

—報告—  
Report

## 開南丸 (1910-1912年) のウェリントン・シドニー 寄港中の現地新聞記事

楠 宏\*

Newspaper Articles on the Japanese Antarctic Expedition with  
the KAINAN MARU during her Calls at Wellington  
and Sydney in 1910-1912

Kou KUSUNOKI\*

During the cruise of the KAINAN MARU (Captain Naokichi NOMURA) of the Japanese Antarctic Expedition led by Lieutenant Nobu SHIRASE in 1910-1912, she called at Wellington twice and Sydney once; Wellington from February 8 to 11, 1911 and from March 23 to April 2, 1912, Sydney from May 1 to November 19, 1911. A total of 30 Australian and New Zealand newspaper articles published mainly during the calls of the ship are collected without annotation. These articles supplement the records of the activities of the Expedition hitherto published, such as the "Nankyoku-ki (official report)" (1913).

ここに収録したのは、わが白瀬隊の開南丸が南極遠征の途次、寄港したウェリントンおよびシドニーで発行された現地新聞記事 30 篇である。中には、両地以外で発行された新聞の記事も含んでいる。これらの記事は、筆者がニュージーランドおよびオーストラリアに出張した際の余暇に収集したものである (1972 年 3 月, 1974 年 1 月)。網羅的な収集に努力したが、まだ見落したものもあろうかと思われる。特にシドニー寄港に関するものはその恐れが深い。収集に際し種々の援助を受けたオーストラリア南極局の情報担当官 M. R. O. MILLETT 氏, ニュージーランドの南極歴史家, 故 L. B. QUARTERMAIN 氏に謝意を表したい。

ニュージーランドにおいては、ウェリントンの Alexander Turnbull Library, General Assembly Library の両国立図書館から資料を収集した。とくに Turnbull Library には、“Kinsey Album” と称する故 Sir Joseph KINSEY の収集した 1910 年代の各国南極探検隊の新聞切抜のコレクションがあり、そこから多くを再録した。ちなみに、KINSEY はクライストチャーチ在住の実業家で、イギリスのスコット隊の TERRA NOVA 号のニュージーランドでの代理店をしていた。白瀬隊長がスコット隊長に宛てた手紙は、この KINSEY 気付となっている (第 23 篇参照)。

オーストラリアではシドニーにある Library of New South Wales, メルボルンの State Library of Victoria で収集した。

これらの新聞記事のゼロックスコピーや写真などは、当研究所の図書室に収納されている。ここに再

\* 国立極地研究所。National Institute of Polar Research, 9-10, Kaga 1-chome, Itabashi-ku, Tokyo 173.

録したものは、写真やその説明文を除いた本文記事で、寄港地ごとに新聞発行の日付順に配列した。原文中の地名や人名などに誤りが見受けられるが、原文のまま収録した。ただし、明らかな誤植は訂正した。

白瀬隊のこれらの寄港地での行動は、公式報告書の「南極記（南極探検後援会編，1913年発行）」には、あまり詳しくは述べられていない。とくに「外」から見た白瀬隊の姿を知ることができるので、有益な資料として収録した次第である。

参考のために白瀬隊の行動を略記する。

わが白瀬艦(のぶ)中尉を隊長とする日本南極探検隊は、1910年11月28日(明治43年)、東京芝浦から開南丸(204トン)で出発、1912年6月20日帰着した。この間の最初の寄港地はウェリントンで、1911年2月8日午後から2月11日1535まで滞在した。ロス海から引き返し、再起をはかるため、シドニーに同年5月1日から11月19日まで滞在した。この間に野村直吉船長と多田恵一隊員は一時帰国し、隊員や船員の一部に交代があった。

開南丸はロス海に再度進入、クジラ湾で白瀬等の「突進隊」が上陸し、ロス棚氷上の80°05'S, 156°37'Wに達し、大和雪原(やまとゆきはら)と命名した。一方開南丸は東方151°20'Wまで航行している。

1912年2月4日にロス海を離れた開南丸は、3月23日早朝、ウェリントンに入港、4月2日に出港した。この間に白瀬他4名は客船でシドニーに向かい、同地より「日光丸」で一足さきに5月16日横浜に帰った。開南丸は6月5日から10日まで父島に寄港し、前述の如く6月20日東京芝浦に帰着した。

終りに、本稿の作成に当たりタイピングの労をとられた森山澄子嬢に感謝の意を表する。

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### 1. Press (Christchurch). Thursday. February 9, 1911

#### “BOAT TO OPEN THE SOUTH.”

The arrival at Wellington of the Kwai-nan Maru—in English “Boat to Open the South”—with the members of the Japanese Antarctic expedition by the native and foreign Press of Japan. Lieutenant Shirase and his companions are in earnest in their project. The description of the vessel and of the equipment of the expedition certainly seems to justify the criticisms to which the undertaking has been subjected. The little ship is less than one-third the size of the Terra Nova, and according to experts who inspected her before she left Tokio, she has been most inadequately fitted up, considering the heavy seas she must meet in her voyage to the South. The supply of provisions may be ample for the fifteen or twenty members of the land party, though its composition reads rather oddly to those who remember the enormous quantities and the great variety of the stores shipped for the use of the Terra Nova expedition, but the dozen dogs seem a very poor means of transport when compared with the useful ponies taken by Sir Ernest Shackleton and Captain Scott. The explorers rely largely on furs for warm clothing, but the experience of former expeditions suggests that they are not the most suitable wear in the Antarctic. The best thing about the Japanese expedition is the enthusiasm of its leader, who has specially trained himself to bear the rigours of the Antarctic climate. But that will not avail him much unless his companions in the attack on the Pole are equally well fitted to withstand the intense cold and the hardships which confront every Antarctic expedition, and which must be experienced in fullest measure by the poorly equipped Japanese. Lieutenant Shirase’s pluck in attempting such a task under such conditions deserves generous recognition, but one would be more inclined to share his

confidence in his success if he had shown a greater appreciation of the difficulties that he must meet. In his address to the Emperor, which he read outside the Imperial Palace at Tokio on the day before the Kwai-nan Maru sailed, the Lieutenant vowed in so many words that the expedition would not fail to accomplish its object, and in his statement to the Japanese papers he mentioned, as if the journey were the merest trifle, that “on September 15th, when the winter will have ended, the party will proceed to the Pole, and will return to the rendezvous by the latter part of February.” Dr. Douglas Mawson, who was a member of Shackleton’s expedition, and has now an Antarctic exploration expedition of his own in hand, believes that the Japanese expedition is not intended for the South Pole at all, but that its object is the investigation of the Antarctic sealing grounds, with the view of establishing an industry in oil and skins. He is also inclined to accuse them of contravening the unwritten laws of etiquette, which forbid scientists poaching on one another’s territory, but though the Japanese will be tolerably close neighbours of Captain Scott, the latter, when he was here, did not take that view of their action. If expeditions multiply as they are doing the Antarctic promises to be almost crowded by the end of the year, for besides Captain Scott’s party, Dr. Mawson may be exploring Adelie Land by that time, and the Japanese, German, and Norwegian expeditions may also be in that part of the world, to say nothing of the venture that Dr. Mackay, formerly of the Nimrod, is talking about. Judging by appearances, however, Captain Scott has little to fear from the Japanese, though, as he truly said, “You never know what the Japanese can do.” They are certainly entitled to respect for their courage, and if we cannot hope that they will meet with the success that they desire, we can at least wish them in all sincerity a safe return from their perilous quest.

## 2. Press(Christchurch). Thursday. February 9, 1911

JAPANESE ANTARCTIC EXPEDITION  
ARRIVAL IN WELLINGTON.  
SMALL FACILITIES FOR A BIG WORK.  
(SPECIAL TO "THE PRESS.")  
WELLINGTON, February 8.

While Captain Scott, the leader of the British Antarctic expedition now in the far south, was here, he was given some information about the proposed Japanese Antarctic expedition. The latter was laughed at in Japan, and there was much adverse criticism as to its ship and its equipment. Most people thought the expedition would never get as far even as New Zealand, let alone the Pole. Captain Scott, however, was inclined to treat his rivals with respect. "You never know what the Japanese can do," he said, in reply to a remark that apparently he had not much to fear from his Japanese rivals, and now the Japanese expedition is in Wellington harbour. The little ship has come safely through, and after getting a fresh supply of coal and stores it will leave in three days for the South Pole.

This afternoon, about two o'clock, a strange little three-masted vessel, with an auxiliary engine, was seen steaming slowly into Wellington harbour. She turned out to be the Kwainan Maru, the schooner by which Lieut. Shirase, the commander of the expedition, hopes to establish a base somewhere between Edward VII Land and McMurdo Sound, preparatory to his making a dash for the Pole. The Harbour Board officials, having acquainted Dr. Pollen, the Port Health Officer, with the fact that the vessel had arrived, that gentleman went off to her.

### WANTED AN INTERPRETER.

Officers and men were apparently glad to see some of their fellow human beings once more, and even though their skins were a different colour and they spoke a different language.

The language difficulty was, however, not easily got over. The Japanese were able to report "No sickness" and "No losses," and they were a clean, sturdy, healthy-looking lot of young men, so there was no trouble about their landing.

Pratique having been granted, the little ship steamed up the harbour, and Lieut. Shirase, E. Tada, S. Mushiyo [*sic*] (Miisho), and T. Takeda came ashore and paid a visit to the Japanese Consul (Mr T. Young, a well-known Wellington barrister and solicitor). Unfortunately, however, the Consul for Japan cannot speak Japanese, and the Japanese officers seemed to have expended their whole stock of

English—"No sickness," "No losses"—on the port health officer. However, the Japanese talked to one another, smiled pleasantly, and waited patiently for the arrival of Mr Hwang, the Consul for China, and his secretary. Mr Hwang is able to write a little Japanese, though he cannot speak the language, and sheets of foolscap were produced and questions written and answered in writing. It was a laborious process, almost as slow as reading an ancient papyrus, and the net result of it all was that the expedition wanted coal and meat and provisions, that it was backed by a scientific society and the Japanese Government, that it would remain three days in the port of Wellington, and then sail for the Far South.

Lieut. Shirase seemed to regard the situation with some degree of solemnity, but his companions were more lighthearted.

The Lieutenant was dressed in a khaki uniform with red facings, and he carried a sword and wore gloves. The others were dressed in neat unobtrusive blue uniforms. One man (evidently the teacher or the professor included in the company) wore a frock coat that looked as if it had been slept in, a small bowler hat, dark trousers, and grey suede gloves. He carried a tan leather portfolio about with him. He wore a black beard and seemed cheerful and energetic.

### THE SHIP AND HER COMPANY.

The officers and crew are twenty-seven all told, and they are a young and sturdy-looking lot.

The schooner is a wooden vessel. She has been strengthened by a re-sheathing of wooden planks from the keel to a foot above the water line, and outside this is a sheathing of steel. Her decks are packed with the equipment and stores, and in the kennels on the foredeck are a dozen Siberian dogs, the sole means of transport apart from man power to be used on the dash for the Pole. So far as can be judged, the equipment does not seem to be such as is necessary for so strenuous an undertaking, and the departure from New Zealand is rather late for an early passage to King Edward VII. Land.

It seems strange, also, that the leader has not included in his company at least one English-speaking man, especially as New Zealand is his final base, and, moreover, he will be operating in Captain Scott's region. It also seems rather strange, if the Japanese Government is backing the expedition, that the New Zealand Consulate has had no advices regarding it. However, as Captain Scott says, there is no knowing what the Japanese can do, and possibly their measure of success may be greater than is

generally anticipated.

#### STATEMENT BY COUNT OKUMA.

On the occasion of the departure of the vessel from Japan, Count Okuma, President of the society backing the undertaking, said that the heroic enterprise of Lieutenant Shirase was a more sublime and greater undertaking in the interests of science than the action of a brave man who stood up with a sword in his hand. Such an heroic enterprise was unprecedented in the annals of Japan, and it would infinitely elevate the spirit of the Japanese people and influence them in a favourable direction. Lieutenant Shirase's action was not an empty, bombastic example of grandiloquence, but was the firing of the shell itself. This shot would awake the indolent nation from its slumber and inspire it with alertness and vigour. The profound faith of the lieutenant would not fail to crown him with success in the exploration. He (the speaker), in common with the people assembled, would bid good-bye to the heroic lieutenant and his party, and hoped to welcome the party at the head of Shinagawa Bay on their triumphant return.

Lieutenant Shirase and Captain Nomura, master of the Kai Nan Maru, thanked the Japanese people for the support given them, and assured those present that they would not fail to accomplish their object.

#### THE LEADER'S STATEMENT.

To the Japanese papers, before leaving Japan, Lieutenant Shirase made the following statement regarding his intentions: "At Wellington the expedition will take in a supply of coal and provisions, and enter the Antarctic Sea, and after proceeding 2172 miles, struggling with icebergs and floes, will, it is hoped, reach Edward VII. Bay about the middle of February. There the expedition party will land, and the ship will return immediately to Wellington, as it is considered dangerous for the vessel to stop in the Antarctic. Meanwhile, the party will carry out explorations on shore for about seven months before making the dash for the Pole in the middle of September next, spending the winter struggling with the severe cold. On September 15th, when the winter will have ended, the party will proceed to the Pole, travelling a distance of over 900 miles over the ice in 155 days. They will return to the rendezvous by the latter part of February, 1912. By this time their vessel will have returned to Edward VII. Bay from Wellington, and will receive the party. On arriving in New Zealand fuel and water will be taken in, and the expedition will arrive back in Japan in July, 1912.

The time occupied by the expedition is estimated at one year and nine months."

#### A SMALL SHIP AND POOR EQUIPMENT.

As has already been stated, there was a good deal of opposition in Japan to the sending away of such a poorly equipped expedition and so small a ship. "The vessel of 200 tons," says the Japan "Chronicle," "depends on sail for its power of locomotion, but it is equipped with an auxiliary engine to assist it in ploughing its way through the ice when the wind is not strong enough for that purpose. The craft cost, in round figures, £2500—not a very high sum for a vessel that is to wrench the secrets of the South Pole from their icy fastnesses. The personnel of the expedition is to be enlarged by the addition of two, Mr Takeda Terutaro, formerly a teacher in the fifth higher school, and Mr Kurino Tetsuzo, an instructor in the commercial department of Waseda University. These gentlemen are joining the expedition as specialists, the first to undertake meteorological surveying and the study of natural products, and the second to take photographic records of astronomical phenomena."

### 3. Lyttelton Times (Christchurch). Thursday. February 9, 1911

#### THE JAPANESE EXPLORERS.

The arrival in New Zealand waters of the Japanese Antarctic expedition, led by Lieutenant Shirase, is a pleasant surprise. The brief cablegrams which recorded the departure of the expedition from Tokio at the end of November suggested that its final call before proceeding to the ice would be made at an Australian port, and the people of the dominion will be very gratified to find that they are to have the honour of offering the last Godspeed to the plucky little band of explorers from the Far East. Lieutenant Shirase is a brave and determined soldier, and he has spent several years preparing himself for the attempt to plant his country's flag on the South Pole. He was the sole survivor of Lieutenant Gunti's [*sic*] (Gunji) expedition to the Kurile Islands in 1893. He passed two terrible years on the island of Sheneshu [*sic*] (Shumushu), and all his companions had died of cold and starvation before a warship reached the scene with a relief party. Since that time he has fought amid the snows of Manchuria and has travelled in the Far North for the purpose of acquiring additional experience of polar conditions. Whether he has any reasonable prospect of success in his attack upon the South Pole is a question that cannot be answered without more information concerning his plans than

the Wellington newspaper men have been able to gather. When he left Japan a curt cablegram from Yokohama to the "New York Herald" said that "in the opinion of foreign experts the preparations are totally inadequate and the expedition is foredoomed to failure, possibly disaster." The condemnation was hasty, but it has to be admitted that the practical dependence of Lieutenant Shirase on man haulage must involve him in very serious difficulties. He has no ponies and only twelve dogs, barely enough to draw two sledges, with a total load of not more than 1000 lb weight. The supply of food required by six men during a journey of about 1500 miles in polar temperatures could hardly be brought within that compass, and in addition the party must carry food for the dogs and a considerable amount of equipment in the way of tents, clothing and instruments. Speedy travelling is necessary, moreover, because the march to the Pole and back to the coast must be completed within the span of the brief Antarctic summer. The prospects of the success of the expedition, in the light of the information available, do not appear particularly bright, but we do not doubt for a moment that the Japanese explorers will apply themselves to their chosen task with all the splendored courage and devotion of their race. Their work will be watched with the most sympathetic interest by British people, who will grudge Lieutenant Shirase no honour he may be able to win.

#### 4. Lyttelton Times (Christchurch). Thursday. February 9, 1911

BOUND SOUTH.

THE JAPANESE EXPEDITION.

ARRIVAL IN WELLINGTON.

PLANS AND EQUIPMENT.

[Per Press Association.]

WELLINGTON, February 8.

This afternoon, at two o'clock, the Kwai Nan Maru slowly steamed into harbour and let anchors go on the city side of Somes's Island. The little schooner carries Lieutenant Shirase, the Japanese explorer, who hopes to establish a base between Edward VII. Land and MacMurdo [*sic*] Bay for a dash towards the South Pole. As soon as the vessel was reported, the port Health Officer (Dr Pollen) made arrangements to go out. The visitors smiled graciously as the Janie Seddon came alongside and soon had a gangway out. They were able to report "No sickness" and "no losses" during their long voyage from Japan. One and all looked healthy and happy.

Commander Lieutenant U [*sic*]. Shirase, dressed in

khaki and wearing his regimental colours, looked quietly on. The members of his staff were obviously delighted to be in a position once again to communicate with their friends in far-away Japan, for when the officers and crew paraded for medical inspection it was noticed that one of the party had a large bundle of letters for despatch. All the members of the expedition, from the leader down, are young and sturdy. They look just the type of men who would be likely to withstand the rigours of the Antarctic climate.

Only two members of the expedition, it was found, could speak English at all and that not fluently. In the course of cross-examination, however, a reporter elicited the fact that the Kwai Nan Maru will be in port for two days. It is intended to purchase some extra provisions and then another start will be made for the Polar regions. The party, as far as could be gathered, expects to be back in Wellington in March, 1912. It is then proposed to cross to Sydney and thence home to Japan.

The criticism passed on the vessel before she left Japan may or may not be justified. At all events the little schooner made a good, if slow, trip down to New Zealand. She is a wooden vessel and has been strengthened to better stand ice-pressure by an extra sheathing of wooden planks from the keel to a point a foot above the water-line. Outside this again she has been covered with steel. In kennels on the fore-deck are twelve Esquimaux dogs, which the party hopes will serve it in good stead on the ice-packs. The animals all look healthy. One fierce-looking brute has almost gnawed away the side of its kennel.

There are no ponies on board. The expedition will depend on dogs for transport purposes. If the dogs fail the men will trust to their own stamina and courage.

After the medical officer had completed his inspection the commander of the expedition and Messrs E. Tada, S. Mushiyo and T. Takeda came ashore to pay their complements to the Japanese Consul (Mr T. Young).

THE EXPLORERS' PLANS.

SCANT EQUIPMENT.

REMARKABLE LANGUAGE DEADLOCK.

[From Our Correspondent.]

WELLINGTON, February 8.

The Kwai Nan Maru, with Lieutenant Shirase and sixty men, left Tokio on November 29, and called at Hawaii en route. On Friday the little vessel will start for the South Polar regions, and Lieutenant Shirase, with a small party, hopes to reach the South Pole

some time next year. Not one of the members of the expedition can speak English, and nobody in Wellington could be found to-day to interpret, so that an extraordinary series of difficulties faced the explorers and the New Zealand officials when the Japanese endeavoured to make their wants known.

By dint of a most lengthy and patient cross-examination of the scientific members of the party, one of whom understands just a little English, a Press representative obtained some particulars of the expedition's plans. The leader, Lieutenant Shirase, is a Japanese officer who spent two years among the Esquimaux as a preparation for Antarctic exploration. He is a wiry-looking man, and came ashore in a khaki uniform, with spurs and a resplendent sword. His outfit provided the only touch of colour about the landing party. When the Kwai Nan Maru has taken in water, coal, meat and fresh vegetables at Wellington she will sail for the Antarctic, and the interval between the arrival at the icebound regions and next December will be spent in preparing for the polar expedition.

Judging by the limited scientific equipment and the even more limited explanations of the party, it is not intended to do anything but concentrate upon the outfitting of the polar party, which will comprise Lieutenant Shirase and eleven men. They will leave on their long and dangerous journey early in December, when the Kwai Nan Maru will return to Sydney. It is intended that the vessel shall report at Sydney and go back to Antarctica in December, 1912, for the purpose of picking up the southern party.

#### THE JAPANESE EQUIPMENT.

All the equipment has been provided in Japan. There are six sledges, and it is intended to use dogs in hauling them. Twelve of the animals have been brought from Manchuria for the purpose. Besides this there is a tremendously strong but shallow boat, twenty feet long, for use in loose ice. So far as could be understood, this, apart from foodstuffs, completes the equipment for purposes of travel.

An inquiry was made regarding the scientific equipment, and the newspaper representative was shown seven barometers, including an up-to-date English aneroid with a magnifier on the rim to facilitate easy reading of the scale. A wind gauge and a microscope, with the usual navigating instruments, completed the collection.

#### A STOUT SHIP.

It has been reported that the vessel is unfit for braving the heavy weather of the Antarctic, but this

is not the impression which the little craft created upon her arrival in Wellington. She was built of wood not long ago, and when acquired for the expedition the original hull, three inches in thickness, was strengthened with a wooden sheath three inches thick, faced with quarter-inch iron plates. This hull is similar in design to that of the ships that have preceded the Kwai Nan Maru in Antarctic exploration. The vessel is schooner rigged, her three sturdy masts being strongly braced. Low bulwarks and deck houses give her a curiously squat appearance, but everything seems strong enough even for the ugly green seas which prevail in the Southern Pacific. The length of the vessel is 108 feet, her beam 24 feet, and the displacement 204 tons. She has a compound surface condensing engine to provide auxiliary power, but the chief means of locomotion is by the three big fore-and-aft sails. The owner is set down as "Shigenofu [*sic*] Okuma." This is the well-known Count Okuma, late Prime Minister of Japan and Minister of Foreign Affairs. It is this influential backing which has enabled Lieutenant Shirase to carry his plans to the present point.

#### ADVENTURES ASHORE. SOME ENTERTAINING SITUATION. "WE WANT TO BUY COW."

It was the duty of the port health officer to see that the ship had a clean bill of health, and he paid her a visit early in the afternoon. Beyond finding out that the vessel left Tokio on November 29, and was going away from Wellington in three days Dr Pollen and the Customs officers ascertained nothing. However, they brought ashore five leaders of the expedition, Lieutenant Shirase (the commander), S. Mushiyo [*sic*] (the doctor and second in command), T. Takeda and E. Tada (scientists) and T. Tshina [*sic*], who has charge of the equipment and provisioning. Somebody had an idea that one of the visitors could speak a little German, so a "New Zealand Times" representative endeavoured to interpret. The attempt only satisfied him that German was not among the linguistic accomplishments of the Antarctic explorers. By intuition rather than language the reporter gathered that the party wished to visit the Post Office. The small procession wended its way through a curious crowd, which was naturally interested in the men who are going to do their best to solve the hardest geographical problem left on earth. If the explorers could have understood English, they would not have been encouraged by the comments. Certainly the commander, in his smart khaki uniform and cloak, with blue facings, a highly de-

corated sword and a pair of spurs, did not look ready for the hardships of the Antarctic, but his physique is good, and the uniform a man may wear upon landing in the capital city of New Zealand is not necessarily a sample of his Antarctic outfit. His colleagues, quiet, undemonstrative men, had uniforms which indicated positions in the Japanese Navy, except Mr Takeda, one of the scientist, who wore the orthodox frock coat of the civilian.

#### LETTERS FOR HOME.

It is one thing to take a party of Japanese to the Post Office, but another and more difficult task to know what they want. Pointing to the automatic post-card machine, one of the visitors indicated quite confidentially, in the best English heard up till then, that he wanted three hundred. As inland postcards are strange equipment for Japanese visitors, the reporter substituted 2½d stamps, with which the Japanese will be able to send letters back to their friends at home. Further efforts to comprehend the desires of the explorers resulted in discovering their anxiety to see the "city offices." This might have been with the object of paying a complimentary call upon the Mayor, but the appearance of five Japanese without power of explaining their intentions might have embarrassed even the thoroughly experienced gentleman who holds the civic position. The visitors did not know of the existence of a Japanese Consul, but the journalist bethought himself of the honorary holder of this position (Mr T. W. Young).

#### A VISIT TO THE CONSUL.

The courteous Japanese bowed themselves silently into the Consul's office, and waited for his speech. It came in English, and they looked blank. A messenger was despatched in haste for a likely interpreter, but he proved to be a Chinese, and the consul remembered sorrowfully that his usual aid in awkward situations of this sort was four hundred miles away at the time. Mr Hwang, Chinese Consul-General, was telephoned for, and showed a kindly interest in the difficulties of the visitors. A ray of hope appeared when he suggested that one of the explorers might be able to read some of the characters he would write, and he commenced to make strange scrawling signs in a vertical file down the right-hand side of a sheet of foolscap. "What do you want?" he wrote. "We want to buy cow," was the quite unexpected answer. More scrawling of signs by the Consul and the commander and it became evident that the Japanese had heard of New Zealand beef and wished to take a supply of canned provisions with them. Their other requirements were coal, 15,000 gallons of fresh water and

fish. "Oysters," remarked the Consul, in an unconvincing way." "Ah, oyster!" chorussed the commander and his aide with sudden enthusiasm "And eels," added the Consul-General, reading the hieroglyphics of the Japanese lieutenant with difficulty. "Ah, eel!" responded the chorus encouragingly.

#### COURTESIES FOR THE VISITORS.

"When do you go south?" wrote Mr Hwang. A reply came in English from the doctor. "Not to-day, to-morrow, but next day." "I can do nothing," said the Japanese Consul, helplessly, but he did better than his words. Before the party left the office he had arranged with the Harbour Board for remission of port dues on the Kwai Nan Maru and had an understanding with the Customs that the scientists and explorers could land in New Zealand without the usual formalities and payment of a poll tax. This course was made possible under the provision of an amendment of the Immigration Restriction Act passed last session. A visit to a restaurant, where the visitors sampled rice curry and New Zealand oysters, pronouncing them good but small, ended the afternoon ashore. To-morrow it is hoped to get a little more information through an interpreter from H. M. S. Cambrian and the aid of an English-Japanese dictionary.

#### THE EXPEDITION'S PROSPECTS. AN UNFAVOURABLE VERDICT. [FROM OUR CORRESPONDENT.]

WELLINGTON, February 8.

Early impressions may be unreliable, in view of the fact that the Japanese visitors are unable to speak English, but the new expedition certainly appears to be poorly equipped. The character of the food supplies is not known, and it may be taken for granted that Lieutenant Shirase has made adequate preparations in this respect. But the report that he was taking ponies proves to be unfounded, and he has only twelve dogs, whereas it is usual to harness eight to each sledge. This means that he is depending on man haulage, a condition that seems to make the task of marching to the Pole and returning within a single season practically impossible of accomplishment. Sir Ernest Shackleton, it will be remembered, took some 770 lb of food for the subsistence of four men, and this quantity, with the addition of pony meat, was barely sufficient to sustain life for a period of 126 days during which he marched over 1700 miles. He had the advantage of the rapid transit made possible by the ponies in the early part of the journey. Lieutenant Shirase will be terribly handicapped if his sledges have to be hauled by men.



It is noticeable, in the fragments of conversation possible, that the Japanese explorers are not very well informed regarding Antarctic conditions. They propose, for instance, to march southward "early in December," at a time when the all-too-brief summer will be quite for advanced. Sir Ernest Shackleton started from the winter quarters at the end of October and Captain Scott intends to move south at least as early. Then a proposal to winter "midway between King Edward VII. Land and MacMurdo [*sic*] Bay" sounds almost suicidal. There is no land there and the little ship would be at the mercy of the flocs and icebergs.

The Japanese are sturdy fellows, however, and their appearance of confidence is impressive. Possibly they have some cards up their sleeves.

#### 5. New Zealand Times (Wellington). Thursday. February 9, 1911

After a long voyage from Tokio the Japanese auxiliary schooner Kainan Maru, with Lieutenant Shirase and sixty men, arrived in Wellington harbour yesterday afternoon. The Kainan Maru left Tokio on November 29th. On Friday the little vessel will start for the South Polar regions, and Lieutenant Shirase, with a small party, hopes to reach the South Pole some time next year.

Not one of the members of the expedition can speak English, and nobody in Wellington could be found yesterday to interpret. Thus an extraordinary series of difficulties faced explorers and New Zealand officials when the Japanese endeavoured to make their wants known. Of their amusing experiences more is detailed later. By dint of a most lengthy and patient cross-examination of the scientific members of the party, one of whom understands just a little English, a "New Zealand Times" representative obtained particulars of the expedition's plans.

#### THE LEADER.

The leader, Lieutenant Shirase, is a Japanese officer who spent two years among the Eskimos as a preparation for Antarctic exploration. He is a wiry-looking man, who came ashore in a khaki uniform, spurs, and a large sword. This outfit provided the only touch of colour about the landing party.

#### THE EXPEDITION'S PLANS.

When the Kainan Maru has taken in water, coal, meat, and fresh vegetables at Wellington she will sail for the Antarctic, and the interval between arrival and next December will be spent in preparing for the polar expedition. Judging by the limited scientific equipment and the even more limited explanations of

the party it is not intended to do anything but concentrate upon the efficient outfitting of the polar party, which will comprise Lieutenant Shirase and eleven men. They will leave on their long and dangerous journey early in December. The Kainan Maru will refit to Sydney while waiting for the time to go back and pick up the Southern party.

#### JAPANESE EQUIPMENT.

All the equipment has been provided in Japan. There are six sledges, and it is intended to use dogs in hauling them, twelve having been brought from Manchuria for the purpose. Sixteen others died on the voyage from Japan. Besides this, there is a tremendously strong but shallow boat, twenty feet long, for use in loose ice. So far as could be understood, this, apart from foodstuffs, completes the equipment.

An inquiry was made regarding the scientific equipment, and the newspaper representative was shown seven barometers, including an up-to-date English aneroid with a magnifier on the rim to facilitate easy reading of the scale. A wind-gauge and a microscope, with the usual navigating instruments, completed the collection.

#### A STRONGLY-BUILT SHIP.

It has been reported that the vessel is unfit for braving the heavy weather of the Antarctic, but this is not the impression which the little craft presented upon her arrival in Wellington. She was built of wood not long ago, and when acquired for the expedition the original hull, 3in in thickness, was strengthened with a sheath of 3 inches, faced with 1/4-inch iron plates. The hull is similar in design to that of the ships which have preceded the Kainan Maru in Antarctic exploration. The vessel is schooner-rigged, her three sturdy masts being strongly braced. Low bulwarks and deck-houses give her a curiously squat appearance, but everything seems strong enough, even for the ugly green seas which prevail in the Southern Pacific. The length of the vessel is 108 feet, her beam 24 feet, and gross tonnage 204. She has a compound surface-condensing engine, built in Japan, to provide auxiliary power, but the chief means of locomotion is by the three big fore-and-aft sails.

The owner is set down as "Shigenofu [*sic*] Okuma." This is the well-known Count Okuma, late Prime Minister of Japan, and Minister of Foreign Affairs. It is this influential backing which has enabled Lieutenant Shirase to carry out his plans to the present point.

The voyage from Tokio has taken sixty-seven

days, and the intended call at Hawaii was omitted. Sail was used, except on one day, when the engines drove the vessel at the rate of five and a half knots an hour. The four-bladed propeller when the vessel is solely under sail is thrown out of action and runs free by the release of a clutch in the engine-room.

The chief officer is Mr J. Tanno, late of the steamer Kagashima Maru. The second officer is Mr T. Tsuchiya, late of the America Maru and Otaru Maru. He has visited Sydney and Melbourne in the Nippon Yusen Kaisha steamers. The engineer is Mr K. Shimigi [*sic*], late of the Hongkong Maru.

#### ON THE KAINAN MARU.

The scientists and navigators are just as uncomfortable and cramped in their quarters on the Kainan Maru as were the Britishers who took part in the Shackleton expedition. A tiny chartroom is situated aft, facing the steeringwheel. One cannot stand upright in it, unless it is by the device of walking down a step of the companionladder leading into the main cabin below. Here the visiting "Times" man was introduced to all the members of the expedition, the early arrivals departing to make room for the colleagues who followed. Lieutenant Shirase and two or three of his principal assistants enjoy the use of tiny cabins, but the majority of their colleagues find sleeping accommodation in dark bunks along the ship's side, just off the saloon. Luxury is not a feature of the Kainan Maru, neither does there appear to be a superfluity of equipment, but the men who stood around the little cabin looked healthy, determined, and intelligent, and they will probably do a great deal more in the Antarctic than has been prophesied of them by some of the Japanese newspapers.

#### ADVENTURES ASHORE EXPLORERS WHO WERE NOT UNDERSTOOD.

##### HOW THEY MADE THE BEST OF IT.

"A dead stonewall," is how the port health officer laconically summarised his experiences on the Kainan-maru. It was his duty to see that the ship had a clean bill of health, and he paid her a visit early in the afternoon. Beyond finding out that the vessel left Tokio on November 29th, and was going away from Wellington in three days, Dr Pollen and the Customs officers ascertained nothing. However, they brought ashore five leaders of the expedition-Lieut. Shirase, the commander, S. Mushiyo [*sic*], the doctor and second in command, T. Takeda and E. Tada, scientists, and T. Shinna [*sic*], who has charge of the equipment and provisioning. Somebody had an idea

that one of the visitors could speak, a little German, so a "New Zealand Times" representative endeavoured to interpret. The attempt satisfied him that German was not among the linguistic accomplishments of the visitors. By intuition rather than language he gathered that the party wished to visit the post office, so a small procession wended its way through a curious crowd, which was naturally interested in the men who are going to do their best to solve the hardest geographical problem left on the earth. If they could have understood English, they would not have been encouraged by the comment. Certainly the commander in his smart khaki uniform and cloak with blue facings, a highly decorated sword and a pair of spurs, did not look ready for the hardships of the Antarctic, but his physique is good, and the uniform a man may wear upon landing in the capital city of New Zealand is not necessarily a sample of his Antarctic outfit. His colleagues, quiet, undemonstrative men, had uniforms which indicate positions in the Japanese navy, except Mr Takeda, one of the scientists, who wore the frockcoat of the civilian.

It is one thing to take a party of Japanese to the Post Office, but quite another and more difficult task to know what they want. Pointing to the automatic post-card machine, one of the visitors indicated quite confidently in the best English heard up till then, that he wanted "three hundred."

#### 6. Press (Christchurch). Friday. February 10, 1911

##### JAPANESE ANTARCTIC EXPEDITION. A MYSTERIOUS ENTERPRISE. CAN IT REACH WINTER QUARTERS? (SPECIAL TO "THE PRESS.")

WELLINGTON, February 9.

The officers and crew of the Japanese expedition have been prominent in the city to-day, but New Zealanders can get "no forrarder" with them, because they cannot, or they will not, talk English, and there is no one in Wellington who can talk Japanese. As a Pressman, you present your card, and you, in turn, are presented with their cards (printed in English). Then you ask if you may visit the ship, and they do not understand you. Baffled thus, you draw a rough picture of the three-masted schooner on a piece of paper, point to yourself, then to the ship and say "Me go," or some such phrase. At that the Japanese is all smiles, and delighted that you should set foot upon his humble deck. Suddenly, however, the smile disappears from his pleasant brown face. A more serious expression takes its place, and he points

at you and says “Noospaper? Kustoms?” And you reply, “Newspaper,” and he smiles again. He prefers “noospaper” apparently to “kustoms,” but is just a little bit suspicious of both. Then, just as you are promising yourself a trip on board, he suddenly remarks “Consul? Consul?” and you are at the mercy of Mr Thomas Young, the genial Consul, who does not know a word of Japanese.

#### STORES AND EQUIPMENT.

However, there is really no great difficulty in getting on board, and when you are there you see that there is nothing to laugh at in regard to the ship itself. The equipment, however, does not seem such as a Scott or a Shackleton would select for a dash to the Pole. The sledges are there—toy things, very light—and as for the provisions, etc.—well, here is the “declared” list as extracted from the records by a “Post” representative—Rice 900 bushels, flour 90 bags, 3 bushels of wheat, 1 bag of Koya beans, 2 bags of peas, 2 of arrowroot, 3 dozen (? casks) light wheat bread, 10 lbs of dried cuttle fish, 2 boxes of pastry, 40 dozen (? tins) canned meat, 12 casks of pickled plums, 143 casks of takawonzuke (whatever that may be), 12 casks of rakyo, 4 boxes of butter, 5 boxes (or cases) of meat, 3 dozen cases of sauce. Then followed this list:—“Lemonada 1 piece, vinegar 1 dozen, biscuit 30 box, sugar 6 bags.”

The party will not be without liquid comforts, but one might well believe after perusing the declared supplies that most of the men on board the Kwainan Maru are prohibitionists. The complete list includes “four dozen wine, two dozen brandy and whisky, and five dozen beer”—all for twenty-seven men.

There are two boxes of koya beans (cured), two boxes of onions, two boxes of coffee, ten bags of salt, five boxes of bread rice, three sacks of potatoes, five boxes of brown bread, two boxes of tea, 60 lb of tobacco (this entry was put on the list as an afterthought), and last, but by no means least, 300 bundles of firewood. The coal supply on board when the ship reached Wellington was ten tons. Certainly if the Japanese reach the South Pole with their twelve dogs, their toy sledges, and these provisions, they will be deserving of great kudos.

#### WHERE IS THE PARTY GOING?

But the question arises, can they get to winter quarters this year? Anyone who has studied the question must admit that even with their determination and daring, our Japanese friends are running it rather fine. They admit it will take them four or five weeks to reach King Edward VII. Land or McMurdo Sound. If they leave here on Friday

that would put their arrival at the winter quarters, at the earliest, about March 10th, Captain Scott deemed it wise to get out of McMurdo Sound on February 19th. Shackleton went north under steam and sail on March 4th, and then the ice was forming on the sea water in the sound. It was thickening rapidly, assisted by the old “pack,” of which a large amount lay across the vessel’s course. How, then, is Lieutenant Shirase and his men going to get the Kwainan Maru down to the Antarctic Continent in time to land the expedition and its stores and equipment? Can it be that the expedition is not going to make a dash for the Pole at all, but is simply on a voyage of discovery, and may be on a sealing expedition?

#### THE SHIP’S COMPANY.

The ship’s company consists of the following:—Captain, N. Nomura; chief officer, Z. Takao [*sic*] (Tanno); second officer, T. Tsuchiya; chief engineer, K. Shimzu [*sic*]; purser, T. Shima; boatswain, K. Sakai; carpenter, I. Jasuda; sailormen, K. Shibada [*sic*] (Shibata), T. Fukushima, S. Takagawa, I. Sato, J. Kamada, K. Watukabe [*sic*] (Watanabe); firemen, K. Fujihira, R. Sujicaji [*sic*] (Sugisaki), S. Takatori; total, 16. The actual party that will make the dash for the Pole will consist of the leader (Lieut. Shirase), K. Watanabe, G. Zamabe [*sic*] (Yamabe), S. Miura, S. Havamari [*sic*] (Hanamori), S. Niusha [*sic*] (Miisho), T. Takeda, S. Tada, K. Nishikawa, G. Yashino and S. Matsumura, a total of eleven men.

Zamabe [*sic*] is the oldest men in the party, and he is only 44, Lieut. Shirase is 43 years of age, Hanamari [*sic*] and Mushi [*sic*] each 34, Takeda 33, Tada 29, Mura [*sic*] 28, Watanabe and Matsumura each 27, Nisikawa 26, and Goshino [*sic*] 25.

#### QUAINT APPEARANCE OF THE MEN.

The officers and men were the object of much attention about town to-day. It was rather quaint to see the leader of the expedition bargaining with a fishmonger chiefly by signs, the while his juniors and the members of the scientific staff formed the centre of an admiring crowd on the pavement outside. The commander has something novel in the way of uniform, and his long sword, khaki uniform, with its broad, red stripe, and, moreover, spurs, looks the reverse of sailorlike. The men of the expedition appear to be short and stocky, and might well be clipped from an illustrated paper of the time of the Russian war, for some of them, at any rate, wear the khaki uniform, with trousers tight below the knee and forage caps with the chrysanthemum badge.

This weirdly-equipped expedition will leave

Wellington for the far south without flourish of trumpets or cheering crowds to-morrow.

**A PHYSICALLY FIT LEADER.  
TRAINING FOR ANTARCTIC WORK.**

According to an article in the "Japan Magazine," Lieutenant Shirase, who formerly belonged to the Japanese Commissariat, was fascinated with the idea of Polar exploration some years ago, and he enlisted the support of the late General Kodama for a North Pole scheme. Following the general's advice to accustom himself to the Arctic climate, he betook himself to the Behring Straits and the land of the Eskimo, where he lived for two years, enduring all manner of hardships, and inuring himself to the Arctic weather. The war with Russia intervened to prevent the accomplishment of the plan, and the death of General Kodama was another obstacle. Peary's expedition to the North Pole determined Lieutenant Shirase to turn his attention to the Antarctic.

Lieutenant Shirase is a total abstainer from alcoholic drink, and the use of tobacco, has trained himself to endure extreme cold, and invariably eats cold food. He has never tasted medicine of any kind, and physically is well prepared for the work he is undertaking. He has issued articles of covenant, to which all members of the party are required to subscribe, and by which they will be compelled to abide. The use of alcoholic drink is strictly prohibited, and caution as to economy with food and care of animals is not forgotten.

WELLINGTON, February 9.

No further progress was made by the Japanese explorers to-day in their attempts to overcome the language difficulty. The expected aid from the warship Cambrian was not forthcoming. They communicated sufficient through the Chinese Consul, however, to enable their vessel to be coaled and provided with fresh meat and vegetables.

It now appears that the total complement of the expedition is only sixteen men, so that the announcement of Lieutenant Shirase that he will take eleven men on the journey to the Pole is obviously inaccurate. Five men could not navigate the Kainan Maru back to Sydney through the dangerous waters of the Southern Pacific.

"I am satisfied that they are a hardy and healthy lot of men," said the Chinese Consul-General (Mr Hwang) after visiting the Kainan Maru. He was impressed with Lieutenant Shirase as a man of ability, quiet courage and enthusiasm. Meeting a suggestion that a farinaceous diet was hardly likely

to enable them to withstand the low temperature of the Antarctic, Mr Hwang replied that Japanese have much greater power to withstand cold than the average European has. They do harder work in a very rigorous climate in their own country, living principally on rice, and he had no misgivings about the sustaining properties of the explorers' food or their ability to meet the hardships of the journey.

"Will Lieutenant Shirase's party reach the Pole?" asks the "New Zealand Times" to-day. "It must be said that their prospects appear better than reports have indicated. Their little schooner is new and strong and apparently well found, comparing not at all unfavourably with other vessels that have journeyed in polar seas. The equipment, it is true, is not so elaborate as Scott's and Shackleton's, but the expedition is decidedly not of that comic opera character it had been represented to be, and there is no apparent reason why it should fail. The men belong to a hardy, enduring race. Their ambition to conquer the South Pole is quite in keeping with the remarkable progress of their country, and we wish the explorers well. It will be remembered that when Sir Ernest Shackleton returned from his attempt he expressed the view that the possibility of reaching the Poles had been proved, and that it was simply a question of supplies. In this important particular the Japanese have a distinct advantage, being abstemious people, who can subsist on a very moderate dietary scale."

After the medical officer had completed his inspection the commander of the expedition and Messrs E. Tada, S. Mushiyo [*sic*] and T. Takeda came ashore to pay their compliments to the Japanese Consul (Mr T. Young).

**7. New Zealand Times (Wellington). Friday.  
February 10, 1911**

**JAPANESE FOR POLE  
A HARDY AND HEALTHY BAND.  
LIGHT EQUIPMENT JUDGED FROM  
EUROPEAN STANDPOINT.**

The Japanese explorers who are making Wellington their last point of departure for the Antarctic got no further out of the language difficulty yesterday, the interpreter not being forthcoming from H. M. S. Cambrian, as was expected. It turned out that there is nobody on board who can speak Japanese. The good services of the Chinese Consul-General, Mr Hwang, were again placed at the visitors' disposal, when that gentleman, accompanied by Mr T. W. Young (Japanese Consul) and Mrs Alex. Young went on board the Kainan-Maru

during the afternoon. Coaling was in progress, so that there was no opportunity of seeing the little ship at its best. While the ship itself appeared to the visiting Europeans able to stand the Antarctic weather, they were shown very little in the way of equipment for the expedition to the Pole.

With the aid of a Japanese-English dictionary and a good deal of sign language, a "New Zealand Times" representative endeavoured to obtain particulars of the food and clothing which the Southern party will depend upon to face the rigorous conditions of the great ice plateau which has to be traversed, before the South Pole can be reached.

It was found that there are none of the concentrated foods such as pemmican, which form so important a part of the European explorers' equipment. The Japanese intend to live just as they do in ordinary life, save that their diet will contain more meat than usual. This will be in the form of New Zealand canned beef. Canned fish will also be taken, but the main food is to be rice.

As for clothing, they have woollen underwear, and will be clad from head to foot in a complete suit of bearskin, of one piece. Their outfit will also include water-proof overcoats of the type used in the Japanese army.

The information obtained by the Customs as to the goods on board the Kainan Maru show that the principal items are the following:—Rice 90 bushels, flour 90 bags, 3 bushes wheat, 1 bag of Koya [*sic*] (Soya) beans, 2 bags of peas, 2 of arrowroot, 3 dozen (? casks) light wheat bread, 10 lb of dried cuttle fish, 2 boxes of pastry, 40 dozen (? tins) canned meat, 12 casks of pickled plums, 143 casks of Takawonzuke [*sic*], 12 casks of rakyō, 4 boxes of butter, 5 boxes (or cases) of meat, 3 dozen cases of sauce. There are two boxes of Koya beans (cured), two boxes of onions, two boxes of coffee, ten bags of salt, five boxes of bread rice, three sacks of potatoes, five boxes of brown bread, two boxes of tea, 60 lb of tobacco (this entry was put on the list as an afterthought), and 300 bundles of charcoal for fuel.

#### TWENTY-SEVEN ALL TOLD.

The ship's crew consists of the following:—Captain, N. Nomura; chief officer, Z. Takao [*sic*] (Tanno); second officer, T. Tsuchiya; chief engineer, K. Shimzu (Shimizu); purser, T. Shima; boatswain, K. Sakai; carpenter, I. Jasuda; sailormen, K. Shibada (Shibata), T. Fukushima, S. Takagawa, I. Sato, J. Kamada, K. Watukabe (Watanabe); firemen, K. Fujihira, R. Sujicaji (Sugisaki), S. Takatori; a total of 16.

Eleven names are given as comprising the polar party:—Lieutenant Shirase, K. Watanabe, G. Zamabe (Yamabe); S. Miura, S. Havamari (Hanamori), S. Niushi (Miisho), T. Takeda, S. Tada, K. Nishikawa, G. Yashino (Yoshino), and S. Matsu-mura (Muramatsu).

Lieut. Shirase is forty-three years of age, but the majority of his colleagues are under thirty. The oldest man on board is forty-three years of age.

By means of exchanging notes in Chinese characters, Mr Hwang learned from the officer of the expedition that they hope to reach the King Edward Land in a month from the time of leaving Wellington.

#### THE LANDING PLACE.

The "New Zealand Times" representative was shown a bromide-print of an Admiralty chart, corrected to April 1910, on which, of course, Lieut. Shackleton's route is indicated. The expedition is not provided with an actual chart of the South Polar regions, as it was expected that one could be obtained in New Zealand. Unless this expectation turns out to be correct, the Kainan Maru will have to be navigated South of latitude 60 upon a photographic reproduction eight inches by ten inches in size. Shackleton landed at the eastern end of the Barrier, the Nimrod penetrating to latitude 77.50, but Biscoe Bay, to the westward, and nearly two degrees more to the north, appears to be the actual objective of the Kainan Maru. This point should be ice-free later in the season than McMurdo Sound, so that the explorers may make a good landing even though they start from New Zealand a month later in the season than Lieut. Shackleton considered advisable. The course tentatively mapped out for the Kainan Maru lies to the westward of all marked ship's tracks, the nearest being that taken by Sir James Ross when returning north in February, 1842. Thus it is evident that the Japanese, if they achieve success, will reach the Pole along an entirely new route. Biscoe Bay is in King Edward VII. Land, and near it is a mountain, 1450 feet high, the only bit of identified land in the vicinity.

#### "THE TOP OF THE POLE."

"How long do you expect to take to reach the Pole," was the most important question put by Mr Hwang. The answer as translated by Mr Hwang was literally thus: "It takes twelve months to get to the top."

Examination of the sledges shows that they are well put together without nails, strongly braced, and exceedingly light. The running parts are of some

tough Japanese wood, faced with a narrow strip of wrought iron, and the framework is of bamboo. There are six of these useful appliances, but as only twelve dogs survived the voyage over the Equator, it will hardly be possible to have more than two sledges drawn by these animals. Any others necessary for carrying food—and all would be needed if the commander really intends taking ten companions—must be drawn by the explorers. Such an arrangement will be a tremendous handicap from the start.

“Success to the Expedition” was a toast which the visitors drank in the tiny cabin where they crowded together immediately they boarded the Kainan Maru. Whether this compliment was understood by the hosts it is impossible to say, but the indications were dubious. The visitors saw nothing but the sturdily-built vessel—the Kainan Maru is only about six months old—the dozen dogs who are in good health, and the fifty tons of coal disappearing down the bunkers. But for the dogs and the sledges (the latter were overlooked by the party, as they are stowed away behind the steering wheel) and the sheathing of the hull there was nothing to distinguish the little vessel from some trading schooner. The vessel boasts a special flag in honour of her mission. Its device is the Southern Cross, with one of the principal stars of the constellation missing. The remaining four are connected by bands of red.

#### 8. Dominion (Wellington). Saturday. February 11, 1911

##### THE RACE FOR THE POLE.

##### WILL SHIRASE BE TOO LATE?

Considerable uncertainty exists respecting the exact locality in the Antarctic, at which the landing party from the Japanese exploring ship Kainan Maru will winter in the South. From a conversation with Mr. T. Takeda, one of the scientists, it was gathered that it is intended to endeavour to force a way with the ship through the pack-ice and icebergs to King Edward VII Land, probably westward of Cape Colbeck or Biscoe Bay. There a party would be landed, a hut erected, and preparations made to spend the winter. The journey to the Pole would be attempted as early in the spring as the rigorous climatic conditions of the South allowed.

Part of the plan of Captain Scott, of the British Antarctic Expedition, which sailed South from Lyttelton at the end of last year, was, after establishing his main base at McMurdo Sound, to proceed further west to King Edward VII Land, and there land a party of six men, who would carry on exploration in what is as yet unknown territory. The

Discovery expedition met with singularly favourable conditions of navigation in the seas in that region, but Sir Ernest Shackleton with the Nimrod, in 1908, was unable to approach even as far as 160 degrees west longitude, not within sight of the Discovery's farthest steaming point to the west.

This year's expedition has, in the Terra Nova, a much more powerful ship than either of the two named, and unless weather conditions are exceptionally severe in the South this summer, there is little doubt that Captain Scott should be able to attain his goal by establishing a base in the region of 155 or 150 degrees west longitude.

On the other hand, the Kainan Maru, a much weaker vessel, enters the southern seas rather late in the season to find open water west of 170 degrees west longitude. Having only auxiliary engines, she is unable to face the icepack and progress through it, as the more powerful Terra Nova can. It will thus be seen that in a race for the Pole, without taking into account the question of equipment, Captain Scott has already a very long start. On reaching the Antarctic and finding it impossible to approach King Edward VII Land, it is difficult to conjecture in what direction Lieutenant Shirase will steer his vessel or find a landing place where there would be a reasonably large field of totally new land for the activities of his party. Though late in the season there is a chance of forcing a passage east along the north of Victoria Land, which is practically unknown, except for a discovery of high land made by Wilkes in 1840, about 150 degrees or 140 degrees east longitude, and which is at present an open field. This would, of course, entail a great deal of ice navigation, and for this work it would appear that Lieutenant Shirase's vessel, the Kainan Maru, has neither the power required nor is she likely to withstand the pressure of being “nipped” in the floes.

#### 9. Press (Christchurch). Saturday. February 11, 1911

##### JAPANESE ANTARCTIC EXPEDITION.

##### SAILS FOR THE SOUTH TO-DAY.

(SPECIAL TO “THE PRESS.”)

WELLINGTON, February 10.

The Japanese Antarctic Expedition leaves tomorrow for the Far South, all the supplies wanted having now been secured. It is really wonderful how the officers have succeeded, considering the fact that they cannot speak English, in obtaining their wants in such a short space of time. One of the last articles to be requisitioned was an artificial horizon, which had to be manufactured for them by a well-known

local instrument maker. This was only completed late this afternoon.

The commander (Lieut. Shirase) and his principal officers were entertained this afternoon at a function arranged in their honour by the Consul of Japan. One gathered that Lieut. Shirase is a cavalry officer, and that he saw a good deal of service in the Russo-Japanese War. He wore an Imperial Order and three medals for bravery, and showed a healed wound on his right wrist where a Russian bullet had torn the flesh and altered the shape of his hand. The bullet had been extracted by a Japanese doctor, and the wounded hand very skillfully doctored, for except in the little finger there was scarcely any loss of muscular power. Lieut. Shirase seemed to be rather proud of this scar, and by signs, interspersed with a word or two of English, one gathered that his assailant was a Russian cavalryman, and that after being shot at close quarters Lieutenant Shirase with his own sword killed three Russians.

The commander and some of his men were persuaded to take part in a game of croquet. They had never before seen the game, but they were apt pupils, and soon played fairly well. They all deferred to their leader, and not one of them would accept afternoon tea before he was served.

Lieutenant Shirase is a temperate man, and neither smokes nor drinks. He gives one the impression that he is a strong character, and one who would go through a difficult enterprise with great determination.

The proposed base of the Japanese expedition is in King Edward VII. Land to the westward, and a couple of degrees farther north than Captain Scott's base.

**10. New Zealand Times (Wellington).  
Saturday, February 11, 1911  
DAI NIPPON'S POLAR EXPLORING  
PARTY FAREWELL TO  
WELLINGTON KAINAN MARU SAILS  
FOR ANTARCTIC THIS MORNING.**

The Kainan Maru, with the Japanese South Polar expedition, will leave Wellington for the Antarctic at 10 o'clock this morning. During the brief stay the vessel has been bunkered and provisioned, and the members of the expedition have taken their last opportunity of communicating with their friends in Japan before they attempt the great task which has so far baffled well-equipped European expeditions.

A number of visitors boarded the little vessel yesterday, among them the Rev. D. C. Bates (Government Meteorologist), who was invited to

inspect the scientific instruments, and placed his services at the disposal of the party in checking the barometers and giving the standard time. The Marine Department furnished Captain Momuru [*sic*] with a Nautical Almanac and navigation tables.

Lieutenant Shirase and several members of the expedition were entertained to tea at the residence of the Japanese Consul (Mr Thomas Young) during the afternoon.

An official visit was paid to the exploration ship yesterday by members of the Harbour Board. The party which went out in the launch Uta comprised Mr R. Fletcher (chairman), Messrs H. E. Nicolls, J. W. Marchbanks, Captain Johnston, and Mr D. Robertson.

A stand of firearms belonging to the expedition comprises a dozen Murta [*sic*] rifles, for which there are 5000 rounds of ammunition on board.

**11. Evening Post (Wellington). Saturday.  
February 11, 1911**

**TO ANTARCTICA.  
DEPARTURE OF THE  
KAINAN MARU.**

The officers of the Japanese exploring vessel, the Kainan Maru, made their farewells to the Japanese Consul (Mr. T. Young) yesterday afternoon, and this afternoon the little vessel was expected to weigh anchor and start on her long expedition to the South Polar regions. The officers were entertained by the Consul yesterday afternoon.

The Marine Department presented Captain Momuru [*sic*] with a "Nautical Almanac" and navigation tables, and yesterday the Government Meteorologist (the Rev. D. C. Bates), at the invitation of the officers, inspected the scientific instruments, and also checked the barometers.

Mr. R. Fletcher (chairman) and Messrs. J. W. Marchbanks and H. E. Nicholls and Captain Johnson, representing the Wellington Harbour Board, paid an official visit to the Kainan Maru yesterday.

During the short stay of the vessel she has been bunkered and provisioned.

Lieutenant Shirase and his officers called on the Minister for Internal Affairs (the Hon. D. Buddo) yesterday. The Minister had a short conversation with the explorers, and wished them good luck in their task.

**12. New Zealand Times (Wellington).  
Saturday, February 11, 1911  
BUSINESSLIKE EXPLORING.**

It is all very interesting and quaint. So many superior persons are declaring that it is impossible for the explorers aboard the *Kainan Maru* to reach the South Pole that I shall be rather surprised now if they don't do it. I am, you will understand, no devout lover of the Japanese. As men, I don't like them, knowing them rather too well: they are sleek, deceptive, tawdry, shallow, treacherous, and cheap. As a nation, I like them even less: there is something radically wrong with any nation that can tear down its ancient landmarks and reshape its course in a matter of five and twenty years. But it were mere folly to deny that the Japanese have their admirable points. They yield themselves wholly and blindly to their immediate purpose; they are courageous and keen as terriers; they live with conviction, and are not afraid to die; they have proved to all the world that in some matters the apparently impossible is the likeliest thing to happen. In a word, they know what they want, and go straight for it. So that now, when they decide, in that thorough-going and downright way of theirs, to reach the South Pole, there is a reasonable probability that they will do it, a probability increased by their every chance of failure. The fact that their undertaking is declared impossible only makes it the more likely to be done: the history of the world is very largely the history of men who have achieved the things that stay-at-homes and theorists have declared hopeless of accomplishment. There is in the Japanese character a curious note of unpretensions modesty that is in its essence a most astounding pride. This expedition does not set forth to attempt the Pole, but to reach it. "On September 15th, when winter will have ended, the party will proceed to the Pole, travelling a distance of over 900 miles over the ice in 155 days." Note the quiet tone of confidence that pervades this announcement. The party will dash determinedly, but at an average rate of six miles a day. There is no pretence that Peary's tremendous flights, afoot or in imagination, will be imitated: but there is an absolute determination to get there. There is something wonderfully and insanely businesslike about the whole proposal.

I have always hated the mere fuss and palaver of modern exploration. When the editors of a great English newspaper desired to find Livingstone, they deputed a newspaper-man to find him, as part of the day's work; and the sequel proved that they knew what they were doing. But when any of our exploring fellows set out to discover anything now, we treat them as heroes even before they have done anything remotely heroic. And when they return, having at great cost accomplished not the thing desired, but a

mere something, we smash the welkin with the thunder of our easy acclamations. That is not how Englishmen went to work in the days when Englishmen still did big things, in the days when dogged determination and hope indomitable took the place of banquets and paragraphs in the newspapers. I have always had an idea that the North Pole would have been discovered long ago if it had been made a matter of business, and the English or American Government had offered some big prize to the sealing or whaling shipmaster who reached it first. These Japanese will live amid the ice with marvellous simplicity, just as the whalers and sealers do. They don't simply risk death: they accept it without whining, if need be, as part inevitable of the big price paid for a thing splendidly attempted. I don't admire them with any enthusiasm, either individually or as a nation; but great streaks and patches of their character compel a deep respect. They have not merely imitated our inventions and ideas, but they have also accepted and embraced some of the virtues we have forsaken—the virtues that made Englishmen pre-eminent when Drake and Frobisher sailed the seas—the virtues of simplicity, perseverance, and unflinching loyalty to the Dream. If these quiet fellows in the little ship reach the Pole, I shall be glad; not because they are Japanese, but because by reaching it they will teach us something useful.

### 13. *New Zealand Times* (Wellington). Monday, February 13, 1911

THE JAPANESE ANTARCTIC EXPEDITION.  
[PER PRESS ASSOCIATION.]  
WELLINGTON, February 12.

The receipt of a cablegram from Count Okuma, Yokohama, advising the fact of a large remittance having been placed to the credit of Lieutenant Shirase, commander of the Japanese Antarctic Expedition, delayed its departure a few hours on Saturday. The money was obtained from the Union Bank of Australia and doubtless is intended to meet the expense of refitting the vessel in Sydney after the southern party is landed. The *Kainan Maru* is to land the eleven men who hope to reach the South Pole, return at once to Sydney and then go back to the Antarctic to cruise along the coast line, which is very little known.

Wellington yachtsmen gave the venturesome explorers a good send off. Quite a dozen pleasure craft sailed down the harbour in line with the *Kainan Maru* when she made for the strait at 3.30 o'clock. The ferry steamer *Duchess* steamed around the little



vessel while the crew were raising the anchors, and to show that New Zealanders appreciate enterprise and bravery, whether shown by European or Asiatic, a tremendous cheer went up from the passengers. It was answered similarly from the Kainan Maru.

Heavy weather from the south prevailed on Saturday night and to-day, so the Kainan Maru quickly met severe conditions.

The Japanese Antarctic ship Kainan Maru has apparently taken a wide course to the south-east from Wellington. No sign of the schooner was seen from the Mararoa on the run down from Wellington, nor has she been seen from the signal station at Adderley Head.

**14. New Zealand Times (Wellington).  
Monday, February 13, 1911  
BOUND FOR ANTARCTICA  
THE KAINAN MARU  
DEPARTURE OF THE JAPANESE  
EXPEDITION.**

The receipt of a cablegram from Count Okuma, Yokohama, advising the fact of a large remittance having been placed to the credit of Lieutenant Shirase, Commander of the Japanese Antarctic expedition, delayed departure a few hours on Saturday. The money was obtained from the Union Bank of Australasia, and is doubtless intended to meet the expense of refitting the vessel in Sydney, after the Southern party is landed. The Kainan Maru is to land the eleven men who hope to reach the South Pole, return at once to Sydney, and then go back to the Antarctic to cruise along the coast line, which is very little known. Wellington yachtsmen gave the venturesome explorers a good send-off. Quite a dozen pleasure craft sailed down the harbour in line with the Kainan Maru when she made for the Straits at 3.30 o'clock. The ferry steamer Duchess steamed around the little vessel while the crew were raising the anchors, and to show that New Zealanders appreciate enterprise and bravery, whether shown by European or Asiatic, a tremendous cheer went up from the passengers. It was answered similarly from the Kainan Maru. Heavy weather from the South prevailed on Saturday night and yesterday. The Kainan Maru had quickly met adverse conditions.

**SCIENTIFIC INSTRUMENTS.**

That the expedition is fairly well equipped with scientific instruments was demonstrated to a "New Zealand Times" representative by Mr Takeda, one of the scientific observers, who mentioned that in his charge are a theodolite, an English transit theodolite,

a dumpy level, Brunton patent pocket compass, clinometer, current meters, alidade with telescope, anemometer, three sextants, one pocket sextant, three chronometers, two artificial horizons, two pedometers, 12 common pocket compasses, three microscopes (including a binocular), two protractors, two three arm protractors, one self-recording thermometer, 75 ordinary thermometers, three deep sea thermometers, 25 maximum and minimum thermometers, two solar radiation vacuum thermometers, two standard 40 in. barometers, two mountain barometers, a self-recording barometer, three aneroids and three aneroid barometers for mountain use, one hygrometer, three aspiratory psychrometers, three sunshine recorders, four meteorological screens, one large teleplast, three speed indicators, a surveyor's telescope and tensile testing apparatus.

**15. Hawkes Bay Herald. Tuesday, February 14, 1911**

**THE WEEK, THE WORLD,  
AND WELLINGTON.  
BY FRANK MURTON.**

The week has been enlivened by the arrival of the Kwainan Maru, the small Japanese schooner in which a party of intrepid fellows are journeying south in an endeavour to reach the South Pole. The schooner is certainly small, but she is sturdy and well-found, and she is manned by enthusiasts who are mured to exposure and fully pledged to a hazardous undertaking. These Japanese explorers travel light. There is not on the ship a single thing that is not needed for the legitimate purposes of the expedition, and the things that are needed have been reduced to a minimum.

Naturally, then, all the smart papers and people that know nothing of exploring and less of the Japanese character are foretelling failure and disaster. They admire the Japanese, quite blindly, but assume that the expedition is foredoomed. I do not admire the Japanese character, having had some considerable experience of it, but I shall not be in the slightest degree surprised if the expedition succeeds. I am no believer in the fashionable English craze for exploring with an army of men and all the latest conveniences. The finest fitting for an expedition is dogged determination and utter carelessness of risk and that these Japanese have. Lieutenant Shirase, who commands the expedition, is a military man of the best Japanese type. He has the eye of a leader and the manner of a man. There is nothing of the wild visionary about him. If success is in any way possible,

he will succeed. Not a man of that little crowd will give up while he has strength left to crawl.

When I was aboard the ship yesterday, I found many things to amuse me. First of all, the thing that amused was that not one of these intelligent fellows will admit that he knows a word of English. There is, though, the second officer. He does pretend to know a word or two: just enough to make himself misunderstood with difficulty. I tried him with English. "Do you mean to say that you know no English at all?" I said. "No," said he. I tried again. So I tried him in French. "Don't you speak any French?" I asked. "Non," said he. A little later we went down to the tiny saloon to drink cocoa. The second officer smiled at me and drew forth a stool. "Sit down," he said, "ici."

To met it seems perfectly incredible that these Japanese of good birth and type should be so utterly innocent of English. It is more incredible still that they should be innocent of the pidgin that is current all over the far East. And when you remember that their log book is written in English, and very passable English at that—well, the thing becomes a rather ludicrous mystery. I'm half inclined to think that these brown gentlemen have something up their sleeve. That masterly eye of Lieutenant Shirase, the dignified and gracious gentleman who speaks no English, haunts me. He is not the sort of man to do anything without due thought and a careful weighing of the chances. But when he has made up his mind to a thing, he will carry on with it, even though it leads him through the gates of hell. I don't like the Japanese, but I do like that spirit. It is that spirit what made England what England is—or was. And in proportion as that spirit shrinks, the glory of England will shrink and die.

#### 16. Hawkes Bay Herald. Friday. February 17, 1911

##### THOSE JAPANESE.

Since I began writing this letter yesterday, I have learned that my suspicions concerning Commander Shirase and his officers were well-founded. They do speak English. Shirase speaks it "like an Englishman." They went, a party of them, to a book kiosk, and purchased a big bundle of English novels. They discussed the merits of various authors with the bookseller, and for some whimsical reason talked English fluently among themselves. And at this very time, the wily Japs were looking blankly into the faces of perspiring reporters and shrugging their shoulders in deprecation of the idea that they spoke any English at all. Aha! . . . didn't I tell you so? A few

days ago all sorts of wise persons were smiling superior smiles at my assertion that it was preposterous to suppose that a batch of educated Japanese had no solitary word of English among them. But in plain fact, Wellington has once again been hoaxed.

So more than ever I am wondering what this dogged little hand on the Kwainan Maru has up its sleeve. As I remarked at the outset, Shirase is a remarkable man. He carries all the signs of it signs that show that his remarkable qualities have not been developed in Asia merely. The man at the book kiosk declares that the English of Shirase was utterly fine and exceptional, "regular English English." What do you make of it? Why should these Oriental gentlemen come quietly here in their little ship and tamely submit to the inconvenience of that pretence of knowing no English? I don't know, and I'm not going to pledge myself to any definite suggestion. But more than ever I incline to the belief that there is a strong probability of a Japanese expedition reaching the South Pole soon. America has (or has not) reached the North Pole, Japan would rejoice exceedingly, and with good excuse, if a party of Japanese reached the South. There has been a lot of talk in America derogatory to Japan of late, and you may take it that Japan remembers. I should not be at all sorry to hear of the success of Shirase the mysterious. I admire grit.

#### 17. Sun (Sydney). Tuesday. May 2, 1911 JAPANESE ANTARCTIC EXPEDITION ARRIVES.

A strange three-masted schooner, flying the Japanese flag, was sighted several miles off the Heads late yesterday making for port. She subsequently turned out to be the Kainan Maru, carrying the Japanese Antarctic expedition. When the vessel anchored in Double Bay, it was gleaned that the party had arrived at the Polar regions, but it was found impossible to land. It was intended to get ashore at Coulmon [*sic*] (Coulman) Island, Ross Sea, but the severe Antarctic winter had already set in and the drift ice was forming strongly. Bad weather buffeted the schooner, and in the circumstances the leaders of the expedition decided to abandon the attempt and make for Sydney to await a chance next season. It is said that the Japanese expedition, which lost 10 of the 11 dogs required for the journey over the ice, does not intend to make an endeavor to reach the South Pole. The expedition is a scientific one only, and will proceed back to the ice as soon as the prospects of landing are good. It is believed that the

party is not nearly so well equipped for crossing the ice as the British expedition, and that some difficulty might be experienced with the supply of provisions the Japanese had aboard the schooner, but the members of the party are sanguine, and declare they are used to extreme conditions and hard work in cold regions on a diet such as rice, flour, wheat, peas, arrowroot, canned meats, and so on.

**18. Morning Herald (Sydney). Tuesday. May 2, 1911**

FROM THE ANTARCTIC  
JAPANESE EXPEDITION.  
TOO LATE TO LAND.  
ARRIVAL IN SYDNEY.

ANOTHER ATTEMPT TO BE MADE.

Beaten off by the approach of the grim polar winter, the Japanese Antarctic Expedition in the *Kainan Maru*, under Commander Shirase, left the icy fastnesses of the south unpenetrated, and yesterday the little vessel steamed into Sydney Harbour and anchored off Double Bay. She will probably stay here for about six months, and then once more set sail for the Antarctic regions.

The expedition sailed from Shinagawa Bay, in the Gulf of Tokio, on November 29 last. She made for New Zealand, and after coaling and providing there for various other requirements, she sailed from Wellington on February 11. On March 10 the vessel was off Coulmon [*sic*] (Coulman) Island, in the Ross Sea—an islet lying near the coast of South Victoria Land. The weather was bad, the ice was forming strongly. It was too late, the summer was gone. Four days the *Kainan Maru* hung off and on, avoiding the icebergs and keeping clear of the pack. Ten of the 11 dogs that were taken died. It was impossible to land. Commander Shirase thereupon determined to give up his plans for the present and make for Sydney, there to wait until the winter is over.

The officers described the weather encountered as had nearly all the time after they left Wellington till within a few days of Sydney. Soon after sailing from New Zealand they commenced to meet gales and storms. The *Kainan Maru* is a for-and-aft schooner of 204 tons, with auxiliary engines capable of driving her at about five knots an hour. This power was seldom used, however. It would have availed little in the teeth of some of the weather experienced. As the temperature fell the storms seemed to increase in their fierce bitterness. The seas were extremely heavy, and as the schooner has but little freeboard she received them continually on her decks. They tumbled on board unceasingly, burying everything in the

freezingly cold water, soaking the men to the skin and chilling them to the marrow. One sea carried away the jibboom. That was the only damage sustained throughout the trip.

Arriving off South Victoria Land the vessel proceeded along the coast until latitude 74 deg. south, longitude 171 deg. east, was reached. "Ice and snow all the time," said the chief officer, Mr. Tanno, last night, in the snug little cabin, describing in fairly good English what had been passed through. "We were going to land a party, but could not. We tried to land at Coulmon [*sic*] Island, but-impossible." It was said with expressive uplifting of the hands. "We saw only icebergs, and snow, and penguins."

So after four days' buffeting the schooner's prow was turned northwards. The ice was closing in; a landing was not to be made. The bad weather continued relentlessly. Some times the wind would be aft, but mostly it was a tussle against it. No sail was sighted from when New Zealand was left until the schooner was off the coast of Australia, nearing Sydney, on Sunday night.

The vessel will be docked shortly in order to be cleaned and painted.

The *Kainan Maru* is a new boat. She was built about 10 months ago for a deep-sea fishing company in Japan, and was first called the *Hoko Maru*. She is a small, insignificant-looking little craft for such a venture. She lay quietly at rest in Double Bay last night, a silent ship, for all hands appeared to be asleep. In the little cabin aft, however, two or three of the ship's company were sitting smoking.

Captain Nomura was not to be seen. "Three nights-no sleep," explained one of the officers. Commander Shirase was also in his bunk. Here in the cabin it could be seen how the schooner was built, with strong, heavy beams apparently put, in the original design to withstand ice pressure in the seas off the north-eastern coasts of Asia. Bunks surrounded the cabin on all sides. A table filled the whole of the open space. Some of the party made indifferent attempts at English, but there are one or two who manage it with something like ease, though with an articulation hard to grip at first. Commander Shirase they did not care to awaken. No one had been ashore; they were all too tired. The navigating officers were ready enough to answer questions in regard to the ship and her passage, but when it came to the subject of the South Pole and the arrangements for that part of the expedition the customary Japanese reticence at once took possession of them. Finally, however, Shirase himself in a military-looking uniform appeared from somewhere. He does

not converse in English. He explained things through one of the others, who after a long discussion gave the information that they had come to Sydney to fill up with provisions ere going back to the polar regions to try again. "We wait for the spring," said the medium.

"Ask him how he intends to travel across the ice."

Another long conversation, and the statement by the interpreter that the men would pull the sledges themselves.

"But does he expect to reach the Pole that way?"

After a few more minutes of Japanese the officer said there was no intention of making for the South Pole. The expedition was a scientific one entirely.

"Yes, all scientific," put in the secretary to the party.

"Ask him could he not have landed and wintered at Coulmon [*sic*] Island."

The reply was that there was too much ice to land. They would probably wait six months. Perhaps it would be less. But they would go back in time to effect a landing. "Next time I make no mistake," said the chief officer.

The appearance of the vessel and what could be seen of the equipment leads one to the belief that nothing so serious as a dash for the Pole is part of the plan of the expedition. There is little about the schooner to give the impression that she is a polar ship, except the crow's nest at the mainmast head. She is certainly heavily beamed, but her planking does not seem to be specially designed for exploration in ice regions. Three or four boats lie on the decks, one of them a big Japanese sampan, the others ship's boats, somewhat more frail-looking than usual, perhaps. Aft is a partly covered-in wheel-house, though the shelter to be gained there by the officers and the helmsman is of the scantiest. Out on the taffrail are three light sledges of the lightest description, made of a Japanese wood, with a framework of bamboo, and with half-inch steel runners. What with the boats and other lumber the decks are crowded up. Forward are some boxes or coops, from one of which the Esquimaux dog blinks at the light turned on him. A couple more sledges are stowed forward. As far as could be seen in the darkness the schooner is sheathed to the height of a few inches above the waterline.

For food supplies the expedition set out with nothing but the ordinary Japanese articles of diet. Ask the officers what they will live on in the Antarctic, and they will reply that it will be mostly rice; they come from a rice country. The information obtained by the Customs in New Zealand as to the

goods on board the schooner when she arrived there showed that the principal items were:—90 bushels of rice, 90 bags of flour, 3 bushels of wheat, one bag of Soya beans, two bags of peas, two of arrowroot, three dozen casks of light wheat bread, 10 lb of dried cuttle fish, 40 dozen tins of canned meat, 12 casks of pickled plums, 143 casks of Takawonzuke [*sic*], some butter, sauces, onions, coffee, potatoes, brown bread, tea, and 60 lb of tobacco.

The ship's company consists of Captain Nomura, chief officer, Z. Tanno; second officer, T. Tsuchiya; engineer, K. Shimzu [*sic*]; purser, T. Shima, a boatswain, carpenter, and nine sailors and firemen. The polar party consists of Commander Shirase and 10 others, one of whom is the scientist (T. Takeda), and one the secretary (S. Tada).

Commander Shirase is a Japanese of the usual sturdy build, 48 years of age. All the others are much younger men. To face the rigours of the polar weather the party was provided with woollen underwear and complete suits of bearskin, and also the waterproof overcoats used in the Japanese army. This equipment, together with the ordinary diet of the Japanese, does not suggest itself as all that is necessary for travelling in the Antarctic. The officers affirm, however, that they are accustomed to hardships on such food, and that it will see them through.

The expedition was understood to have set out with McMurdo Sound as its first intended base, though afterwards it was decided that Edward VII. Land should be made for. The spot actually reached, Coulmon [*sic*] Island, is 4 degrees further north than Captain Scott's base in McMurdo Sound. Before leaving Japan the organisation of the expedition met with some opposition in Japan, and the vessel selected and her equipment for the enterprise were much criticised. The ship depends on sails for its power of locomotion, but it is equipped with an auxiliary engine to assist it in ploughing its way through the ice. The craft cost in round figures £2500.

#### 19. Daily Telegraph (Sydney). Wednesday. May 3, 1911

A REMARKABLE VOYAGE.

PERILS OF THE ICE PACK.

PROFESSOR DAVID ON THE LOCALITY.

Professor David, who yesterday discussed with a representative of "The Daily Telegraph" the performance put up by the Japanese expedition in reaching and getting away from Coulman Island at a time when the winter season was so far advanced, is apparently very interested in the fortunes of

Lieutenant Shirase and his party. The professor expressed, at the termination of the interview, the hope that he might soon have the advantage of interviewing Lieutenant Shirase and the opportunity of discussing with him his future plans for scientific exploration in the Antarctic.

#### START TOO LATE.

Professor David holds the opinion that the party set out too late to put in the preliminary work necessary before the winter was too far advanced to form a base for its operations. But that apparently an initial mistake was made only heightens the merit of the fact that under what must have been remarkably arduous circumstances such a journey was made, as from Wellington (N. Z.) to Coulman Island and back to Sydney.

"It appears from the published accounts," said Professor David, "that the expedition reached as far south as Coulman Island. Seeing that it was already as late as February 11 before the *Kainan Maru* left Wellington—the usual date of departure for this part of the Antarctic being not later than the beginning of January—this expedition has not done badly in getting as far south as it did, in view of the advanced state of the winter season.

#### THE NIMROD'S EXPERIENCE.

"In 1909 the *Nimrod* left Ross Island, near Mount Erebus, on March 4. This is about 300 miles south of Coulman Island. At that time the sea was beginning to freeze over rapidly, with tough young pancake ice, making progress northwards very difficult. Off Coulman Island, on March 6, the *Nimrod* encountered much of this young ice, and soon after passing Cape Adare, 150 miles further north, on March 8, narrowly escaped being frozen in for a whole year. Masses of old ice, with numerous bergs, surrounded her, and there were being fast frozen together by the new ice. She was released only by a strong wind springing up from the south. With all her sails set and full steam up, she was able to forge slowly ahead, and eventually to extricate herself.

"On the occasion of Sir Ernest Shackleton's departure on his furthest south dash, he left instructions for the *Nimrod* to return from New Zealand in good time to pick up his party on their return early in February. At the same time, with a view to providing for every possible conceivable delay, he left written orders for the captain to remain, if necessary, in the neighborhood of Mount Erebus as late as March 10, but the captain was on no account to postpone his departure after that date, as Sir Ernest Shackleton was of opinion that even on

that date there would be considerable risk of the *Nimrod* being permanently frozen in. In the circumstances, and on the assumption that the seasons this year in the Antarctic are similar to those of 1909, the commander of the Japanese expedition would have no other alternative but to withdraw his ship as soon as possible, in order to escape being frozen in, after his arrival at Coulman Island on March 14."

#### WAS SCOTT'S PARTY SPOKEN?

"Coulman Island," Professor David went on, "affords no anchorage. The sides of the island are high and precipitous. It is altogether unsuited to form the base of any expedition that contemplates a dash for the South Pole. There are, however, three suitable spots for wintering parties in this vicinity. One is at Lady Newnes' Bay, 70 miles west of Coulman Island; another at Wood Bay, 120 miles south-west of the island; and the third at Cape Adare, 150 miles to the north. At Cape Adare, Lieutenant Campbell's party of the Scott expedition in the *Terra Nova* had already established itself before the arrival of the Japanese expedition at Coulman. There is no mention in the interview published of the Japanese having spoken with any of Scott's party at Cape Adare. Obviously the first two of the places I have mentioned would already have been closed by the ice, and therefore would not have been accessible during March. It is possible, however, that there might have been open water to Cape Adare.

#### GOOD EXPLORATION CENTRE.

"At Cape Adare there are three huts—two built by the expedition under Borchgrevinck, fitted out by Sir George Newnes; and a third recently erected by Lieutenant Campbell. It would appear that Cape Adare would have been the only possible place where the Japanese expedition could have landed in the middle of March. But this locality is not favorably situated for a dash to the Pole, inasmuch as it is over 450 miles to the north of Captain Scott's base, and over 500 miles to the north of Amundsen's base. At the same time, it is a conveniently-situated base for studying the geology of the great coast range, known as the Admiralty Range, lying to the north-west of Ross Sea, and also for the further exploration of the magnetic pole region, which is nearly equidistant from Coulman Island and Cape Adare, lying approximately 330 miles west-north-west of the former, and the same distance west-south-west of the latter.

#### THE SEALING PROJECT.

"It was reported that the Japanese expedition intended to investigate the possibility of developing

the sealing industry in the vicinity of Ross Sea, but I notice that no mention of this project has been made by the visitors in the interview published. At the present time the details do not permit of much comment, I hope to learn more of the experiences of the expedition and of its plans for the future, when I meet the leader.”

#### THE EXPLORING SHIP VISITED.

The Japanese exploring vessel *Kainan Maru*, in which an attempt to reach the South Pole was made early in the year, is attracting a great deal of attention as she lies in Double Bay. Yesterday morning Lieutenant Shirase, the leader of the Antarctic party, and Captain Nomura, master of the vessel, called on the Consul-General for Japan (Mr. Miki Saito).

The little schooner was visited by a good number of people, and the Japanese allowed all comers to board the vessel and wander round. Sledges and upturned boats were the most conspicuous things on deck except for the Esquimaux dog, which is the only one of 11 that survived the rough weather and cold of the Antarctic when the schooner tried to land a party at Coulman Island. All inquiries as to the method by which the march to the pole was to be achieved, or attempted, met with a shake of the head. In fact, the officers and crew speak so little English that any question was answered with difficulty, but they made no secret that their plans were their secret. It is understood that the schooner will be docked and overhauled in Sydney. After that another attempt to reach the Pole will be made.

#### 20. *Morning Herald* (Sydney). Monday. May 15, 1911

##### OUR JAPANESE VISITORS.

##### CAMPED AT VAUCLUSE.

##### PRECAUTIONS BY THE MILITARY.

The scientists attached to the Japanese Antarctic Expedition who have been compelled to make Sydney their headquarters for five or six months before making a second attempt to explore the ice regions have become so tired of the monotony of life on shipboard that they have sought and obtained permission to form a camp on shore.

Their ship, the *Kainan Maru*, unexpectedly arrived here on the 1st inst, and cast anchor in Double Bay, subsequently being removed to an anchorage off Vacluse. The leader of the expedition decided to return to Japan for additional instructions regarding the scope of the work to be undertaken in Antarctica, and he gave instructions that during his absence the ship should be overhauled in dock in order that she

may be in first-class trim for her perilous and long voyage in comparatively unknown waters.

Mr. Fitzwilliam Wentworth as one of the trustees of the Wentworth Estate placed at the disposal of the party a picturesque site for a camp near the tomb of the late W. C. Wentworth at Vacluse, and preparations were at once made for the erection of a suitable temporary building for the accommodation of the scientists and for the reception of the stores. The crew, it was decided, should remain throughout on the *Kainan Maru*. Owing, however, to their imperfect knowledge of the locality, the visitors pitched their camp on the opposite side of Vacluse Bay at a spot known as “The Hut,” near the Bottle and Glass. Upon the error being pointed out, however, the Japanese scientists cheerfully removed to the site allotted them fronting the main road leading from the Parsley Bay wharf to the bridge and Parsley Bay.

Some residents, however, have entered a protest against the formation of a camp of this character in their midst. Adjacent to the camp are many costly and picturesque residences, and efforts are now being made to induce the authorities to take action.

The campers are all educated men of more than average attainments, and assert that they have no intention of making themselves a nuisance to the neighbourhood. As soon as the protest was made the Consul-General for Japan conferred with the Mayor of Vacluse, and as a result a more secluded spot was selected in the direction of Parsley Bay. The Consul assured the Mayor that all requirements of the council in respect to sanitation and other matters would be strictly carried out, and that only the scientific section of the party and one or two male servants would be camped. But the residents were not satisfied with this assurance, and the matter came up for discussion at a special meeting of the Vacluse Council on Friday night, when Alderman Forsyth and Dr. George Read protested against the Japanese being allowed to remain in the district. Alderman Captain Sweet, who is one of the pilots, informed the aldermen that no one could prevent those men landing, not even the Commonwealth Government, because there was a clause in the Act that exempted scientists, teachers, and other educated men. The Mayor, Alderman Johnson, said he was at a loss to understand the objection to a few scientific men landing for a month or two.

The visitors were working all Saturday afternoon in putting together a wooden house about 30 ft × 15 ft, which they brought with them in sections, and which they intended to erect at the base of operations in Antarctica. The party completed the

building in a couple of hours, and the flag of the Rising Sun was hoisted at the four corners. Yesterday the Japanese were settling down to camp life in real earnest. Visitors to Vacluse and Parsley Bay are always numerous on Sunday, and yesterday the camp was a centre of attraction. The door of the camp was closed to the public, and a notice was posted, "No admittance except on business."

The military authorities, it is said, do not view the formation of a Japanese camp close to the South Head forts with satisfaction, and have deemed it necessary to take certain precautions. Pickets have been posted at night right round them. This means extra duty, and leave-stopping to the men. The ship that brought the party here was suddenly ordered to remove her moorings on Saturday afternoon. She no longer lies at anchor in Vacluse Bay, but is now at her old moorings in Double Bay.

## 21. Sun (Sydney). Monday. May 15, 1911

### THE MYSTERIOUS JAPS

#### Vacluse Camp Deserted

#### Supineness of the Government. Shirase still in Australia

The mystery that has surrounded the alleged Antarctic expedition organised by Lieutenant Shirase and a party of Japanese thickens with time as time progresses.

It is now about a year since it was announced that a Japanese expedition would attempt to again the South Pole during the coming Antarctic summer. After a few months, a cable message arrived stating that the expedition had been abandoned. And nothing more was thought of it until, to the surprise of everybody. Lieutenant Shirase and his merry men arrived in New Zealand with the intimation that they were going on with the job. Not only did they state that the attempt was to be made to beat Scott and Amundsen in the race to the Pole, but there was an addenda, made with the modesty characteristic of Nippon, that if they did not beat the white men they were going to leave their bones in the icefield.

Apart from his boast, the Japs were uncommunicative. In fact, they professed to be ignorant of English when the reporters from the New Zealand press endeavored to interview them. Notwithstanding this professed ignorance, the members of the expedition were found to visit bookshops in the town and purchase newspapers printed in English. They laid in a stock of provisions, which, so far from sufficing for a Polar dash, was just about fitted for a short, pleasant voyage, and cast off from New Zealand, leaving in their wake a mystery which

has grown more and more dense as time passed.

After a lapse of a few weeks the expedition reappeared. If had not reached the Pole, neither had it left its bones on the icefield. Most of its dogs had died, and its provisions had been eaten; but otherwise it was in much the same condition as when it left. People began to doubt the bona fides of the expedition, and the man in the street promptly arrived at the conclusion that the Japanese secret service department had more to do with its despatch than ambitions in the way of Polar sprinting. The arrival of the expedition in Sydney, and the events of the last few days have strengthened this belief on the part of the man in the street.

A moment's reflection, however, should convince anybody that the Shirase expedition, whatever may be its objects, is not intended for purpose of spying. No nation—and certainly not a shrewd, intelligent nation like the Japanese—go about the world spying with a brass band. A spying expedition would certainly not focus the eyes of the whole world on its movements by pretending to be a band of Polar explorers. It would leave part in the unostentatious guise of a party of beche-de-mer fishermen or traders. It would certainly not commit blunders which would manifestly arouse the suspicions of even such lackadaisical persons as Australians. It would work quietly and secretly, and if it found it necessary to go into camp somewhere on the shores of Sydney Harbor it would certainly never choose a spot right up against the most important of our fortifications. The suspicions that the party consists of secret service agents is plainly ridiculous, but that it consists of Antarctic explorers certainly needs further confirmation.

The investigations of to-day, so far from dispelling the mystery, make it more and more difficult to solve. In this Morning's "Herald" appears a paragraph, plainly obtained from a Japanese source, that Lieutenant Shirase is now on his way to Japan to obtain instructions as to his further movements. Inquiries show that Lieutenant Shirase is still here, as no vessel has left for Japan since he arrived. Consequently, unless he happened to be provided with a long-distance aeroplane, of the existence of which the Western world is so far ignorant, Lieutenant Shirase could not possibly be on his way to Japan, as announced.

Further, the camp this morning is deserted. With the exception of two cooks, not one member of the heroic band of scientists could be discovered. From the cooks it was elicited, mostly through the medium of sign language, that the rest of the party had gone

to aboard the steamer, now lying in Rushcutters Bay, but the presence of a large number of well-dressed Japanese at the Consulate may have some connection with the disappearance of these gentlemen. Officially nothing could be obtained. The Consulate, true to the traditions of its land, declines to give any information.

It would be interesting to learn what the Commonwealth and State Governments have been doing in the matter. It is asserted that, as the members of the expedition are scientists, they are exempt from the provisions of the Immigration Restriction Act. But it requires a long stretching of the law to class cooks as scientists, and presumably the two men in the camp this morning were permitted to land without having written at dictation the necessary forty words. Further, the sole surviving dog of the expedition was allowed to violate the quarantine regulations.

#### A MISLAID EXPLORER.

##### WHERE IS LIEUTENANT SHIRASE? CONFLICT OF PUBLISHED DATES.

There is an apparent conflict of dates in the published announcement of the movements of the commander of the Japanese expedition, which is said to have met with such bad weather as compelled its return from Antarctica, before any exploratory work had been commenced.

It has been stated that the *Kainan Maru*, the exploring ship, returned to Sydney "about ten days ago;" also that Lieut. Shirase, the commander of the expedition, sailed for Japan by the last *Nippon Yusen Kaisha* steamer, to furnish his Government with an explanation of the causes of failure of the expedition. To be exact, the *Kainan Maru* arrived in Sydney on May 5 [*sic*] (May 1).

The last *Nippon* steamer left Sydney for Japan, not ten days ago, but on April 19, and there has been no departure since that date by which the officer could, however indirectly, have reached Japan any sooner than by taking the *N. Y. K.* boat, which is to leave to-morrow.

It is therefore humanly impossible that the leader of the expedition could have sailed for Japan, except by way of Hobart, Calcutta, London, or Tanganyika. He could not have done so within the dates given while it would appear, from information obtained at the Japanese Consulate this morning, that Lieut. Shirase is still in Australia, and probably in this State. Following is the substance of the interview with Mr. Foxall, the English secretary of the Consulate:—

"Can you give us any information as to the movements of Lieut. Shirase?"

"They are unsettled; the matter is under discussion now. There is no information which can be given."

"Will the Consul say anything about the breaking-up of the Japanese camp at Vacluse?"

"The Consul will not say anything."

#### AT THE CAMP.

##### TWO COOKS AT HOME.

The little wooden hut constructed at Parsley Bay by the Japanese party who are said to have failed in their battle with ice and cold down south was almost deserted this morning. Between 12 and 15 of the party have joined the camp, but this morning only two were there.

They were not scientists, either. They were cooks, though neither man looked it. Each was wearing a jumper of thick material—one khaki and the other blue—while on the shoulder strap of one was the figure "1." These men were lying in one of two tents against the hut, and they came quietly into view when they heard a rapping on the door of the hut.

In reply to questions they professed an ignorance of English, and to each question repeated a sentence which contained the word "schooner," clearly enough pronounced. Further questions produced a similar result. Everything was "schooner," varied at times by the addition of a sign given by a pointed finger which swept a track in the air from the hut to the sea.

Then the photographer revealed his camera. The result was interesting. The smaller of the men began to make his toilet. He brushed his hair with his hand and tugged at his moustache, while the other—the man on whose coat was the figure—removed a few spots of mud from his trousers.

The photographic business seemed to please them, and afterwards they took greater pains to follow the queries put to them. They indicated that they were cooks, and slept in the tents, and that the hut was occupied by the heads of the expedition. They unfolded one of the sledges from a stack in the camp enclosure, and pointed out where the biscuit and other things were stored. But they kept clear of the hut. A notice, "No admission except on business," at the side of the door was rigidly enforced.

There was only one flag flying at the camp this morning, and that was from the pole of the larger of the two tents. The other flags were rolled away inside.

People who live in the vicinity of the camp have no fault to find with the party, but this is nothing unusual. They say that the Japs are quiet, and



apparently inoffensive, while one lady remarked that she did not know they were there until she saw the newspapers. One man regarded them as pleasant fellows. He said that some of them talked broken English, but that they indulged in common-place conversation only, and gave no information about themselves. He said they were always laughing and joking, and one of them had solemnly presented him with a novel printed in the Japanese language.

#### BOATLOADS OF PROVISIONS.

##### The Camp Livens up.

The proceedings at the camp this afternoon were much livelier than they were this morning. There were little brown men moving about carrying packages from the water's edge over the hill to the little wooden hut. These parcels were from the Kainan Maru, and represented half a dozen boatloads of provisions' bedding, and packages of various descriptions. Amongst the carriers was a particularly light-skinned young fellow, who showed a perfectly even set of teeth when he smiled. He put down a big bundle when a "Sun" reporter spoke to him, and by a sign invited him into the residence. The place was found to be little more than a shell divided into three or four compartments, hardly any provisions or furnishings having arrived. The Jap could not talk English, but he did the next best thing. He rummaged through a box and brought to light a Japanese dictionary which supplied the corresponding English phrases. By the aid of this "The Sun" man was told that the stranger was of good family—a gentleman, in fact—and was well instructed in the art of self-defence, whether it were ju-jitsu or any other form. As though to prove his words, he went away to a corner, and returned with two swords, one of the style usually carried by a military officer, while the other was a blade encased in a walking stick. The Japanese gravely handed "The Sun" man one. There was a glance from eye to eye, and awkward pause, followed by one or two swift passes by the guest. Then he laughed, and the situations which had become embarrassing, was relieved, and one of the parties breathed freely.

Such an evidence of warlike skill caused the newspaper man to direct the attention of the young Jap to the word "Ryakushu", the action being accompanied by a query. Ryakushu is the Japanese word for the military occupation of a place, and the young fellow understood what the inquiry meant. His answer was a hearty, guileless laugh, and a reference by him to the Japanese phrase for "We are law-abiding citizens."

The young stranger remarked additionally that the party intended to stay at the camp for three months; then they would go south again.

#### PRECAUTIONS OF THE MILITARY

##### At The South Head Forts.

A visit to the South Head military reserve this morning disclosed nothing at all exciting. But it was not to be expected that acute Japanese desirous of spying out the lay of the land would venture into such a place cameras and sketching books in open day-light; nor was it to be expected that there would be any parade of military armed to the teeth. All was calm and ordinary. But there was a possibility of an alertness behind the seeming placidity of everyone, and it was this that called for investigation. A "Sun" representative on reaching the gate found himself confronted with the absolutely prohibitive notice "No admittance. By Order;" but thought himself safe in assuming that this was meant to be more honored in the breach than in the observance. At all events he walked in. A barrack orderly, or something of the kind, was encountered, and after some preliminary remarks, he was asked in the most innocent way possible whether the extra night sentries were still being kept on. His face became inexpressive as a mask; but the sudden change of demeanor was significant. In a way that was childlike and bland, he inquired "What sentries?" and forthwith played the "no savee" role for what it is worth. He evidently had been warned to know nothing if anybody looking like a newspaper man came round. Finally, the whereabouts of Captain Griffiths the officer in command of the artillery detachment there, were disclosed. Asked if he had any information as to the special precautions which were being taken, his reply was emphatic, though given in the most courteous way possible—"I know nothing" Not to be outdone in politeness, "The Sun" man indicated that he could not possibly be so uncomplimentary as to agree that Captain Griffiths knew nothing. Smiling pleasantly the officer added that if there was any information to be obtained it must be got from headquarters at Victoria Barracks. Captain Griffiths admitted having read statements in the morning newspapers to the effect that night pickets had been posted around the fortifications, and that the leave of the men had been stopped, but he added that such assertions might be taken with several grains of salt. A little friendly chat followed, and Captain Griffiths expressed the opinion that there was hardly any justification for showing any particular excitement over the presence of the Japanese party. The interviewer agreed that

possibly this might be so, but ventured the suggestion that it was nevertheless wise in such a case to keep an eye on the strangers. In this the officer concurred, remarking, "That's about all it is."

In view of a case like this, one cannot help reflecting how dense is the official mind in failing to see how much worse than futile the stereotyped denial is. Indeed, it has become almost an axiom that anything which is officially denied may fairly be accepted as truth. It is common knowledge in and around Watson's Bay that at a late hour on Friday night last extra sentries were mounted at the Signal Hill fort and at the Bondi fort, and that these precautions have been continued during the hours of darkness ever since. The mounting of sentries at these forts through the night watches is a practice never followed excepting while manoeuvres are in progress. The fact that this is being done at present, therefore, is a clear indication of something unusual. And when anything of this kind is going on it cannot fail to become known generally in the neighborhood. The village policeman, an unerring fount of knowledge and truth, declares that it is so, and all the village gossips have the most reliable information on the subject.

"The Sun" representative set out to walk over to the Jap camp, and by a strange bit of luck picked up a piece of corroborative testimony by the roadside. Coming to a tradesman's cart which was stationary on the roadway, he inquired of the driver which was the shortest cut to Parsley Bay. A chance reference to the Japanese led to a remark by the carter that he believed the strangers had been causing some excitement among the military at the forts, and on being asked for his reasons explained that he had been to the forts, and had been told by some of the men there of the nocturnal activity prevailing. In such unexpected ways does the truth sometimes leak out.

#### GUARDING THE FORTS.

The military authorities, while not denying that the encampment of a party of foreign visitors almost under the South Head guns is not quite pleasing to them, say that any steps taken to prevent intrusion to the fortifications are in no way out of the ordinary.

It is not permitted to any person to sketch or photograph the forts, and any extra picketing is, it is said, to ensure this shall not be done by the visitors.

#### THE STORY OF A DOG.

##### An Official Explanation.

The "Telegraph" to-day states that the Japanese landed at Vacluse the only survivor of their team of 25 sledge dogs. Also that this dog should have been

placed in quarantine while the ship was in port. In addition, it is represented that the authorities had not, up to last night, taken any action in the matter.

The Chief Inspector of Stock Quarantine, Mr. Symons, stated to-day that this was all wrong. The Kainan Maru reached Sydney on May 1. On that date her master reported, according to the quarantine regulations, that he had a dog on board. On the same date, in compliance with the law, he was required to, and actually did, enter into a bond of £50 that he would, as required by law, keep the dog on the ship whilst it remained in port. Everything provided by law in the way of safeguard was thus done, and done promptly.

If anyone has taken the dog ashore, Mr. Symons points out, the master of the ship is liable to the penalty incurred in bond. The authorities have no information of the animal having been removed from the ship. The dog, it is stated, is in good health.

#### ACTIVITY OF THE CUSTOMS

Inquiries at the office of the Collector of Customs in Sydney this afternoon failed to elicit any information concerning the intentions of the Federal Government respecting the landing of Japanese at Watson's Bay. It was, however, stated that the department had made a report to the Department of Home Affairs as to what action should be taken, and it is understood that nothing further will be done in the matter till instructions have been received from Melbourne.

#### 22. Sun (Sydney). Wednesday, May 17, 1911 SHIRASE MYSTERY.

##### ELUSIVE JAP CORNERED.

##### INTERVIEW WITH LADY JOURNALIST.

To Mdlle. Jeanne di Czaykowska, a Polish lady journalist, and the Australian representative of the "Slowo Polskie" of Lemberg, Galicia, is due the credit of having cornered Lieutenant Shirase, leader of the self-styled Antarctic expedition, which recently reached Sydney on the Kainan Maru, with the intimation that the scientist aboard had failed in their dash for the South Pole.

Mdlle. Czaykowska was the first woman to inspect the Japanese camp at Parsley Bay. Last Sunday she visited the place, and speaks in the highest terms of the courtesy she received. The members of the expedition spoke freely to her, but much of what they said was confidential, and although she laughingly admits that the conversation had no bearing on international matters, she is bound to observe the bond of secrecy placed on the conversation by her hosts.

After spending some time at the camp Mdle. Czaykowska was taken off to the Kainan Maru in a rowing boat, and there she was introduced to Lieutenant Shirase, whom she was privileged to interview through the medium of a Japanese gentleman who acted as interpreter. Mdle. Czaykowska, though she has been in Sydney only a few months, is an accomplished linguist, and speaks excellent English. The interpreter was unversed in Polish, but was a master of the English language, so the interpreted interview took place in that tongue.

Lieutenant Shirase and the other members of the party laughed over the suspicion that they were spies. They pointed out, as "The Sun" old in its issue of Monday, that secret service work is not carried out under conditions that attract the attention not only of Australia, but of the whole world. They argued, with reason, that if they had been seeking to discover the military secrets of the Commonwealth—do any exist—they would certainly not have gone about their work in such a roundabout manner, nor would they have courted the publicity inseparable from a Polar dash.

"What is it that we are so anxious to discover?" asked one of the visiting Japanese gentlemen with a smile. "We have seen your forts engaged in target practice. We know the range of your guns, their positions, and their radius. We have observed all this long ago. What facts of value, then, could be gleaned by a body of our people camping at Parsley Bay?"

The idea was ridiculed by the whole company, and other speakers assured Mdle. Czaykowska that Japan as a nation was the last to desire war. The people of Japan, they said, had suffered such privations through the last war with Russia that peace was the earnest desire of the mass of the population. It was not the actual fighting that was alone the cause of distress. The battlefield was in itself a small thing. It was the immense cost of modern warfare pressing on a poor population that had so impoverished Japan as to make the peace party the predominant party. Whatever outside nations might suspect, whatever individual and irresponsible Japanese of Chauvinistic tendencies might say, the great majority of the Japanese people were tired of war, and wished only to be permitted to develop their country peacefully.

Lieutenant Shirase himself denied that there was any mystery surrounding either himself or the expedition. The fact that the members of the party did not give to the press detailed accounts of their adventures in the Antarctic was not due, he said, to any desire for concealment. Their ignorance of English, coupled

with the instinctive desire of Japanese people to avoid publicity, was the only reason. The Japanese nature, he explained, shrunk from advertisement. When people of his country engaged on any enterprise, whether scientific or industrial or military, they invariably remained as silent as possible, especially when their work was in complete.

The failure of his expedition he explained by stating that they had embarked on an undertaking the conditions of which they knew too little. Their visit to the Antarctic had convinced them that their action had been premature, and they bowed to the inevitable.

Of his own movements Lieutenant Shirase spoke freely. There was nothing mysterious about his intentions. He had no idea, he assured Mdle. Czaykowska, of returning to Japan. He would remain in Sydney, acquiring knowledge of the most effective method of mastering Polar lore until the time came for another attempt.

#### SHIRASE NOT GOING. BUT CAPTAIN OF THE KAINAN MARU IS. AN EXPLANATION.

It seems pretty certain now that Lieutenant Shirase did not leave Sydney to-day by the Nippon Yusen Kaisha steamer Nikko Maru.

A few days ago "The Sun" made application to the N. Y. K. branch, at Messrs. Burns, Philp, and Co.'s Sydney office, asking if the leader of the Japanese Antarctic expedition was going back to his country on board the Nikko Maru. The reply was that he had not booked his passage.

Yesterday a "Sun" representative learned that the officer was going back, and another request to Messrs. Burns, Philp, and Co.'s office resulted as follows:—

Soon after 1 o'clock a "Sun" reporter rang up the N. Y. K. branch, and asked the lady who answered the 'phone whether Lieutenant Shirase would be a passenger on the Nikko Maru.

"Yes, I think so," was the reply.

"I mean the leader of the Japanese Antarctic expedition," said the reporter.

There was an interval of some seconds, and then the same voice replied in the affirmative again.

This morning Mr. Baxter, who has charge of the N. Y. K. branch here, interviewed the young lady, who, he explained, was new to the office, and she said that she did reply to the first question as stated above, but did not remember what she said to the second question.

It appears, also, that Captain Naokichi Nomura, who is the skipper of the expedition's boat, the

Kainan Maru, is going back as a passenger on the Nikko Maru, and it is possible that the young lady confused the names, although Mr. Baxter explains that at that time she had no access to be passenger list, and could hardly have said one way or the other.

**MORE MYSTERY.  
DID SHIRASE GO?  
"WILL-O'-THE-WISP."**

Still there is mystery—and more of it.

When the Nikko Maru was getting ready to sail at noon to-day from Circular Quay a "Sun" man was on board. He asked the Japanese purser whether Lieutenant Shirase was on the ship.

"Yes," was the reply.

The latest theory of the whereabouts of Lieutenant Shirase was shown to Mr. Baxter, of Burns, Philp, and Co., Ltd.

"Just like a will-o'-the-wisp, isn't he," said that gentleman. But you can take it from me as an absolute fact that Lieutenant Shirase did not sail on that boat. He was there with me, and he came off with me, and he was talking to me after the Nikko Maru had moved from the wharf. So there you are."

"But why should the purser say that he was a passenger?" asked the reporter.

"I don't know," replied Mr. Baxter. "Perhaps he misunderstood your man's question. I often have to repeat things three or four times to the Japanese officers to make sure that they understand properly what I am saying. That is the only reason I can suggest.

**23. Daily Telegraph (Sydney). Monday.  
November 20, 1911**

**JAPANESE BOUND SOUTH.  
EXPLORERS PUT TO SEA.  
AN INTERESTING FAREWELL.**

The Japanese exploring ship Kainan Maru, which was detained in Sydney Harbor for some time awaiting the arrival of several members of the expedition from Japan and dogs from Saghalien, put to set yesterday afternoon. The vessel had been moored in Double Bay for close upon three weeks, where she took in stores and equipment. The majority of the members of the party, it will be borne in mind, were encamped at Parsley Bay, pending the completion of preparations for the trip. During their stay here Professor David evinced a good deal of interest in the mission of the scientists, who are not, according to their own statement, bent upon locating the Pole, but who are anxious to procure some of the mineralogical and zoological specimens which are known to be peculiar to the Antarctic region. The

itinerary of the party is an extensive one. Their first landing-place, after clearing New Zealand, will be the Great Ice Barrier where the members will separate, one section going as far south as the 84th parallel, while the balance will pay attention to the region in the vicinity of the 78th parallel. In the course of time the whole party will re-assemble at the point where they left the ship, and a course will be steered for King Edward VII. Land. After exploring this territory, a start will be made direct for Admiralty Island, and from thence a course is to be steered for Sydney.

There were numbers of visitors on board the Kainan Maru, before the little vessel left her moorings at 3. Professor David on learning from the Consulate-General on Saturday that a boat was to be provided by the Nihonjin Kwai (the Japanese community), expressed his desire to be present to see the expedition off. He attended, and was accompanied by Mr. J. H. Maiden, president of the Royal Society of New South Wales. Mr. Saito (the Consul-General for Japan) was unable to be present. Among others who assembled to take leave of the explorers were Mr. Miho (Vice-Consul) and Mrs. Miho, Mr. Hayashi (chancellor to the Consul-General), Mr. E. W. Foxall (English secretary) and Miss Foxall.

The launch left Fort Macquarie at 2.20, and the visitors were met on the Kainan Maru by Lieutenant Shirase, who handed Professor David a letter in Japanese, of which the following is a translation:—

Japanese Antarctic Exploration Ship, Kainan Maru,

Sydney, November 18, 1911.

Professor T. W. Edgeworth David,  
University of Sydney,

Dear Sir, —As you are aware, we are leaving Sydney to-morrow on our journey to Antarctica, but we cannot go without expressing our heartfelt thanks to you for your many kindnesses and courtesies to us during our enforced stay in this port.

When we first arrived at Sydney we were in a state of considerable disappointment, in consequence of the partial and temporary failure of our endeavor. To add to this, we found ourselves, in some quarters, subjected to a degree of suspicion as to our bona fides, which was as unexpected as it was unworthy.

At this juncture, you, dear sir, came forward, and, after satisfying yourself by independent inquiry and investigation of the true nature of our enterprise—which no one in the world at the present day is better able to do—you were good enough to set the seal of your magnificent reputation upon our bona-fides, and to treat us as brothers in the realm of science.

That we did not accept all of your kind offers to bring us into public notice was not from any lack of appreciation of the honor you desired to do us. But we felt there was a danger that your generosity and magnanimity might unwittingly place us in a position to which we could only regard ourselves as entitled when our efforts should have been crowned with success.

Whatever may be the fate of our enterprise we shall never forget you.—We are, dear sir,

Yours most sincerely,

(Signed) NOBU SHIRASE, Commander;  
NAOKICHI NOMURA, Capt. of Kainan Maru.  
TERUTARO TAKEDA, Scientist;  
MASAKICHI IKEDA, Scientist;  
SEIZO MIISHO, Physician.

Professor David having acknowledged the letter, Lieutenant Shirase presented him with a Japanese sword, suitably inscribed. The professor then proposed "Success to the Japanese Antarctic Expedition," coupled with the name of Lieutenant Shirase and the scientists. The toast was supported by Mr. Maiden, and replied to by Lieutenant Shirase.

The Kainan Maru cleared the Heads at about 5 o'clock.

#### LETTER FOR CAPTAIN SCOTT.

The Japanese commander then stated that he had written the following letter to Captain Scott, of the British Antarctic expedition, 1910:—

Japanese Antarctic Exploration Ship. Kainan Maru,  
Sydney, November 18, 1911.

Captain R. F. Scott, C. V. O., R. N.,  
Commander, British Antarctic Expedition,  
1910,  
S. Y. Terra Nova. c/o J. J. Kinsey, Esq.,  
Christchurch, New Zealand.

Dear Sir,—I do myself the honor to notify you that I am in charge of a Japanese Antarctic exploration expedition, and am leaving Sydney to-morrow by the Kainan Maru.

We propose to land near Amundsen's winter quarters, and then to proceed southwards, exploring any land to the south-east, and making scientific investigations.

I trust that, should it be our fortune to meet, we shall do so in the friendly spirit which is characteristic of the cordial relations subsisting between the two great nations which we represent.—Yours very truly.

(Sgd.) NOBU SHIRASE.

#### 24. New Zealand Times (Wellington). Monday, March 25, 1912

JAPANESE EXPEDITION.  
RETURN TO WELLINGTON.

[Per Press Association.]

WELLINGTON, March 24.

In the early hours of yesterday morning the Japanese South Polar exploring ship Kainan Maru came through the heads direct from the Antarctic. She lay well out in the harbour towards Somes Island until a berth nearer the city was allotted her, and then signalled for pratique. This is the first heard of her by the outside world since she left Sydney in November, except when she fell in with the Fram while Captain Amundsen was away in search of the Pole.

The silence of the ice world seemed to have sealed the lips of Amundsen and his party, but there was not such extreme reticence on the part of Commander Shirase and his party on the Kainan Maru. They were also the essence of native politeness. Lieutenant Shirase appeared to know no English, or at least had not a working knowledge of the language. Some of the explorers with him, however, were able to say that their work had been in the main purely coastal work. They had not gone to look for the Pole, but confined themselves solely to scientific exploration.

Was there not an oath sworn that they would not return without finding the Pole? one of them was asked.

On thoroughly understanding the question he laughed consumedly and interpreted the question to his companions grouped around. They laughed even more. It was new to them, they said.

"Did Scott reach the Pole?" Professor Takeda was asked. His reply is worth giving in full. "Captain Scott was excellently equipped for the work he had to do," said Professor Takeda. "He had motor-cars and other means of travelling at great speed over the country. Did he reach the Pole? I cannot say. He may have done."

On that important question no more was to be learned, or rather could be learned from the personnel of the Kainan Maru.

The decks of the Kainan Maru were in something like harbour order, but there was not much room to move about. Solidly built, upturned punt-like boats were on the deck forward and aft, and they had evidently been extensively used. Of the thirty dogs taken down from Sydney, six only have returned. The rest, when no longer fit for work, were utilised to keep the survivors alive.

The explorers and the crew return to civilisation in the pink of condition. A heartier, healthier looking

party it would be difficult to picture. Fleshy, well-built, and obviously well nourished, the complement on the Kainan Maru gives no support to the pictured awful rigours of the Antarctic climate, where men are properly looked after, as these appear to have been.

"We had plenty to eat, rice, dried salmon, canned meat, biscuits," one of them said; "plenty to last all the time." Some Tokio manufactured biscuits were produced. They resemble in flavour, shape and other characteristics the biscuits made in New Zealand factories. There were other signs besides their healthy, ruddy appearance, that all on board had lived well.

Professor Takeda described how, when the Kainan Maru left Sydney in November last, she went straight for the Bay of Whales, where a party was landed and the Kainan Maru proceeded in a south-easterly direction. She met the Fram, as already reported, but Amundsen was away from the ship. The next call was made at King Edward VII. Land, where a coast exploring party was landed. "And then we went into unknown parts of the sea," added Commander Shirase through an interpreter. "We confined our attention to scientific exploration. The results will be communicated to Tokio, and I am sorry that I cannot add more except to say that we returned to King Edward VII. Land and the Bay of Whales for the parties who were landed there, and picked them up. We left the ice on February 4. We are all well, as you see, and have had excellent health all the time. What our future movements will be I cannot say. I am cabling to Tokio, and it is probable we shall remain for five days in Wellington."

It was reported that two men had been left behind when the Kainan Maru was last down in the ice. Here there was some mistake. Men were landed from the Kainan Maru, as explained by Commander Shirase, at the Bay of Whales and King Edward VII. Land, but that was on this present cruise. They were all called for and taken on board again. No one was left behind.

The weather was at times very rough at sea and on shore, but there were intervals of fine weather, beautiful clear days with the snow glittering in the sun. It was always healthy, however cold it might be.

At sea the sturdy build of the Kainan Maru (especially when in the ice) was sometimes severely tested. The ship arrives, however, in excellent order considering the rough character of the work she had to do. "Engines too small," was the comment on the steam motive power made by an officer of the Kainan Maru. The ship, however, depended almost entirely on sail, and relied on steam only as occasion

required.

"Are you glad to get back to civilisation?" an officer was asked. He replied to the effect that the experience was one well worth having undergone. Valuable scientific work had been done, but details of it must first be sent to Japan. The life in the Antarctic was not so hard as one might imagine, provided the commissariat was ample and properly attended to. No seals were seen, much less eaten. He added that there was a remarkable poverty of life on land. Birds were not always plentiful. The marine life was, however, extremely interesting.

Commander Shirase officially called upon the Consul for Japan, Mr T. W. Young, as soon as he landed.

## 25. New Zealand Times (Wellington). Monday, March 25, 1912

### THE JAPANESE EXPLORERS.

The members of the Japanese Antarctic expedition are a little less reticent than they were before they went southwards, but the story that they have told in Wellington is curiously incomplete. They have not explained the motive for their venture into the southern seas. Lieutenant Shirase, who undoubtedly is a brave and skilful officer, stated two years ago in Japan that he was going to make an effort to place his country's flag upon the South Pole, and he repeated this statement even when the nature of his preparations had led critics to suggest that he must be undertaking some less formidable task. But now he admits frankly that he made no attack upon the Pole at all. He entered the Ross Sea, where he encountered the Norwegian expedition, and after landing a party on the Ice Barrier and another party on King Edward VII. Land he "sailed southeast and explored an unknown part of the sea." The Japanese leader adds that his furthest south point was in 80 degrees 5 minutes south latitude, or little more than 100 miles south of the edge of the Barrier. The statements are perplexingly vague, and a further account of the discoveries that were made beyond King Edward VII. Land will be waited with keen interest. If Lieutenant Shirase has found open water beyond that land, which has been regarded as the eastern limit of the Ross Sea, and has been able to proceed in a south-easterly direction, he has done work of very great scientific importance. But it seems not improbable that what he really did was to leave the Ross Sea after landing his parties and then move eastwards along the ice-edge that was traced by Ross in 1842. In the absence of the Japanese leader's complete narrative it is impossible to make any precise estimate of

the extent of his claim to be regarded as a serious Antarctic explorer. It will be well in the meantime to suspend judgement.

**26. Dominion (Wellington). Monday. March 25, 1912**

**FROM ANTARCTICA.  
JAPANESE PARTY RETURNS.  
KAINAN MARU IN WELLINGTON.  
PURELY SCIENTIFIC EXCURSION.**

Hardly has the thrill of Amundsen's great achievement in Antarctic exploration passed away, when news comes to hand of the return of another expedition which has been bent on scientific observation on the southern ice-cap of the world. Early on Saturday morning, and without being reported at all, the Japanese Antarctic exploring vessel Kainan Maru arrived off the Heads, and coming in under easy steam cast anchor near Somes' Island, where she remained until allotted anchorage nearer the city waterfront. The somewhat mysterious manoeuvrings of this quaint little craft, with its sturdy crew from the land of Nippon, have a peculiar interest to Wellington, as this was the last port of call made by Commander Shirase on his first voyage to the Antarctic early last year. The expedition put into Wellington on February 8, and sailed three days later for the south, arriving in Antarctica at a time when winter was fast closing down. A landing as made at Coulman Island, off the coast of Victoria Land (in Latitude 73 deg. 36 min. south, Longitude 170 deg. 2 min. east) and then the ship was turned about for Sydney, which was reached in May. The vessel, whose equipment was below that of any similar expedition undertaken during the previous twenty years, had a rather severe handling in southern seas, and spent the winter and spring in refitting in Watson's Bay in Sydney Harbour. There, on the sunny slopes of South Head, the crew were permitted to make an encampment, where they lived in content to await the result of a delegation which had gone forward to Japan to lay the position before the promoters of the expedition, the head of which is Count Okuma. After an absence of several months, the delegation returned to Sydney, and, on November 19 last, the Kainan Maru slipped past the frowning North Head, and stuck her nose southward once more. That is the last that was heard of her until early on Saturday morning, when she rolled into port, looking little the worse for her buffeting in the southern seas.

**A DISCREET SILENCE.**

It is the nature of the Antarctic explorer to preserve a discreet silence as to what has been done on returning to civilisation. As a rule an arrangement with the press has something to do with it, the subsidising paper or press syndicate being entitled to the first use of the "story." Whether Commander Shirase has any such arrangement with the Japanese press or his supporters, or whether there is little or nothing to tell, could not be ascertained very clearly on Saturday. The chances are that the latter is the more likely contingency. A vessel of the class of the Kainan Maru would probably take well over a month to reach the ice barrier, as she depends mostly on her sails, and another month would be occupied on the voyage northward to Wellington, which would only give the expedition a couple of months in Antarctica.

**VISIT TO THE CONSUL.**

At midday Commander Shirase, Professor Takeda, and a party of four landed from the vessel by boat, and paid an official visit to the Japanese Consul (Mr. Thomas Young). They looked spruce and well-fed, and were spick and span in their clothing. Certainly their appearance did not indicate that they had suffered through the hardships usually associated with Antarctic exploration. With their grey tweed coats, buttoned up close to the neck, and little upright collars, they had that semi-clerical air associated with foreign Bible students at the New York Missionary College. The party was closeted with the Consul for over half an hour, during which time Mr. Young was able to make himself understood and to understand his visitors through an interpreter. After the interview Mr. Young said that Commander Shirase did not wish to say any more than what had been said officially to the reporters on the ship. They had been busy fixing up messages in code for Japan "as long as your arm."

How long will they be here?

"They propose to stay here five days, and then to sail for Japan," said Mr. Young. The stay here would be for the purpose of taking in stores and overhauling the vessel a bit.

**SHIRASE THE SILENT.**

Commander Shirase either knows little English or desires to commit himself to nothing. He is graciously amiable, deferentially polite, deprecatingly regretful in his attitude under cross-examination.

Where have you been?

A sweet smile and a shrug of his sturdy shoulders was the silent intimation that he did not understand.

Did you go for the Pole? Did you see Scott or Mawson? What was the weather like? What latitude did you reach? These questions were fired at the smiling Shirase, who seemed to say:—

“I would dearly like to tell you everything, but I don't speak or understand your language. What a pity!”

Professor Takeda has a little English at his command, and from him and one or two others who were able to put in a word or two of English it was gathered that the party had made no attempt to reach the Pole—that was not their object or intention, and that their work had been that of scientific investigation only along the coast of the great Southern Continent. The Professor intimated that after leaving Sydney the Kainan Maru sailed for the Bay of Whales, where a party was landed, the vessel proceeding on in a south-easterly direction. On this run she met the Norwegian exploring vessel Fram, but Amundsen was away from the ship. Another exploring party was landed on King Edward VII Land: Then, according to Shirase (whose remarks had to be interpreted), they sailed into unknown seas, and later returned and picked up the parties on King Edward Land and in the Bay of Whales, and came on to Wellington, leaving the ice on February 4. They had all enjoyed excellent health, and had not had to suffer any privations.

#### SCIENTIFIC WORK.

It was gathered from the disjointed observations of other officers that valuable scientific work had been done, but of what character was not explained. It was also gathered that the expedition had been somewhat hampered by the low power of the Kainan's engines, which made the voyage to and from the ice barrier long and tedious. The engines, it is clear, would not have been of much service if the vessel had had to push its way through loose ice. The ship was well provisioned, and that all hands fared well cannot be doubted on the appearance of the men.

It was gathered that the Japanese saw nothing of either Captain Scott's or Dr. Mawson's expeditions.

#### THE OFFICIAL REPORT.

An officer supplied the following official report of the Kainan Maru's voyage, which we print as received:—

“We started from Sydney on November 19 of last year, and as we planned directly sailing to Whales Inlet, of 78 deg. 29 min. south latitude, landed a part of our party, which must proceed farther south eastward. At this inlet we met a Norwegian exploring

ship, the Fram, which is very celebrated for its Arctic navigation under Dr. Nansen some ten years ago. Our boat then sailed south-eastward along the coast, and reached King Edward VII Land. We landed here a coast exploring party, but the boat still sailed south eastwards, and explored the unknown part of the sea. After this we returned to King Edward VII Land, Whales' Inlet, to get on board the two parties, and thence we are now in our homeward bound. In this exploration we lost no person; all are healthy. We collected many scientific specimens and facts, which we must keep in secret at present.

“The ship will reach Japan at beginning of June this year.”

#### QUESTIONS.

The same officer, who furnished the official report, on being asked how long the expedition intended to stay at Wellington, replied, “Oh, about ten days.”

Did you see Captain Scott? was the next question asked.

The officer smiled broadly, as if not comprehending the question, and after some show of hesitation, replied, “Captain Scott? Well, no. We saw the Fram.”

Again the question was asked, and in a smiling, hesitating manner the answer came, and it was a long-drawn out “Well-er-no.”

How far south did you get?

In reply it was stated that the party had reached 80 deg. 5 min. south.

Was the weather very cold down there. Once more the broad smile appeared, and with a slight shrug of the shoulders he replied, “Oh, no.”

How was the weather on your run up from the ice? The little Japanese did not answer at once, but had the appearance of a man trying to think. All of a sudden the answer came, this time without the customary smile, “Bad at times.”

#### A SHORT DASH.

Evidently the Japanese do not favour long spells in Antarctica. Seeing that the Kainan Maru left Sydney on November 19 last, and arrived off the Wellington Heads at an early hour on Saturday morning, she has only been away 124 days in all. According to the report the vessel left the ice-barrier finally for Wellington on February 4, so that her trip northward occupied 47 days. If the trip southward from Sydney occupied the same length of time, it will be seen that Commander Shirase and his men could only have spent some thirty days in Antarctica, which is perhaps the shortest time ever occupied by either an Arctic or Antarctic expedition at any time.



## MUCH-CHANGED PLANS.

The plans of the Japanese explorers, as set out above, are altogether different from those outlined as theirs by the Sydney pressmen before their departure for the Far South. In the course of an article in the "Sydney Morning Herald" of October 5 last Professor Takeda is reported as explaining in details the plans for the Polar dash. The "Herald" said:

"Then the professor and Commander Shirase told something about their plans to reach the South Pole, Captain Nomura, the commander of the Kainan Maru, which has been undergoing repairs here, was dispatched, to Japan to report the movements of the expedition after the unsuccessful attempt that was made to penetrate the barrier ice. All the other members of the expedition had taken an oath not to return to Japan until they had reached the South Pole—as the Spartans of old, swore to return home with their shields or upon them. Captain Nomura is returning to Sydney by the Nikko Maru, which is expected here on the 18th inst., and it is hoped that the expedition will be ready to sail from Sydney about the end of this month.

"It is admitted that the expedition is not nearly as complete as Captain Scott's, or Amundsen's, but these Japanese explorers are nothing daunted. Even if they learn that Scott has reached the Pole before them, even if Amundsen has, they will go on, for the sake of their honour and the glory of Japan. From 78 south latitude to the Pole, said Mr. Takeda, was a distance of about 759 miles in a straight line, and probably they would have about 1000 miles to cover. They reckoned on covering 18 miles a day, so that it would, take between 50 and 60 days to do it. But the Pole is very high, and 78 south latitude is very low—I think so—and we will come back in about 30 days. 'My show.'

"He produced an atlas, turned to the Antarctic regions, and showed the route the expedition proposed to take. It seemed easy on paper.

"But these hardy men of the East, who are used to cold and do not fear the hardships attendant on such a journey—Commander Shirase, for instance, once went round Kamschatka and through Behring Strait in the hope of getting to the North Pole, and after reaching 73 north latitude had to return on account of adverse currents—are not confining their attention to the reaching of the Pole. They are scientists, anxious to add to the world's store of knowledge, and they are well equipped for the task."

## COST OF THE EXPEDITION.

In view of the cost of Captain Scott's expedition, and in view of the £40,000 or £50,000, which Dr.

Mawson has secured for his, it is not without interest to state that the amount that was handed Commander Shirase for the Japanese expedition was £15,000 less £4,000 paid for the Kainan Maru—and this sum was expected to last for three years, as from December, 1910... Out of £11,000 the stores, clothes, and seamen's wages had to be found. The bulk of the money was provided by Count Okuma; the rest was subscribed by other patriotic Japanese. There are 17 seamen to be paid, the amount they receive being about £3 a month. The members of the scientific staff receive no salaries. But when they return to Japan there may be something waiting for them in the way of a present.

## 27. Evening Post (Wellington). Monday. March 25, 1912

## A MYSTERIOUS CRUISE.

The mystery attaching to the cruise of the Kainan Maru in the Antarctic is by no means dispelled by the statements made by Commander Shirase and other members of the expedition. For instance, it is not yet clear whether the expedition really set out to plant the flag of the Rising Sun at the South Pole nor whether any part of the forbidding coast of the Antarctic has been named Nutsuhito [*sic*] Land or if the Okuma Mountains have been so designated. After visiting and returning to the Bay of Whales and King Edward VII. Land the expedition went into "unknown parts of the seas." Where and what those unknown parts were is not revealed. As scientific men the Japanese are to be taken seriously, for the results of their investigation are as eagerly awaited by the world at large as any pursued by the savants of the Western world. It may be, then, that the cruise of the Kainan Maru has been purely scientific, as it is declared to be, and of no more or less economic value than those of Amundsen and Scott. At any rate, what they know the Kainan Maru party can well keep to themselves, giving evasive answers without brusqueness, telling nothing while appearing to be effusively communicative. Judging by the extremely robust appearance of the party on its return from the ice to Wellington, it is quite possible that living is possible in parts of Antarctica. The Japanese prefer the sun, but as whalers they are inured to the climate of the Arctic north of Behring Straits and Alaska. It is possible, then, that a Japanese commercial station may be established in time to come in latitudes no farther from the South Pole than these hardy people of the East are accustomed to work in in the Northern Hemisphere. They have apparently solved the problem of how to keep body and soul together afloat and ashore in high latitudes, which is not the

least important part of Polar exploration work.

**28. Press (Christchurch). Monday. March 25, 1912**

Mystery still attaches to the Japanese Antarctic expedition. It returned to Wellington on Saturday, and announced that it had made valuable scientific discoveries, but, pending communication with Japan, nothing more could be given to the Press. After landing an exploring party on King Edward VII. Land, the expedition "went into unknown parts of the sea." It is officially stated that the expedition confined itself to scientific exploration, but the suspicion that something else was in the wind is not yet allayed. Would such shrewd people as the Japanese think it worth while sending a ship to the Antarctic for only a few months for purely scientific objects? The ship left Sydney as recently as November last, and it has reached Wellington in March. Has there been an investigation of the waters of the Antarctic for commercial purposes, or has the Japanese flag been hoisted on part of the Continent?

**29. Press (Christchurch). Tuesday. March 26, 1912**

JAPANESE EXPEDITION.  
WARM WEATHER ON THE ICE.  
(PRESS ASSOCIATION TELEGRAMS.)  
WELLINGTON, March 25.

The Japanese vessel Kainan Maru left Sydney on November 19th last. According to the expedition's report the vessel left the ice barrier finally for Wellington on February 4th, so that the trip northward occupied 47 days. If the trip southward from Sydney occupied the same time, the expedition could have spent only 30 days in the Antarctic.

Mr T. Young, the Japanese Consul, paid a visit to the Japanese exploring ship to-day. The Kainan Maru, like the crew of the little ship, shows no signs of hard usage, everything being in good order. All the available space on board has been turned to practical account, and the accommodation is by no means commodious. The saloon—small but warm and comfortable—is situated in the after part of the ship, and was used as the living quarters of the officers and scientists. The crew were housed in forward quarters, and here, too, space is at a premium.

Six dogs of the thirty taken away have returned, and these look strong and healthy. They are not housed, but are merely tethered to the bulwarks amidships. The staple food of the party while in the Antarctic comprised rice and vegetables, very little else being eaten. There are in all about twenty-seven

persons on board. Fur and thick woollen stuffs comprised their clothing, but on account of the excellent weather experienced, thick wrappings were not always essential. There were occasional blizzards, but they were of short duration, and were not particularly severe. For the greater portion of the time the sky was cloudless, and occasionally the sun was noticeably hot.

Lieut. Shirase, the leader of the expedition, will return to Japan via Sydney, leaving the Kainan Maru at Wellington. He will be accompanied by Messrs Takeda, Ikeda, and Murainatsu [*sic*] (Muramatsu) (scientists). Captain Nomura will take the Kainan Maru back to Japan.

**30. New Zealand Times (Wellington). Friday. April 12, 1912**

THE JAPANESE STORY.

KING EDWARD VII. LAND AN ISLAND.

"We cannot give you full information at present," said Professor Takeda, of the Japanese Antarctic expedition, to a representative of the Sydney "Daily Telegraph." "We are preparing to hand over a record of the trip to Professor David. This we will do when we get back to Japan, and he will forward the account on to the Cambridge University in England. The work will be of considerable value, including, as it does, meteorological, astronomical, as well as biological and geological observations. After we left Sydney on November 19 we went straight to the Bay of Whales, which is in 78 deg S. latitude and 145 deg to 164 deg W. longitude. Here we took triangular surveys, and collected a large variety of stones, rocks, etc. To one part of a very big icefield we gave the name of Yamato Plain.

"A great question in the scientific world is whether King Edward VII. Land and Victoria Land are connected by land. We have proof now that King Edward VII. Land is an island. Professor David thought this, too. Another interesting observation was as to the structure of the ice barrier, and the cause of the peculiarities of its formation. We specially consulted Professor David before we left on this matter, and we took a specimen and made microscopical investigations, which caused great interest.

"We found the land at the Bay of Whales and King Edward VII. Land different from what it is shown on the chart. We surveyed both land and sea. The specimens we collected here, the soundings and other data, we will hand over to Professor David before proceeding to Japan. We also investigated all tides, the warmth of the water, its saltness and other things.

We had four trips in the Ross Sea, and took the average of each observation. The photographic work we are preparing to send to the Sydney University from Japan.

“Yes, we found our experience pretty hard, but we are all in the best of health. The only man who suffered was the ship’s carpenter, and he to only a small extent. The most dangerous part we met was the Bay of Whales. The ice barrier there is 300 ft high. It just resembles the Sydney Heads, only that the cliff

is of ice, with rough and jagged overhanging ledges, ready to break down at any minute. It was here we saw the Fram. According to Captain Amundsen, it took his party a month to land his provisions. Unfortunately we had not much time, and we did it in two and a half days. We cut our road from the bottom. The party took twenty-nine dogs with them, and brought back half the number. It is expected that the exploring ship will reach Japan in June.”