

# IN THE PENGUINS METROPOLIS

## Mawson Party Gets To Work ALMOST-HUMAN BIRDS

(Wireless message from Sir Douglas Mawson on Macquarie Island) (All Rights Reserved)

From the Discovery, anchored in a comparatively open roadstead (the only approach to a harbour on Macquarie Island) the scientific staff, with instrument and camping paraphernalia was transhipped to the motor boat and a landing was made through the surf.

A regiment of penguins waded down to gaze perplexed at the invaders.

I am making these notes in the shelter of a crumbling hut, which was once the quarters of a sealing party engaged in rendering down penguins and sea elephants for oil. For more than a hundred years this traffic thrived with serious consequences to the quaint denizens of this land of wind and mist. The wild life of the island was threatened with extinction until the Tasmanian Government, which controls the islands, decided in 1916 to discontinue leasing it to sealers, whose extensive but precarious business annually entailed boiling down a vast number of sea elephants and penguin for their oil.

### SANCTUARY NOW

For some years now the island has been maintained as a sanctuary for Australian sub-Antarctic life.

As a result of this commendable action our observations indicate that both penguins and seals are slowly recovering from the persecution of former times. It is now more necessary than ever zealously to preserve this haven, for the life is becoming rarer from year to year.

At the moment of writing the prospect stretching before me suggests fashionable Deauville, during the zenith of the carnival season. Here on Nugget Beach the popular seaside resort of Macquarie Island thousands of royal penguins in congested masses are shooting the breakers and being jostled in the surge of the undertow.

Others look on, nestle down on the sands, or form talkative coteries, no doubt to discuss the scandals of their metropolis.

Penguin City, Paris or sub-Antarctica is set in a tussock-ventured valley, some 300 yards inland, with populated environs higher up the mountain slopes. It is a long, rough trudge for our little friends up the shallow stream and as ceaseless traffic of pedestrians is always passing the laws of the road are rigidly observed to avoid congestion.

To this scene so whimsical, social, and quaintly human, fate has added an ironical touch. The factory where millions of the penguins were boiled down for oil has succumbed to the ravages of decay. Penguins now haunt the ruins and elephants score away peacefully amidst the perished oil barrels.

### INQUISITIVE PENGUINS

On landing each member of our party has set out upon some specialised job. Hurley, Campbell, and Douglas have the cinematograph apparatus down on the beach and are surrounded by an inquisitive crowd, evidently anxious to have their say in talkies. Dr. Ingram and Fletcher have disappeared into the mists of the interior highland to collect life from the lakes and Alpine plants from higher levels.

Falls, Howard, and Summers are taking notes on birds and securing rare specimens for exhibition and collection.

Professor Harvey Johnston is combing the foreshores in the interests of the biological section, and Kennedy is carrying out magnetic observations on the identical site, occupied 19 years ago by Eric Webb, magnetician of the Australasian Expedition.

## NEXT ANTARCTIC TRIP

ESTIMATED COST £12,000

### Discovery Requires Overhaul

MELBOURNE, Today.

The Antarctic exploration ship Discovery will leave for Sydney probably on Thursday, May 1, after the committee, which will meet in Melbourne on Monday, April 28, has made further plans.

The ship will require thorough overhaul of its engines. Numerous small repairs and adjustments have also to be made. It is considered that this can be done in Sydney during the winter while plans for the second voyage of the ship to the Antarctic are being formulated.

It is expected that £1,000 will be needed to finance the second trip.

## IN NEW WATERS

### FRESH LAND DISCOVERED

### NOTED LANDMARK DISAPPEARS

Canberra, February 3.

The following wireless message has been received from Sir Douglas Mawson, on the Discovery, dated January 31:—

After taking the damaged aeroplane on board on the afternoon of the 27th, the ship continued west. The pack became more favorable, and the Discovery was soon traversing waters not previously invaded by any vessel. Late that day we passed innumerable grounded bergs, disposed around what appeared to be an ice-covered island, about ten miles long. On account of the heavy pack, which was held by grounded bergs, a close approach and further investigation were impossible.

January 28 proved most interesting, for we passed along serried ranks of bergs of every shape and form, all grounded on shoals on the Continental shelf. Standing well above these Brobdignagian ice masses a high ice-clad island was discovered. This island, roughly eleven miles in diameter, and 110 ft. high, is situated in latitude 65.09, longitude 103.15. There appear to be other islands amongst this tangled mass of grounded bergs, which extend for a hundred miles along the eastern side of the Shackleton Barrier ice shelf.

### Discovery in a Gale

To the accompaniment of a rapidly falling barometer, an easterly gale sprang up, which was most untimely, for it caught us just when we were off an ice coastline trending north across the wind direction. Years ago, when exploring in the Aurora, we found the tip of this northerly spur from the Continent to consist of a sheer walled ice tongue, thenceforth known as Termination Tongue, which, though but a few miles wide, was 40 miles in length. In a vessel with so little power as the Discovery, it was not a pleasing prospect to weather out the severe gale with such a wall of ice on our lee.

### Termination Tongue Vanishes

Having discovered that the whaler Nielsen Alonso had been operating in the vicinity of Termination Tongue for some six weeks, we got in wireless touch with a view to ascertaining the present latitude of the formations, which vary in length from year to year. The whaler could give no definite information regarding it, so Captain Mackenzie had to make the best course possible in an effort to keep clear of the tongue.

On the night of January 29 much oil was spent in an effort to heave to behind a berg which loomed up nearby. The manoeuvre was successful, but our position soon became untenable on account of the smallness of the berg and the height of the seas. However, on the morning of January 30 the weather improved and is now gloriously fine. Last evening and this morning we searched in vain for Termination Tongue, only to discover that it has entirely disappeared. Where it formerly extended there remain only isolated grounded bergs. Had we known this when the gale was at its height it would indeed have been great comfort. The disappearance of the tongue has entirely altered the distribution of the pack, and closed up a former opening, which Captain J. K. Davis in the Aurora discovered leading to open water, now known as the Davis Sea, enclosed between the pack and Queen Mary Land. Consequently we are now searching farther west for access to the mainland coast. Messrs. Campbell, Douglas, Hurley, and others are working on the aeroplane, and have already repaired most of the damage.

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## DISCOVERY IN A BLIZZARD

### NARROW ESCAPE FROM ICE PACK

### Fearful Two-days' Fight

Canberra, January 6.

"Since my last message Providence has sustained our best efforts to cope with an exceptional hurricane, which caught the Discovery under most inopportune circumstances," says Sir Douglas Mawson in a message dated January 3.

"The blizzard we thought to weather out in the pack, when threading our way from the Kosmos," says the message, "developed into a hurricane from the south-east. We were then almost at the southern edge of the pack, facing the open, berg-strewn waters of Durville Sea, which waters were lashed into fury, consolidating the pack into a grinding mass against the ship. This pack was of no ordinary nature, but was composed largely of weather-worn masses, the size of Atlantic bergs.

### Position Untenable

"Our position being thus untenable, the Discovery escaped from the pack into the freezing waters, seething under the lash of the wind. The velocity of the wind increased rapidly to 70 miles an hour, measured by our meteorologist on the deck level. Frozen spin-drift and fleecing snow obscured the view so effectually that only by a miracle had we missed crashing into a gigantic tabular berg, which loomed up about a length ahead. With the bergs and pack behind us we could not run from the wind. The brave ship tumbled and staggered in the unequal onslaught, but steadily drove back to leeward on to the most gigantic mill ever conceived—the fury-driven, heaving, frenzied, grinding ice masses of this vicious pack edge. Here the conquering ice warriors of many stormy engagements were assembled to meet us. They raised themselves high on every sea, peering at us in anticipation and with evil intent. Then they as suddenly descended into the trough and were submerged in a sheet of blinding spray, in seeming punishment for their over-eagerness for our destruction. Rising more triumphant than ever, and in glee, they appeared to reach out at us, nearer and yet nearer.

### Cruel Rocks of Ice

"Could our staunch vessel be a match for these cruel rocks of ice? That was the question in every mouth on the morning of Wednesday last. No word was spoken. Every soul was engaged to the utmost in preparing the ship to meet the onslaught. We survive to relate that, by skilful handling, the ship escaped impending destruction, and Captain Mackenzie succeeded in working the ship, through God's good will, into the calmer waters of a slack area within. The hurricane raved on as if infuriated at our escape, and in the evening hours, tore back the pack and thrust viciously at us a reserve bombardment of grinding bergs. Once more, when all seemed hopeless, we slipped out of the noose into a large slack area.

### Other Forces Marshalled

"We had now worked through towards the northern side, and, for a time, the raging was of no avail. Within sight now were several Kosmos chasers, sheltering under a lee of streaming ice. Unwilling to give up the assault other forces were now marshalled against us. In one day a whole body of pack ice, under cover of hurling snow, was driven west 50 miles and crumpled against immovable grounded barrier ice and bergs, charted as Clariland. The slack water closed in a moment. The trap was well set; but, after an anxious struggle, we emerged, staggering into the leaping, spuming sea, now so clear of ice as to make navigation possible.

### Safety at Last

"For two days past our stout, ice-encrusted vessel has, with engines strained to the utmost, fought her way east, mile by mile, through high seas. Now the wind has moderated, and we may land to-morrow on the shores of the high ice-cased land which now lies on our starboard beam."

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## AMONG THE WHALERS

### Discovery Lashed To Big New Ship To Coal

### DEAD WHALES AS BUFFER

(By wireless from SIR DOUGLAS MAWSON, on board the Discovery. All rights reserved.)

THE Sir James Clark Ross began whaling operations early in the season near Balleny Islands, but conditions caused her to move east to the entrance of Ross Sea, north of Scott Island.

After having located her it took up five days' steaming through thick pack ice before reaching her.

Captain Mackenzie brought the Discovery skilfully alongside, and he lashed up against the Sir James Clark Ross, with dead whales interposed as a buffer, while coaling operations proceeded.

### FLOATING FACTORY

The Discovery was like a small tender, compared with the gigantic floating whale factory. Built this year, expressly for the whaling industry, the Sir James Clark Ross is the most up to date thing of its kind afloat. The speed and efficiency with which whales are disposed of is a revelation. A 150 ton whale, drawn up on to the flensing deck, through the stern tunnel, is entirely dismembered, and cleaned up in the space of one hour. By the end of the season the whalers hope to return to civilization with 20,000 tons of whale oil.

We cannot speak too highly of Captain Nilsen and the men of the Sir James Clark Ross for the help they gave us in the transferring of the coal. With their assistance the transfer of 100 tons of coal and 25 tons of fresh water took only five hours.

### HURLEY WITH HARPOON

The Discovery was then cast off, and one oceanographic station was made in 2,400 fathoms whilst awaiting the return of our photographer, Captain Hurley, who was away on a chaser harpooning a whale. We are in latitude 64.20, longitude 175, working our way west.

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## CAPT. DAVIS WON'T GO SOUTH AGAIN

### "Will Make Way For Younger Man"

MELBOURNE, Monday.—Pending an early decision by the Federal Cabinet, plans for another expedition to the Antarctic, led by Sir Douglas Mawson, between November and March next, were discussed by the Antarctic Expedition Committee today.

At the meeting Captain Davis announced that he would not join another expedition. He had been navigator for seven Antarctic expeditions, and considered that he should make way for a younger man. His resignation was received with regret by the committee. It was stated that Captain Davis's record was unique.

At the meeting were Senator Daly (chairman), Sir Douglas Mawson, Sir David Orange Masson, Sir Edgeworth David, Rear Admiral W. M. Kerr, Captain Davis, Mr. J. H. Sheahan, of the Federal Treasury, Dr. Henderson, of the External Affairs Department, and Mr. MacPherson Robertson.



Capt. J. K. Davis