Britain Dots Globe With Isles Taken in Centuries of Empire; War Uses Justify Tiny Holdings

"Imperial Prescience" Seen in Early Acquisition of Remote Spots Now Strategic in Long Chain of Defence; Possessions Close to Shores of Other Powers; Rock Once Commissioned as Warship

Whether it is done absent mindedly, done by instinct or done merely by chance, history and the map reveal that England has shown a truly remarkable habitude for possessing herself of little considered ocean remainders in the form of small islands. One can, of course, see the force of her owning all the islands, even the remotest Hebrides and Orkneys, that cluster or hand around her coast, the litter of them jumbled on the west coast of Scotland, the Scilly Isles, Manxland, Wight, Lindisfarne, Lundy and the rest; no one else than England could own them, and some owner they must have.

But cross the English Channel and here are the Channel Islands, Jersey, Guernsey, Alderney and Sark. Geographically they are a part of France. Politically and administratively they are England's. They are so French that their Legislature functions bilingually. England says, of course, they are a residue of her once large French dominions; and one must remember that it was not till far down in Victoria's reign that the British House of Lords ceased solemnly to appoint a committee to hear petitions from Aquitaine and Lorraine. Well, grant that having these islands only come in this way, it might be awkward to give them up.

Mediterranean Possessions.

Enter the Mediterranean, what is Gozo? Gozo is an island of twenty-six square miles near Malta. To whom does it belong? Oh, to England, of course. "Well," says England, "it is too near Malta to belong to any one but to me. Who owns Malta (itself, by the way, only 117 square miles)? Of course, England owns Malta. It was a useful base when the Napoleonic Wars were raging from Spain to Palestine and through Egypt, Italy, Austria and Dalmatia. Still more important later."

Did some dim imperial prescience warn England of the coming day, when, by the opening of the Suez Canal, Malta would become one of the links in the chain linking London with India and the Far East, thus, England, Gibraltar, Malta, Suez, Aden, India, Singapore, Hongkong?

Enter now the Red Sea. Here is Perim, a very small island, England's, of course. She holds Aden, and military opinion held that Perim, if not absolutely necessary, was very desirable. Hence Perim is British.

Socotra at Strategic Point.

Now we are in the Indian Ocean. Here, as you emerge, is Socotra, producing "dragon's" blood and aloes and at a strategic point. It is 1,200 square miles and is England's, of course. And here are the Seychelles, 148 square miles, with no very distinctive place to fill in the world of sand, air and water, save, indeed, that here grows hechoe de mere (vegetable ivory). Came in handy, too, when England wanted a prison for Arabi Pasha after she had riddled his ambitions to become dictator, or sovereign, in Egypt.

We pass by Mauritius, for, though a small island (720 square miles), it has a place with the world's great producers of sugar. Once "Reunion or Bourbon," it belonged then to France, when she bade fair to own half, at least, of India and not merely the small patch, Pondichery, now alone here. The British fleet, of course, took Mauritius. We get along through the section of the Indian Ocean known as the Arabian Sea, past the Laccadives, fourteen low lying coral islands; past the Maldives, 420 square miles. Round we go into the Bay of Bengal. Here are the Andamans, nineteen islands, 3,000 odd square miles, useful to England as a convict settlement. Then come the Nicobars, 535 square miles, England's.

Singapore Gate to East

Proceed eastward. At the tip of Malaya we find Singapore, which, though few remember it is an island, 217 miles, to be strongly fortified, for it is very strategic. It is the big gate to the Further East. On and North, we reach Hongkong, within call of the Chinese coast, 320 square miles; England's. Say little of her possessions in the Pacific (they are almost innumerable, counted as separate isles and islets). In a region where an empire has absorbed Australia (3,000,000 square miles), New Zealand (104,000 square miles) and Tasmania (27,000 square miles), to say nothing of the greater part of New Guinea and Borneo, to whom should the rest of it in fragments, like Fiji, belong if not to her? She has done herself very well, even if she does not own quite all.

But away to the Atlantic, rounding the Cape, which by all the rules of the game should be known as Gama's, but is actually known as the Cape of Good Hope. Kerguelen, ninety miles long, almost due south of the Cape, British gazetteers regretfully admit, is "claimed by France." The Crozets are uninhabited, but there are the Prince Edward Islands, with the familiar red underscore. There are Gough, the (Atlantic) Sandwich Islands, South Georgia, hundreds of miles apart. The last-named is uninhabited, but its 1,200 square miles of emptiness are British. Then there are the Falkland Islands, 500 square miles, and the F. I. dependencies. Northward we find St. Helena, the "black wart" rock, with patches of fertility in its depressions, that England made useful as a cage for Napoleon. St. Helena is 875 square miles.

Ascension on the List.

Ascension, 700 miles away, is smaller; population 240. Ascension was taken by the British because, as Admiral Cockburn said, "We don't want some other flag hoisted there to increase the risk of Napoleon's escape." Then we have the Bermudas, 900 miles from the United States, and British since 1654. In the war of 1812 the American fleet showed England how important the islands (nineteen square miles in all) could be, and they were fortified from 1815 on. In the West Indies are Barbados, 170 square miles; St. Kitts, 63; Nevis, 50; Barbuda, 78, and her islands in the Virgin group, the entire area of the group being only 275 square miles.

In the sea between Jamaica and Cuba are the three Cayman Islands, dependencies of Jamaica. Of what use they are to Jamaica, or Jamaica to them, it would be hard to say. Grand Cayman is seventeen miles long, much of it swamp, much of it white limestone. The Caymans were discovered by Columbus in 1503. The Spaniards, after they took Jamaica in 1509, drew a supply of turtles from these islands. When Jamaica became British, in 1655, the Caymans were automatically tacked on to her, and by degrees gathered a population, some of its units being shipwrecked sailors, other persons who for one reason or another (often to escape debt) came from Jamaica to this out-of-the-way-corner of the world. The population is now about 4,000. It has a large overflow settled in New Orleans and Mobile, Central America and Jamaica.

There is one other little island, stuck in the North Sea, which, of course, England took — Heligoland. She, however, swapped it with Germany for land in Zanzibar, an achievement of Lord Salisbury's that she came bitterly to regret during the World War.

There are two Christmas Islands, one in the Indian Ocean, the other in the Atlantic. The former has 2,400 inhabitants, the latter 101. Both belong to England.

Restored Some Islands.

But let us not be unfair to Mother Britain. She does not own the Azores, the Canaries or the Medeiras. She once possessed the Ionian Islands, but gave them back to Greece. She captured Cuba in 1762, but restored it to Spain in 1763. She captured Martinique and Guadeloupe, but gave them again to France, and in the same way she handed St. Eustatius back to Holland, and though her sailors knew and wanted the Sandwich Islands long before there was any United States of America, it is to the United States, not to England, that Hawaii belongs. Similarly America owns the Phillippines, though Spain still owes England some £17,000,000 on them, never paid. Perhaps never really ethically owed, but quite enough to afford an excuse for taking the islands.

Perhaps, however, the oddest of England's island possessions is the Diamond Rock in the West Indies. This, during the wars with France, shone bravely as a battery post. It was taken and regularly commissioned, in the Admiralty books as a warship. Cannon were hoisted up its precipitous sides and for years it gave a good account of itself in naval contests that took place near by.

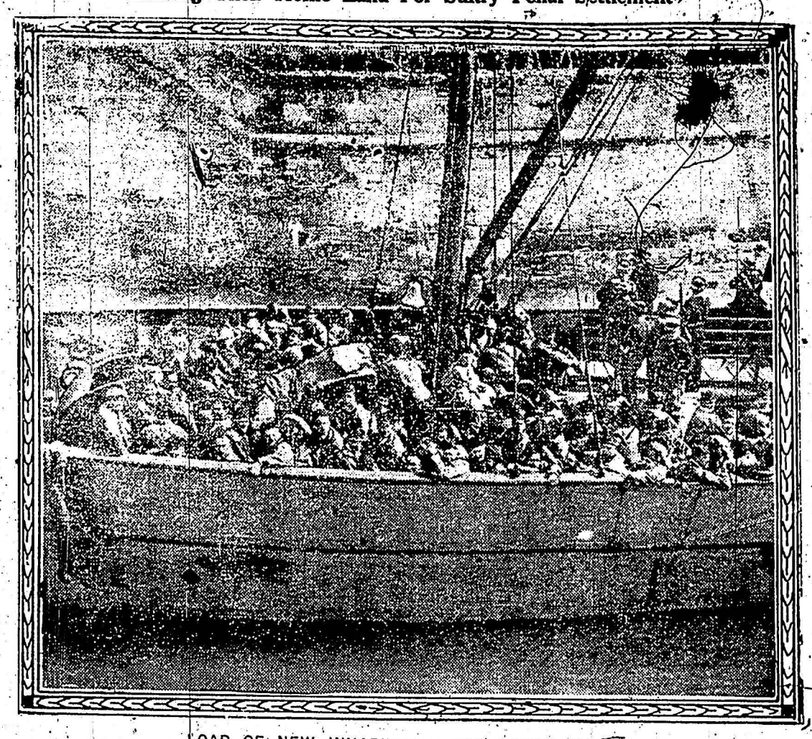
Oriental Tea Drinkers Begin to Turn to Coffee

Tacoma, Wash.—Tea drinking in the Orient is changing and the demand for coffee percolators increasing, according to Northwest hardware distributors. Evidence that the Japanese are beginning to use coffee on a large scale is manifested by the growing shipments of aluminum percolators and ordinary coffee pots, which comprise a part of each cargo leaving here for the Orient. Japanese who worked in American cafes and hotels have carried the coffee-drinking habit to the homelands.

"Bow ties are artistic," said Trent, "and show a man's natural bent."

"Well, though not artistic," said Beggs "the same thing is true of bow legs."

Leaving Their Home Land For Sultry Penal Settlement



LOAD OF NEW INHABITANTS FOR DEVIL'S ISLAND

Some of the 418 convicts sentenced to the French penal colony in Guiana, leaving St. Martin De Re to be taken out to the prison ship S.S. Martinière. France certainly cannot be commended for her method in treating her criminals.

Whaler's Life Hard

Crew of the Sir James Clark Ross Tells of Strenuous Adventures in the Antarctic With the Harpoon

Life on a whaler in the Antarctic is described vividly by members of the crew of the Norwegian steamer Sir James Clark Ross, which arrived recently in New York from the bottom of the world with a large cargo of whale oil.

The vessel, whose home port is the little town of Sandefjord, not far from Oslo, has just put in several months in the Ross Sea, which Commander Byrd will cross to reach his base for his South ole flight. She is a sturdy craft, 470 feet long, and having a tonnage of 8,224. Her single funnel is buff and black and her solid bow is double-plated. The paint has been scraped off her sides by the tireless chafing of the ice, and great irregular splotches rise upward from her waterline, but on deck she is neat and ship shape. Unlike one-legged Ahab of "Moby Dick," the men aboard her were not hunting a single almost fabulous sea monster. They brought in 48,000 barrels of oil. This represents a kill of more than 600 whales. The crew of the Ross said they saw more whales this year than ever before.

The Start of the Ross' Trip

"The Ross left Norway in August, as she does every year, said one of her sailors, a blond-haired descendant of the Vikings, "and steamed for the Antarctic via the Panama Canal. She made two stops. The first was in New Zealand, where she took on coal, and the second was at Stewart Island. The latter is a small island 300 miles further south. It has 240 inhabitants and its only industry is the raising of sheep. There she took on fresh food and pushed her way south toward the ice.

"It is within the ice that the Ross does the actual whaling. She is accompanied by five small steamers, each about 117 feet long, or about the size of a tugboat. These are known as the whalers. The big ship we call the 'cookery.' Aboard th big ship the whales are cut up and boiled down so as to get the whale oil.

The men in the small ships are the actual whalers, and during the time that the vessel is within the ice they lead a life of extreme hardship. On the way down and back they are passengers and have nothing to do, and they are like the rest of the whaling men for the three months of the Summer while the vessel is refitting. But while the whaling is going in they work tirelessly. They are constantly exposed to wind and weather and sometimes go days and even weeks with only a few hours of sleep. They are, however, extremely well paid.

A single gunner—the man who aims and fires the small mortar which hurls heavy harpoons loaded with dynamite—makes frequently as much as the captain of a transatlantic liner. Indeed, according to the sailors on the Sir James Clark Ross, there is a case of a gunner accounting for 5.5 whales in a single season and making $50,000.

The Gunner's Work

A gunner on the Ross described the method of working:

"When the whales are sighted, the boat tries to creep up as close to them as possible. This is a ticklish business, as it is necessary to get within thirty fathoms before we can fire. We try to fire at the whale's heart, and frequently four or five shots are necessary.

"The harpoon weighs several hundred pounds and to the end of it is attached a heavy cable. This is tapered. Close to the harpoon it is rather thin, but it soon becomes heavier, having a maximum circumference of five inches. Naturally this weighs considerable, and is the reason why the gun has such extremely short range."

As soon as the whale is killed it is pumped full of air, he said, and a marker in the form of a tall pole with a distinctive flag is placed on it. Then the whaler goes after the next one. When enough have been killed they are towed back to the main ship for reducing. This must be done fairly soon, for a whale left too long in the water swells up like a balloon and spoils.

The life of the whaler is not only exciting but dangerous, for the whale sometimes becomes infuriated and charges. As a large whale is 150 feet long and can attain a speed of twenty knots he can do considerable damage.

"A charging whale has enough force to smash right through the plates of one of these small boats," said the gunner, and remarked that once off the coast of Africa he had seen a small boat sunk.

The life led by the men on the mother ship, though less vigorous, is strenuous. This year it was relatively easy, or the Ross encountered exceptionally good weather. She usually encounters ice about 500 miles south of New Zealand, but this year did not meet it for nearly a thousand miles.

It is the ice that causes the whaling ship her greatest difficulties. Even in calm weather it grinds and scrapes against her sides and frequently becomes so heavy that the crew has to disembark and cut a way through it with picks and ice axes. At other times the safety of the vessel has been menaced when a high wind has turned the floe into a grinding mass, which at times seem almost to have the force to crush her heavy sides.

Salt Horse and Hardtack

Monotony of diet is another hardship faced by the whaler. Only a limited amount of fresh food can be carried on the vessel and the whaling men are forced back on the "salt horse" and hardtack of sailing-ship days. They seek to relieve this situation by trying new sorts of food offered by the Antarctic. Fish they have, which they can often catch in plenty, and they also try penguin eggs and whale steaks. The former are not very popular, but the latter are considered palatable, especially if they come from a small whale.

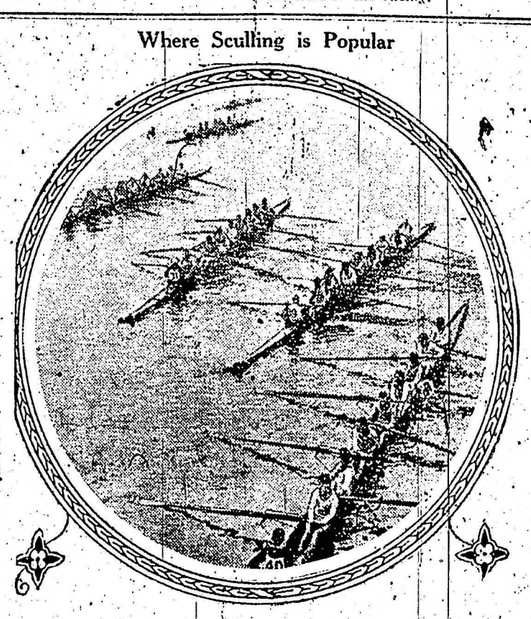
"The steak should be cut about thirty or forty inches forward of the tail," said a sailor on the Ross, "or, in other words, just aft of amidships. In that case it is likely to be very good."

The experiences of the Sir James Clark Ross are about the same as those of other whaling ships. Sixteen members of the crew of the wrecked C. A. Larsen—a steamer of 13,000 tons, the largest in the service—returned on the Ross, and they told how their vessel had killed more than eight hundred whales and was carrying 76,000 barrels of whale oil when she struck a reef outside of the harbor of Stewart Island. Fortunately most of the oil was salvaged.

Most of the returning whale ships tell of encounters with ice.

The doom of warfare sounded when patriots began to rob the home folks instead of the enemy.

Where Sculling is Popular



THAMES RIVER RACES

Forty-eight crews took their places at intervals of fifteen seconds on the renowned boat-race course from Putney to Mortlake along the historic Thames.

Canadian Tug Radio[illegible] Great [illegible] to Merchants

Handling of Goods Speeded U[illegible] Radio Op[illegible]

"Get me the tug Sea Lion," its owner told the radiophone operator in the Merchants' Exchange Building at Vancouver.

And from the other side of the counter the radiophone operator asked for the message to the Sea Lion, wrote it down, seated himself in front of a table holding but two simple instruments, put his headphones on, and spoke into the microphone, just as he would into that of an ordinary telephone.

"Vancouver calling the tug Sea Lion," went forth the call to the tug some sixty miles away, towing a long line of logs, some 800,000 board feet in all. "Vancouver calling the Sea Lion," the call was repeated a few times, and then the operator heard in his headset:

"This is the Sea Lion calling Vancouver. Have you any orders?"

"Yes," replied Vancouver. "You are to proceed direct to Station 2 instead of Vancouver. Is all well on board?"

To which the Sea Lion came back with "O.K. Got your message. All well here. Sea Lion speaking," and signed off.

The owner of the line of tugs to which the Sea Lion belonged walked back to his office a few doors away in the same building. He had sent his message which saved him thousands of dollars in time and actual cash, since he was thus able to deliver his goods before his competitor and get a better price for them.

Thought of the radiophone service did not occur to him. It was as natural as the long-distance telephone service is to the majority of people: a matter of course. Undoubtedly it was a great invention, he would have agreed if anyone had ventured the opinion; but that it was a necessity and as regular as his meals, he was certain.

Had he been told that it was the only service of its kind in the world he would have been surprised. What? No one else think of such a simple expedient to keep in touch with tugs and other ships? Absurd. Yet notwithstanding this thought, the fact remains that Canada was the first to consider such a service as a necessity and was the first to make such a success of it. To-day, after this service has been in operation for two years, and has proven itself to be worth its weight in gold, only to-day, we hear that a similar service has been established in the Persian Gulf.

To Mr. J. H. Hamilton, manager of the Vancouver Merchants' Exchange belongs the credit for this service. He it was who used his influence and gave his efforts to have the Radio Branch, Department of Marine and Fisheries, install such a service in the building, and subsequently at three other stations on Vancouver Island.

Some forty tug boats have been equipped by the Canadian Ma[illegible]

[illegible]hone Set Requiring No [illegible]

[illegible] with radiophone sets on [illegible]ils. These sets are very [illegible] operate, being tuned and [illegible] for voice operation [illegible] installed. They are so [illegible] a government certificated [illegible] is unnecessary and they can [illegible] by the captain or chief en[illegible]

[illegible]e land and tug sets are of [illegible] power, operating from a [illegible]erator. Their average day [illegible]ven at 60 miles, while they [illegible]le of doing 140 miles under [illegible] circumstances.

Competitive Service.

[illegible]e service has meant for Brit[illegible]ish shippers can be realized [illegible] is known that owing to the [illegible] and indented coast line, [illegible] and telephone is out of the [illegible]. Thus a tug, unless it [illegible]ptly radio transmitter with a [illegible] operator, was out of touch [illegible]ort while on a journey pre[illegible] the installation of radiophone [illegible]ters. The same applies to a [illegible] or lumber camp, of which [illegible] many in the coast province. [illegible] average tug, when towing any[illegible] from one to thirty sections of [illegible] measuring on an average of [illegible]board feet to a section, can [illegible] one mile an hour progress. [illegible] 300-mile trip is apt to take all [illegible] hours to complete. Formerly [illegible] that a tug would receive [illegible] at departure, and if there [illegible]nge in these orders after the [illegible]t, the chance of catching up [illegible] was very remote.

When a lumber dealer is send[illegible] down one of the many [illegible] which cris-cross the pro[illegible] may have in thought a cer[illegible] to which to send his lumber [illegible] the trip he may sell the lum[illegible] instead of having the tug [illegible] destination, he calls [illegible] on [illegible]phone and gives new orders [illegible]

[illegible] camp is usually [illegible] from Vancouver. In many [illegible] camp or cannery may be [illegible]way. Should any part of the [illegible] break down, or a crew [illegible]vertake the camp. It is [illegible] without the use of radiophone [illegible] touch with a boat or with a [illegible] meant, in time gone by, [illegible]onth would sometimes [illegible] new apparatus arrived [illegible] damaged.

[illegible] but two cases where [illegible] radiophone has been a [illegible] the Province of British Columbia [illegible] present there are some [illegible] equipped with the apparatus [illegible] be in easy touch with any [illegible] stations on Vancouver [illegible] Incidentally, radiophone [illegible] stations are installed at the [illegible] resorts near Vancouver [illegible] can also be drawn on in [illegible] emergency for the [illegible]

100,000 See Rangers Win Scottish Cup

Celtics Beaten, 4 to 0, in Soccer Final Before Record Crowd in Glasgow

First Half is Scoreless.

But Victors Open Relentless Drive in Second Half and Overwhelm Rivals

Glasgow, Scotland.—The Glasgow Rangers won the Scottish football Association Cup, defeating the Celtics of Glasgow, 4 to 0, on Saturday, April 14 April 11th.

The match was played at Hampden Park in fine cold weather and was attended by a record crowd for a Scottish Cup tie of 100,000 persons. Many fans were unable to gain admittance to the grounds; the gates of which were closed well before the start.

All the Rangers' goals were scored in the last half, when they took advantage of the strong wind. In the previous half Celtic's efforts were all unavailing despite the aid of the wind, though on several occasions they missed scoring by the narrowest of margins.

In the second half, however, the Rangers removed all indecision with a violent offensive which resulted in the first goal by Meiklejohn. A fine shot by Fleming accounted for the second and Archibald scored the third after a brilliant solo effort. Archibald scored the fourth after Cunningham cleared the way.

After this the Rangers dropped back and presented an impregnable defence to the frantic efforts of the Celtics.

Vicious criminals get too much rope of wrong sort and too little of right sort.

"What will the modern girl be twenty years from now?" "Oh, about three years older."

[illegible]dward VII. Tale

[illegible]ward Shown as Practical Joker in Peer's Biography

[illegible]ossiyn, who has played [illegible] high stakes and accepts [illegible] without railing, recalls [illegible] in a biography he has [illegible] The turf, the cardroom [illegible] table, all three [illegible]tory as well as of [illegible] back largely in his [illegible] into his experiences [illegible] and an entertaining [illegible] years as an [illegible]uver Province."

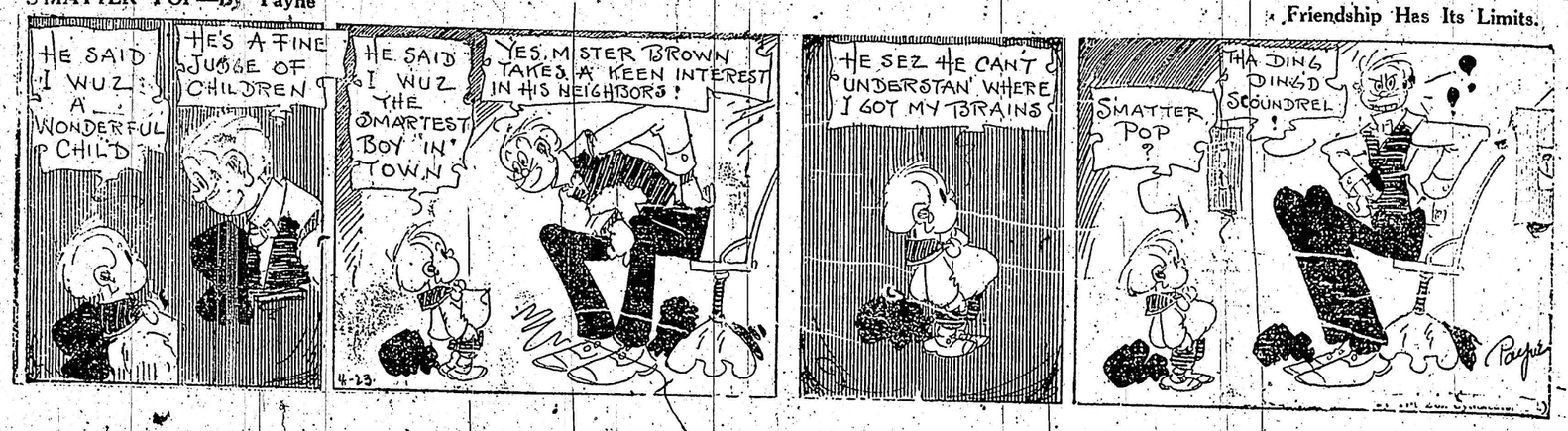
[illegible] several amusing [illegible] Edward, then Prince [illegible]ceived, while a member [illegible]ty which included the [illegible]ge, a telegram reading [illegible] him for being absent [illegible] without leave and [illegible] return at once.

[illegible]se of Cambridge was [illegible] the Prince of Wales [illegible] he decided there [illegible] and I must return [illegible] I got a hansom and [illegible]don and were stopped [illegible]gh House, where [illegible] apparently very [illegible] would satisfy his [illegible] granted unconditionally [illegible] was leaving his presence [illegible] to his heart's content [illegible] joke, which had been [illegible] night in the Marlborough [illegible] Marcus Beresford, Carr [illegible]kes and others of [illegible] So I drove quickly [illegible] hear the Duke [illegible]peat, 'Silly joke! So [illegible]'"

[illegible]s and '90s were an age of [illegible] joking. Lord Rosslyn [illegible] the discomfiture of a fellow [illegible]ng who, entering the [illegible] races at Liverpool, drove [illegible] on the carriage floor [illegible]ts lightning Marcus Beresford [illegible] his foot on it and [illegible] King was saying he had [illegible]nt to pay for his [illegible] at Willesden' ticket [illegible]sted, and we all [illegible] who was near the [illegible]bled about for his [illegible] said desperately, 'What [illegible] I to do?' 'Get under [illegible]' said Marcus, and [illegible] a rabbit. Marcus [illegible]er five, ticket, [illegible] other passenger was [illegible]der the seat,' and [illegible]s it,' and out came [illegible] King to car [illegible]

[illegible] I thought, [illegible]owded?" "He" [illegible] seven and eight, but [illegible]ate to avoid the [illegible]ly to avoid the [illegible]

[illegible] your college diplo[illegible] had there?" "Well, [illegible]. It's a worthless [illegible] showing that I've been [illegible] school of experience."

S'MATTER POP—By Payne

Friendship Has Its Limits.