E.

At 1.10 a.m. on the 25th November the reckoned distance (20 nautical miles) had been run and the middle of Liverpool Island ought to have been reached if it had existed. The engine was stopped and the ship hove to, but when daylight came, at 3. a.m. and no land was seen, the «Valdivia» steamed westward, the course being shaped for Lindsay Island. Soundings showing a depth of 3458 meter were taken in lat. 54° 22' 3" S., and long. 4° 37' 2" E.

After having run 32 nautical miles S. 87° W. the ship arrived in the position which Lindsay had given *his* island. As no land could be seen there either, despite the visibility being seven nautical miles, the «Valdivia» proceeded on her voyage five nautical miles up to noon S. 39° W., and then five nautical miles S. 78° W.

During the forenoon she met with her first ice-berg, and observations taken at noon on the 25th November showed her position to be lat. 54° 30' 1" S., and long. 4° 3' 5" E. As she had now in vain searched for land in the positions given by Bouvet, Lindsay and Norris it was decided to look for the groupe of islands in a more westerly direction in lat. 54° 20', this being about midway between the positions given by the previous explorers.

The altered course (N. 88° W) led to the discovery of an island at 3 o'clock in the afternoon of the 25th November 1898 and as the position of this island did not coincide with those given by any of the previous explorers it was decided to call it Bouvet Island in honour of the discoverer of the first land sighted in these waters.

The position of Bouvet Island, compared with the positions given by Bouvet, Lindsay, Morrell and Norris, will be found on the appended chart on which the track of the «Valdivia» has been marked.

The navigating officer onboard this vessel, Walter Sachse, has given us a narrative of the discovery in his work: «Das Wiederauffinden der Bouvet-Insel durch die deutsche Tiefsee-Expedition» in «Zehnter Band. Erste Lieferung» of the «Wissenschaftliche Ergebnisse der deutschen Tiefsee-Expedition auf dem Dampfer «Valdivia» 1898—1899» published by Gustav Fischer, Jena, in 1905 «Im Auftrage des Reichsamtes des Innern» and edited by the leader of the «Valdivia» Expedition pro-

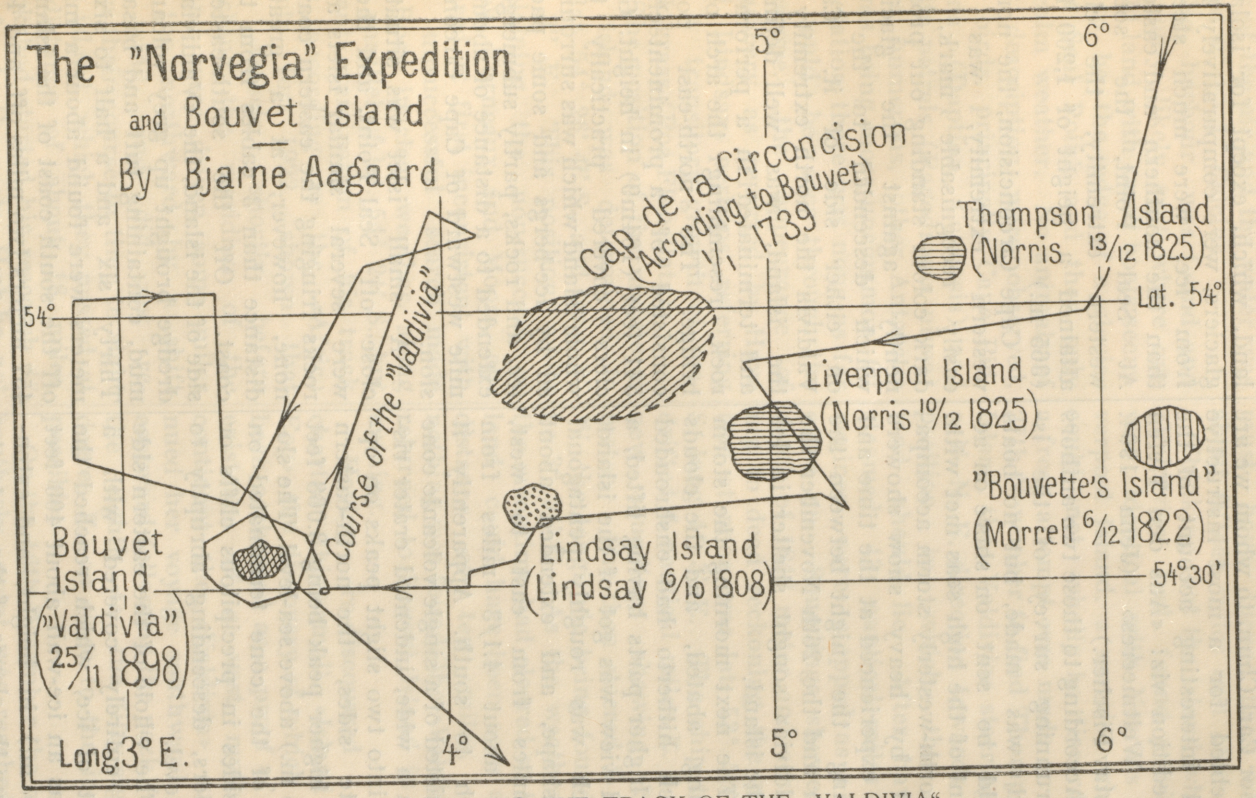

CHART SHOWING THE TRACK OF THE „VALDIVIA"

fessor Carl Chun, to whom we are indebted for a most instructive and interesting account of the expedition viz: «Aus den Tiefen des Weltmeeres» (Jena 1904. Gustav Fischer.)

According to these two authors a running survey of the island was made, but no boats could be sent on shore on account of the high seas met with. A north-westerly storm accompanied by heavy snow showers was experienced at the time and during the night between the 25th and the 26th November the «Valdivia» sought shelter in lee of the island.

The next morning the storm having abated, and the clouds which hitherto had enshrouded the higher parts having lifted, a good view was got of the island, which was roughly pentagonal in shape, and extended about 5 miles from east to west, and about 4.1/3 miles from north to south. Apparently it consisted of a single volcanic cone with a wide, indented crater rising into two slight peaks on opposite sides, the north-eastern and higher peak being 3.068 feet (935 m.) above sea-level. The slopes of the cone terminated on all sides in precipitous cliffs or glaciers, descending abruptly to sea-level.

The whole of the eastern side was entirely covered with a sheet of ice, which reached the sea as an ice-wall about 400 feet (121 m.) in height, and extended up the slopes of the crater to a height of about 1,400 feet (426 m.) above sea-level. The northern and western sides of the island, which, except for isolated glaciers, were comparatively free from ice, were much steeper than the southern and eastern. At Seal Point, the south-western extremity, the cliffs attained a height of 1,200 feet (365 m.)

Cape Circoncision, the north-western extremity, was an easily recognisable mark, its dark colour standing out prominently against the glaciers which descended to the sea on either side of it. Cape Valdivia the north extremity of the island, was well defined, and terminated in a perforated rock, resembling the arch of a bridge. The north-east point consisted of a prominent cliff, 541 feet (164m9) in height. Glaciers covered practically the whole island which was surrounded by ice-bergs and some pack-ice, and rocks, partly submerged, extended to a distance of about a mile westward of Cape Circoncision.

A small islet was situated close off Seal Point, and there were several similar islets and rocks fringing the eastern coast; none, however, at a greater distance than 3 cables from the coast. Off the south-eastern side of the island, the «Valdivia»s dredge brought up grey volcanic mud, containing tuff and basalt, Thirty six and a half to sixty meters were found about a mile off the south coast of the island, 457 meters two miles off, and 439 meters 3½ miles from shore, a slight current setting to the eastward being noticed on the northwest coast. The tempera-

ture of the air and the water was about 0° — 1° Celcius.

No harbour was found and the only likely spot where one could land with small boats seemed to be the edge of a glacier near Seal Point, and then only in calm weather. No animals of any description were observed, but birds, principally Cape Pidgeons (Daption Capensis) and white petrels (Pagodroma nivea) were numerous, other Antarctic forms being more uncommon. Of vegetation there was none as far as could be seen through the telescope, the appearance of shrubbery as reported by Haye and Lindsay perhaps referring to a transitory growth of tussock-grass (Poa Flabellata).

The position of the middle of the island was determined to be lat. 54° 26' 4" S., and long. 3° 24' 2" E. This position, while explaining the non-success of Cook, Furneaux and Moore, appeared at first inconsistent with the unsuccessful search made by Ross, in clear weather, along the parallel of lat. 54° 21' S., but recent examination of his track has according to the «Africa Pilot» for 1922, shown that his vessels, shortly before reaching the meridian of the island were driven some miles to the northward by a shift of wind, and did not regain their course in time to sight the island, which they passed at a distance of about 18 miles. Cook had started his research 4° too far to the east. Had he not done so he would undoubtedly have found the island. Moore must have turned back when about fifteen miles east of it.

Thinking that the island which «Valdivia» had found possibly was identical with Norris's Liverpool Island, a surmise which could not wholly be discarded, a fresh attempt was made on the 27th November to find Thompson Island, the «Valdivia» steering in a N. N. E. direction towards the position in which this island should lie. After having steamed 43 nautical miles the engines were stopped as a fog came on. Soundings showed a depth of 1849 meter and according to dead reckoning the position at noon was lat. 53° 50' 5" S. long 4° 3' E. The ship then drifted 6 nautical miles E. S. E., new soundings showing 2321 meter. She then steered S. 76° W. the longitude being found to be 3° 51' E. As the weather in the meantime had cleared so that land could have been seen at a distance of ten miles, and nothing was found, the «Valdivia» returned to Bouvet Island in the evening.

Having re-discovered and charted this small «Island of Fog», the discovery of which had been acclaimed as a proof of the existence of a vast mythical continent the «Valdivia» continued her voyage southward and eastward following the pack from the eighth to the fifty-eighth degree E., as close to the ice as possible.

On the 16th December the most southerly point was reached in lat. 64°15' S., and long. 54° 20' E., about 102 miles from Enderby

Land, where soundings showed a depth of 2540 fathoms. At this place trawl and dredge brought a number of stones to the surface, which evidently had been carried there by ice-bergs, and if these came from Enderby-land this land cannot be of volcanic origin, as the stones consisted principally of continental rocks, gneis, schist and granite. A large red-coloured sand-stone weighing about 250 kilos was also fished up from the sea.

Having met with a cluster of some 180 ice-bergs, of which the largest was ten nautical miles long and 192 feet high, «Valdivia» continued on her voyage to Kerguelen, soundings and dredgings taking place regularly on the way home via St. Paul, Sumatra, Ceylon, Dar-es-Salam and Suez, and on the 30th April 1899 the vessel returned to Hamburg after a most successful voyage.

«CARNEGIE». 1916.

Between November 1898 when the «Valdivia» expedition charted the island, and January 1916 when the American surveying vessel «Carnegie» sighted it, Bouvet Island does not seem to have been visited. «The «Endurance» which could have done so did not call. According to page 328 in Vol. III of «Researches of the Department of Terrestrial Magnetism» published in Washington in 1917, the «Carnegie» passed it at a distance of some three miles from shore. The Americans refer to it as Lindsay Island, and state that the position of the middle part of it was 54° 29' S. and 3° 27' E., which is practically the same as that given by the «Valdivia». A number of ice-bergs were seen, the temperature of the air being + 2° and that of the water + 0,6°. No landing was made. The Thompson Island and the Chimnies were not seen.

«METEOR» 1926.

When Shackleton set out on his voyage with the «Quest» in 1922, he intended to visit Bouvet Island and to look for Thompson Island and the Chimnies, but altered his plans and gave it up, whilst the Germans, four years later, sent a surveying vessel, the «Meteor» to these waters.

According to Commander F. Spiess, leader of this scientific expedition, who published a report of the vessels visit: «Bericht des Expeditionsleiters» which is found on page 224 &c in the «Zeitschrift der Gesellschaft für Erdkunde zu Berlin» published in 1926, and according to «Die Deutsche Atlantische Expedition 1895 des Vermessungs- und Forschungsschiffes «Meteor» published in «Beiheft zu den Nachrichten für Seefahrer» Nr. 41 — 1926., by E. S. Mittler & Sohn in Berlin, the «Meteor» left South Georgia for Bouvet Island in February 1926.

When steering towards Bouvet a futile attempt was made to find Lindsay Island, in the position in which it was placed on the British Admiralty Charts, soundings showing various depths from 420 to 5000 meter.

On the 20th February at 8 a. m. Bouvet Island was sighted at a distance of 25 nautical miles, and

the position given by «Valdivia» viz 54° 26' 4" S. and 3° 24' 2" E. was found to be as correct as it was possible to make it for any one not actually being on shore.

In contradistinction from previous expeditions the «Meteor» found that the steep, brown- and sulphur-coloured mountain sides and basalt rocks on the west, north and east coast were pretty nearly free from ice and snow, except for two glaciers on the west, and the Posadowsky-glacier which stretched down to the sea in the northern part of the island. The solid ice started on the slightly sloping central mountain and reached to its peak.

Vegetation, probably moss and lichen could be clearly seen through the telescope. Rocks were noticed close in-shore on the east and the west coast, some of them could only be detected owing to the surf. The bay in the north west of Cape Valdivia into which the Posadowsky-glacier stretched itself, seemed to be clear of rocks, so that there, according to the report, ought to be a possibility of an anchorage at this place, although the soundings which were taken close in-shore on the west and north side of the island showed pretty deep water. Owing to the heavy south-westerly storm which «Meteor» had experienced for the last two days, a landing on the south coast, which otherwise would have been attempted, was quite impracticable and an attempt to land on the north coast in lee of the island proved futile on account of the surf and the steepness of the rocks.

Soundings in the vicinity of Cape Valdivia showed that the bottom consisted of basalt and tuff. No drift-ice or ice-bergs were seen. Several whales kept close to the island and on the rocks of the north-west cape, innumerable penguins, Cape-pidgeons and petrels were observed. Quite close to the cape, vapour (fumarole) was seen ascending. During the whole day the peak was veiled in fog, and snow and hail-showers were experienced.

Before leaving these waters, the «Meteor» went in search of Thompson Island and the Chimnies, in the position in which they were marked on the British Admiralty charts. The experience gained by the «Valdivia» and «Carnegie» expeditions was taken into consideration when shaping the course of the «Meteor», but despite the visibility being some 6 to 8 miles (according to another version 8 to 10 miles) nothing could be seen and in the exact spot in which the island should lie a depth of 1580 meter was found. Eight nautical miles further south a sounding was again taken which showed 1030 meter, and neither rocks nor surf could be seen.

The researches made by the «Valdivia», «Carnegie» and «Meteor» seem to show that Thompson Island and the Chimnies do not exist. Since Norris's report of 1825 no one has seen Thompson Island if we except Captain Fuller alias Allen in 1893.

This being so, the question arises as to whether the island and the rocks have ever existed, or whether they have disappeared

since the days of Norris and Fuller alias Allen. If Norris went ashore in 1825, Thompson Island must of course have existed at that time, but if he landed on Liverpool Island, it is most probable that what he took to be Thompson Island must have been a large ice-berg which had turned turtle, and on which rocks had stuck when it was aground on what we now know to be the Island of Bouvet.

This seems a very plausible explanation but it is also possible that the island and the Chimnies may have disappeared either through a submarine subsidence or through a fresh volcanic eruption like that of Krakatao.

Be this as it may, to-day at least, no one knows where the Thompson Island and the romantic «chimneys three» mentioned by Longfellow, lie, and it is greatly to be regretted that the «Discovery» expedition of 1926--27 did not wipe the puzzle-island and the elusive rocks from all charts and sailing directions.

SUMMARY AND COMMENT.

Having now come up to the time of the «Norvegia» expedition, we shall, in the following, give a summary of the various expeditions which have traversed the waters around Bouvet Island since the days of «L'Aigle» and «La Marie»:

1739. Lozier Bouvet sighted land in lat. 54° S., and long. 27° 28' E. of Teneriffe *(Haye* in 54° 6' S. and 26° 20' E.) and called it Cap de la Circoncision.

1772 & 1773. Cook looked for Cap de la Circoncision but did not find it.

1772—3—4. Furneaux searched for it in vain.

1775. Cook made a second attempt and failed.

1808. Lindsay sought it and found an island in 54° 22' S., and 4° 15' E., which was called Lindsay Island.

1822. Morrell landed on what he called «Bouvettes Island» in 54° 15' S., and 6° 11' E.

1825. Norris in looking for Bouvets Cape and Lindsay Island, discovered two islands in 54° 15' S., and 5° E., and 53° 56' S., and 5° 30' E. which were called Liverpool Island and Thompson island. Also some rocks which he called «the Chimnies».

1843. Ross who had no knowledge of the discoveries made by Lindsay and Norris, looked for Cap de la Circoncision in vain.

1845. Moore. The British Government having been informed by Ross about Lindsays and Norris's discoveries instructed Moore to look for Bouvets Cape, the Lindsay, Liverpool and Thompson Islands, as well as the Chimnies. Moores attempt proved futile.

1878. Williams is reported to have landed on Bouvet Island.

1882. Church is reported to have sighted Bouvet Island.

1893. Allen alias Fuller is reported to have sighted Bouvet Island and Thompson Island.

1898. «Valdivia» found and charted an island in 54° 26' 4" S., and 3° 24' 2" E. which was called Bouvet Island. No trace could be found of Lindsay Island, Liver-

pool Island, Thompson Island and the Chimnies.

1916. «*Carnegie*» sighted Bouvet Island, but did not see Thompson Island and the Chimnies.

1926. «*Meteor*» sighted Bouvet Island, but looked in vain for the other islands and the Chimnies.

1926—27. «*Discovery*» sighted Bouvet Island, but did not see the other islands and the Chimnies.

1927—28. «*Norvegia*» Captain Horntvedt took possession of Bouvet Island for Norway in the name of H. M. King Haakon VII on December 1st, 1927.

Landings in these waters seem only to have taken place on four occasions, twice by Americans, once by a Britisher and once by a Norwegian, viz:

In 1822 by Morrell of the American sealer «Wasp».

In 1825 by Norris of the British sealer «Sprightly».

In 1878 by Williams of the American schooner «Golden West».

In 1927 by Horntvedt of the Norwegian vessel «Norvegia».

THE BRITISH CLAIM.

As previously stated Great Britain has protested against the Norwegian annexation of Bouvet Island, the official claim being that Captain George Norris of the sealer «Sprightly» owned by Messrs Enderby (with the «Lively» in company) visited Bouvet Island on December 16th 1825, hoisted the British flag and took possession of the island in the name of His Majesty King George IV, and that the title acquired by virtue of this occupation is still valid.

The questions to be answered are therefore: (a) is Bouvet Island identical with Liverpool Island, (b) did Norris land on Liverpool Island, and (c) did the British Government take formal possession of Liverpool Island in 1825.

With regard to the first question, it is, of course, at the present time quite impossible to say with absolute certainty, whether Morrell and Norris landed on Bouvet Island as charted by the «Valdivia» or on some of the other islands. If Thompson Island has disappeared it is just as likely that Liverpool Island and Lindsay Island may have gone down.

However, although we have no absolute and irrefutable proof that Bouvets Cap de la Circoncision, Lindsay Island, Bouvettes Island, Liverpool Island and «Valdivias» Bouvet Island is one and the same we may fairly assume so, the latitude given by all the explorers diviating but slightly, Bouvet and Haye giving 54° to 54° 6' Morrell 54° 15', Lindsay 54° 22', Norris 54° 15' and «Valdivia» 54° 26'.

Under these circumstances the position taken by the British Government viz: that Liverpool Island is identical with Bouvet Island, is comprehensible though unsupported by any proof.

The next question (whether Norris landed on Liverpool Island or not) is not so easily answered as the evidence, or such parts of it as we possess at present, is conflicting. In order to unravel this puzzle we shall quote the evidence for and

against, confining ourselves to the three sources: Horsburghs Directory of 1836, Ross's excerpts of 1847 and Sachses «facsimile» log of 1905.

HORSBURGH'S COMPILATION.

In his «Indian Directory» 4th Ed. for 1836 the Hydrographer for the British India Company, Captain J. Horsburgh published an account purported to have been derived from the original log of the «Sprightly». According to this compilation, in which no notice is taken of Morrells landing in 1822, Norris took formal possession of Liverpool Island for Great Britain in 1825. It may be that this account is correct, although we do not know for certain. The British Government has made no reference to this source, whereas reference has been made to a copy of some extracts from the log of the «Sprightly» now in the Admiralty archives, and to some extracts from the log quoted by Ross.

ROSS'S EXCERPTS.

As the copy of the extracts from the original log-book which is now in the archives of the Hydrographic Office, has not been published in English, but only in German translation, I shall deal with Ross's excerpts in the first instance. He writes on pages 371—373 in the second volume of his work:

«The log-book of the «Sprightly», Captain Norris, is now before me, from which I quote the following passages: —

«10th December, 1825. The island is in latitude 54° 15' S., longitude by chronometer 5° E.; and, as we are now certain it is an island, we name it Liverpool Island. It appears to extend three or four leagues from north to south; the north end high and rugged, the south end low, the middle high, and covered with snow.»

Ross writes — «There is a pencil drawing of the island, bearing west five or six leagues. The log says, «The captain got within a cable length of the shore, but owing to the steepness of the rocks, and the weather coming on thick, with much sleet and snow, was the whole and sole reason of not making a successful landing.»

Ross then continues: «On the 13th they met with another island, of which is said, — «This island, which we have named Thompson Island, bears about N. N. E., fifteen leagues from Liverpool Island; there are also three rocks, which we named the Chimnies, to the S. W., four or five miles from Thompson Island; and another rock three miles to the southward of them. The island is in latitude 53° 56' S., longitude 5° 30' E.»

Ross continues: «We read», «16th December, P. M., fresh breezes and cloudy. The Lively (the consort of the Sprightly) by order, hoisted out her boat, and we manned her out of both vessels and sent her on shore, to endeavour to find a landing at the west end of island. We sounded on its south side, and found from thirty-five to twenty fathoms, black sandy bottom, at a mile from the shore. Caught a num-

ber of small fish, resembling cod-fish. At 8 P. M. the boat returned, having hoisted the Union Jack on the shore &c.

«On the 18th P. M., the captain gave orders for a boat to be manned from each vessel, one to go one way round the isle and one the other, and to meet at the west end.»

Ross writes: «Stormy weather almost immediately followed the landing of the boats, and it was not until the 24th the boats could regain the ships. They brought the skins of fourty-eight seals they had killed on the island. And the log says», — «We found by their report that seals are very scarce; and the isle is not likely to produce many, the S. W. point being the only place where they can make a landing, as the boats went entirely round the isle, and nothing but perpendicular rocks could be seen; it bears evident marks of having been a volcano, as it is nothing less than a complete cinder, with immense veins of lava, which have the appearance of black glass, though some are streaked with white.»

It will be noticed that Ross gives no extracts for the days 11th, 12th, 14th and 15th December, but his excerpts show clearly that he at least read the original log, in such a way as to show that Norris landed on Thompson Island, and not on Liverpool Island. Besides, he -- Ross -- writes on page 373 that Lindsays «description of the island, as well as the position he assigns it, differs so much from Captain Norris's, that it was certainly not the same as that upon which his people landed».

As Lindsay Island is claimed to be identical with Liverpool Island and Liverpool Island is claimed to be Bouvet Island, Ross's remarks, as quoted above, should still further tend to prove that Norris landed on Thompson Island. Ross says expressly: «The log-book of the «Sprightly» Captain Norris, is now before me from which I quote the following passages» and these passages are so very concise that they leave no doubt in the mind of the reader that they are correctly rendered. Fricker and Chun who, I presume, have gathered their information from Ross, take it for granted that Norris landed on Thompson Island and not on Liverpool Island, nor can I understand how anyone reading Ross could get any other meaning out of his quotations.

On the other hand Lieut. Commander Rupert T. Gould, R. N. (ret.) F. R. G. S. in a letter to The Times published on the 14th March, last, says that the excerpts quoted by Ross are «fragmentary and garbled». He further states that a copy of a portion of the Sprightlys log now in the Admiralty archives «afford absolutely irrefutable proof that: (a) Norris landed on Liverpool Island and took possession of it; (b) that he did not land on Thompson Island, ,and, indeed, only remained a short time in its vicinity; (c) that Liverpool Island and Bouvet Island are identical».

We are hardly entitled to assume that Ross «who com-

manded the confidence of the Admiralty to such a degree that his orders were qualified by a general discretion which left him wide freedom of action», would have committed such a grevious mistake. Anyway the evidence must be clear and above doubt before we condemn him. A mere statement is not sufficient.

SACHSES «FACSIMILE».

On pages 16 and 17 of his «Das Wiederauffinden der Bouvet-Insel etc.» Sachse says:

«Through the courtesy of the British Hydrographic Office a facsimile of Norris's original chart and original log-book was placed at my disposal; the latter reads in translation:

Norris's original report.

10th December 1825 2 pm. Liverpool Island bearing SSW 6—7 leagues off — 6 pm. Liverpool Island bearing SSW by W. 5 leagues off — 8 pm. Liverpool Island bearing W by S. 6 leagues off.

The island seems to extend 3—4 leagues from north to south. The north end high and ruggged, the south end low, the middle high and covered with snow.

11th Noon S. E. part of the island W. S. W. ½ W. 3 leagues off. — E. part of the island. — 8 pm. Middle of the island bears W by N 6½ Nautical miles off.

12th 10 am. East point bears W. by N. — 5 pm. East point bears N. W. by W. — 8 pm. East point bears W. N. W.

13th 2 pm. Sighted a small low island bearing W 6 nautical miles off (Thompson Island) — 10 pm. Sighted three rocks in a cluster in NW. — 12 pm. Sighted a new rock in NW. on about the same level as the sea.

The island lies in latitude 53° 56' S., and longitude 5° 20' E., it bears from Liverpool Island N. N. E., 15 leagues off. We called the three, in one groupe united rocks the Chimneys, they lie 4—5 nautical miles S. E. of Thompson Island, whereas the single small rock lies three nautical miles south of the Chimneys.

14th. pm. sighted the Liverpool Island bearing W by S 5 leagues off. — 4 pm. sighted the Liverpool Island in WNW, it was foggy. — 6 pm. sighted the Liverpool Island NW by W 6 leagues off.

15th 12 pm. (Midnight between 14th and 15th) In N. W. 12 noon Bearing W by N 5½ leagues off. — 6 pm. Bearing in W. 10 leagues off.

16th 11 am. Bearing in W. 6½ nautical miles.

At noon the southern end bearing NW by W½W. 5. leagues off, the east end in north; at the S. E. end about three nautical miles lies a small rock. Sounded on the south side of the island at a mile off the shore 35 — 20 fathoms black sandy mud. Landed and took possession of the island in the name of His Majesty George IV and christened it «Liverpool» in honour of Lord Liverpool. It was exceedingly difficult to approach the island and to land owing to the steepness of the rocks and the sea breaking on same. The south-west point is the only possible place for landing, the boat rowed round the land but found only steep sloping rocks.

The Island possesses prominent signs that it is of volcanic origin; it consists mostly of burned lava-ash. Enormous corroded lava-streams give the island an appearance as if it consisted of black glass streaked with white.»

In translating the above I have endeavoured to retain the German terminology in order to get the translation as verbatim as possible, although I, on comparing the passages which coincide with Ross's excerpts would have been able to give their rendering in the exact words of the log, as quoted by him.

If Sachses translation is a true facsimile copy of the original log, it proves conslusively that Norris landed on Liverpool Island on the 16th December 1825, and took possession of it in the name of King George IV.

The first particular attracting attention when Sachses «Facsimile» is compared with Ross's excerpts, is however that Sachse cannot have received a facsimile of the original log from the Hydrographic Office as stated by him. Whether a mistake has been made in Hamburg or in London, we do not know, but the document he reproduces, can only have been a reiteration of an incomplete, mutilated and jumbled account. The *original* log of the «Sprightly» would of course have contained some reference to the position of Liverpool Island. Still Sachses «original» log says nothing on this point, whereas Ross says:

«The island is in latitude 54° 15' S., longitude by chronometer 5° E.».

Further: Ross states that a landing was attempted on the 10th of which Sachses original says nothing. Other extracts from Ross appear under another date in Sachses «facsimile of the original log» in which nautical miles and leagues have been mixed in a most confusing manner, an error which no experienced captain would commit, but which easily could be expected from an inexperienced clerk, who was set to make a compilation or a copy of a nautical document of which he understood little or nothing, and who moreover did his work in a careless manner. Enderby Brothers were known to chose only experienced and well qualified captains, men of education, often naval officers, but if we accept Sachses «original log» as an original, Norris must have been a very careless navigator who made even greater mistakes than mixing nautical miles and leagues in his log.

Sachse draws attention to the fact that Norris states that Thompson Island was 45 miles N. N. E. of Liverpool Island, whereas his observations show that the distance was 26 miles only, and the direction N. E., but taking it for granted that he had received the original log in facsimile, Sachse comes to the natural conclusion that Norris, who contradicts himself and shows gross carelessness was not trustworthy. I think we ought to be more charitable to the old skipper, my conclusion being that the copy of the log reproduced by Sachse is the

work of an unknown, inexperienced scribe, who has done his best and failed. If this document was the only proof of Norris having landed on Liverpool Island, the proof would not be sufficient.

This will, however not be the case. The statements made in the House of Commons by Sir Austen Chamberlain on the 20th February last as to Britains right to the island are so very explicit that the original log of the Sprightly *must* exist and *must* now be in the possession of the British Government. This is the only conclusion we are entitled to draw at present.

This being so and as Great Britain has protested against the Norwegian annexation it is for Great Britain to prove that she has a prior claim to Bouvet Island, and as this cannot be done by inoffi-cial compilations and question-able copies of the log, the original log-book of the «Sprightly» will, so I understand from an excellent British source, in all probability be published shortly. In the meantime we must await its publication.

Let us, however, for the present assume that the original log, when published, will show conclusively that Norris landed on Liverpool Island, that that island is identical with Bouvet Island, and that the British flag was hoisted on Bouvet Island in 1825. In such a case Britain would have no right to the island today, as she has not maintained her right. It is not sufficient to hoist the flag on shore, had this been the case Seymoor Island, where C. A. Larsen, Captain of Mr. Chr. Christensens sealer «Jason» landed and hoisted the Norwegian flag on the 4th December 1892. would be Norwegian.

CONCLUSION.

Under these circumstances, and taking everything into consideration, the only conclusions we can arrive at are that:

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

2. The special chart of the South Polar Sea published by the Hydrographers Office, Admiralty, by Act of Parliament in June 1839, proves conclusively that the British Government did not consider Lindsay Island, Liverpool Island, Thompson Island and the Chimnies parts of the British Empire in 1839.

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

Fredriksvern, Norway,

3rd April 1928.

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