

## OBITUARY

ALFRED L. BERTELSEN was born in Denmark on 5 March 1877 and died in Copenhagen on 17 November 1950. He first went to Greenland in 1902 as a member of the Danish Literary Expedition led by Mylius Erichsen, and wintered in Upernavik. In 1904 he was appointed doctor in Upernavik, and in 1905 moved to Umanak, where he spent more than twenty years. He was an authority on Greenland and its inhabitants, as well as an ornithologist of first-rate ability: it was Bertelsen who started organized bird-ringing in Greenland. He retired in 1928 and was then appointed consultant to Grønlands Styrelse in Copenhagen. He continued to visit Greenland frequently and when he was over seventy spent two years in Umanak making a psychological study of Greenlandic children. The results of his experience as a medical practitioner in Greenland are given in "Grønlandsk medicinsk og nosografi" published in *Meddelelser om Grønland* (Bd. 117, 1935-43).

BERTIL A. W. EKSTRÖM was born in western Sweden on 20 October 1919, and was killed in an accident at Maudheim, Antarctica, on 23 February 1951. He was trained as a tank mechanic in the Swedish Army, and specialized in tracked vehicles. Ekström joined the Norwegian-British-Swedish Antarctic Expedition in 1949, and soon proved himself a master mechanic in every sense of the word. The success of the expedition's mechanical transport in the field was in no small measure due to him. When he climbed into a Weasel, he became as much a part of it as its tracks. "Knalle", as he was universally known, was an outstanding example of a type of man who is becoming more and more indispensable to all polar activities.

E. F. R.

JOHN ELLIS JELBART was killed in an accident at Maudheim, Antarctica, on 23 February 1951. This tragedy cut short the career of a young scientist who showed promise of becoming one of Australia's future leaders in antarctic research. Combining physical strength and great nervous energy with a keen mind, a delightful sense of humour and a genuine humility of spirit, John Jelbart was one of the most attractive and compelling figures who have arisen as a result of the activities of the Australian National Antarctic Research Expedition.

He was born at Ballarat, Victoria, on 6 December 1926, and spent his school days in that city. His natural qualities of leadership, his prowess in sport and his scholarship earned him a high reputation at Ballarat High School from which he matriculated to the University of Melbourne, entering Queen's College in 1944. Graduating Bachelor of Science with honours in physics, he was chosen as cosmic ray physicist in the team of men selected to land at Heard Island in 1947, and set up the first A.N.A.R.E. research station. During 1947 he and a fellow student constructed cosmic ray apparatus which late in that year they took to the island and maintained during the ensuing fourteen months. Jelbart returned to Australia in March 1949 and graduated M.Sc. with honours in March 1950. His adventurous spirit led him to seek a break from normal academic life and for several months he worked as a jackaroo on a Queensland sheep station.

A chance to combine his love of adventure with his scientific knowledge occurred when the A.N.A.R.E. was seeking someone to join the Norwegian-British-Swedish Antarctic Expedition in the capacity of assistant physicist and glaciologist. He sailed from Australia in October 1950 and joined this international expedition in England. It was planned that, with the knowledge accumulated in Dronning Maud Land,



W. L. G. JOERG

*Photograph American Geographical Society*

Jelbart would return to Australia to act as a key man in any future Australian expedition to the Antarctic continent. His ultimate death robbed the A.N.A.R.E. of a most valuable member.

P. G. L.

WOLFGANG LOUIS GOTTFRIED JOERG, who died suddenly in Washington on 7 January 1952, exerted a unique and powerful influence on the development of geography in the United States.

Joerg was born in Brooklyn on 6 February 1885 and was educated at the universities of Leipzig and Columbia. He first became interested in the geography of the polar regions at Göttingen, where he studied from 1906 to 1910 as a pupil of the German geographers Hermann Wagner and Ludwig Mecking. In 1911 he joined the staff of the American Geographical Society as assistant editor of the society's *Bulletin*, and five years later he became an associated editor of the *Geographical Review*, which replaced the *Bulletin* in 1916. In 1920 he was given the task of editing the society's special publications, and it was during this period that Joerg established his reputation as an authority on the polar regions. He edited the symposia by thirty-one authors entitled *Problems of Polar Research* (1928) and by Otto Norden-skjöld and Ludwig Mecking entitled *The Geography of the Polar Regions* (1928). In 1930 he wrote a "Brief history of polar exploration since the introduction of flying" to accompany two new maps of the arctic and antarctic regions published in that year. Joerg was particularly interested in the cartography of the polar regions and supervised the production of most of the special polar maps, based on the surveys and observations of Byrd, Wilkins, Mawson, Riiser-Larsen, Ellsworth and others, which appeared in the *Geographical Review* during the 'twenties and 'thirties.

In 1937 Joerg accepted the post of Chief of the Division of Maps and Charts in the National Archives in Washington, where he made a particular study of antarctic problems. He was therefore exceptionally well qualified to act as an executive member of the Board on Geographical Names. After that body had been reorganized (as the Board on Geographic Names) in 1947, he continued to serve in an advisory capacity, contributing especially to its many decisions affecting antarctic place-names.

In this field his careful research and sound judgement led to many notable contributions to antarctic history and cartography. His interpretation of complexities in records that were often none too clear frequently involved detective work of a very high order.

Joerg was one of those who liked to work unobtrusively behind the scenes. Few can realize the vast amount of patient and scholarly research which he put into the editing of publications issued under the names of other authors. He was a master of editorial technique. He subjected every manuscript that came before him to a close scrutiny for factual accuracy and, if needed, to a rigorous polishing of style. Often he gave more study than the author to particular matters. He will be remembered with affection by all polar explorers who have respect for integrity and scientific achievement. His scholarly standards and disposition to work in collaboration with others set an example from which all have much to learn.

B. B. R.

ALAIN JOSET, who was born on 26 January 1903, was killed in an accident in south-east Greenland on 4 August 1951. He was trained as an electrical engineer and after 1945 made a special study of seismic equipment. In 1948 he took part in an expedition sent by Musée de l'Homme to French West Africa, and made sound recordings of the music and language of the natives of the Hoggar massif. In the following year he joined Expéditions Polaires Françaises and made seismic soundings

on the Greenland ice sheet in 1949 and 1950. In 1951 he led the French component of the French-Icelandic Expedition to Vatnajökull. He later returned to Greenland and met his death when his Weasel plunged into a crevasse near Mont Forel.

JAMES MAURICE KING was reported missing when the Norseman aircraft in which he was flying on 27 July 1951 from the Seward Glacial Research Station to Yakutat, Alaska, failed to reach its destination. An immediate and prolonged search failed to discover any trace of the missing aircraft, and it is now presumed that King and his two passengers, Mrs Walter A. Wood and her daughter Valerie, were killed.

King, who was born on 17 December 1900, learned to fly in Portland, Oregon, and went to Alaska in the early 'thirties. Much of his early flying was done in north-west Alaska, when he soon became an accomplished bush pilot. He later worked for Wien Airways and Alaska Airlines in other parts of Alaska.

In 1945 King became associated with Project "Snow Cornice" of the Arctic Institute of North America. In 1948 and again in 1949, as pilot of the Institute's Norseman aircraft, he ferried the members of the expedition and their equipment between the base at Yakutat and the Seward Glacial Research Station. In 1950 he played an important part in the Canadian Expedition to Balfin Island.

[<sup>1</sup>] ALFRED JULIEN LOMEN died on 17 May 1950. He was born in Minnesota in 1888 and first went to Alaska in 1903. Lomen was a member of the Territorial House of Representatives and of the Territorial Senate of Alaska, and is best known for his part in the exploitation of reindeer in Alaska.

Between 1891 and 1902 a missionary named Sheldon Jackson had imported into Alaska some 1300 domesticated reindeer from Siberia, in order to make up for the loss in Eskimo food resources caused by the slaughter by whalers of vast numbers of caribou, whales and walrus. The reindeer were distributed among the Eskimos in various ways, and some were allotted to Lapps who had been brought to Alaska to teach the Eskimo how to manage their stock. The Lapps soon accumulated large numbers of reindeer and, despite government regulations, sold them to non-native buyers, of whom Lomen was the chief. He soon became the owner of the largest herd in Alaska, and built up the powerful Lomen Corporation in the Seward Peninsula, with several subsidiary livestock companies, owning slaughter, transport and storage facilities which enabled the corporation to sell meat and hides outside Alaska. It has been alleged by critics that Eskimo owners found it difficult to prevent their stock from mingling with the corporation's herds, where a high price—often paid in kind—was charged for "herding" on behalf of native owners. The price for deer killed for export was controlled by the corporation, and the position of Eskimo owners soon became intolerable. In 1927 the United States Government was persuaded to allocate separate pasture grounds for native and for corporation herds, but the position of native owners did not improve. In 1932 an effort was made by the corporation to persuade all native owners to enter into partnership. The U.S. Government then intervened and in 1937 decided to buy all herds owned by non-native interests. A comprehensive note on these events was published in the *Polar Record*, Vol. 3, No. 24, 1942, p. 568-72.

In the winter of 1929-30 Lomen personally directed the search for Carl Ben Eielson and Earl Borlund, after their aircraft had crashed off the coast of Siberia, and in 1935 he was the first to reach the place near Point Barrow where Will Rogers and Wiley Post crashed on their attempted flight from Alaska to Moscow.

WILFRED REID MAY, the Canadian bush pilot better known as "Wop" May, will be remembered as one of the earliest advocates of air transport as a means of developing the economic resources of northern Canada.

He was born at Carberry, Manitoba, in 1896 and died at Salt Lake City, Utah, on 21 June 1952. In the First World War he enlisted in the Canadian Expeditionary Force and in 1917 transferred to the Royal Flying Corps. On his first flight over enemy lines in the spring of 1918 he took part in the air battle in which the German airman von Richthofen met his death, and in the last few months of the war was credited with the destruction of thirteen enemy aircraft.

After the war May became interested in commercial aviation, and in 1928, together with Victor Horner, formed the company known as Commercial Airways Ltd. Early in January 1929 May and his associate earned recognition by making a flight with antitoxin from Edmonton to Fort Vermilion, where there had been a serious outbreak of diphtheria. May later organized and supervised the first official airmail service from Fort McMurray northwards to the arctic coast, and in the following years flew many thousands of miles in northern Canada. His activities captured the imagination of the Canadian public and led to the growth of confidence in aircraft as a safe and efficacious means of northern transport.

During the Second World War May took an active part in training airmen for the Royal Air Force and Royal Canadian Air Force, and was responsible for the conception and organization in 1943 of the first parachute-rescue course. In that year he rejoined Canadian Pacific Airways and in 1947 became director of northern development in that company.

SERGEY IVANOVICH OGNEV died on 20 December 1951 aged sixty-five. As a biologist he was especially interested in arctic mammals and wrote *Mlekopitayushchiye severovostochnoy Sibiri* [*Mammals of north-eastern Siberia*] (Vladivostock, 1926). He also prepared an important systematic study, entitled *Zveri SSSR i prilezhashchikh stran* [*Animals of the U.S.S.R. and adjacent countries*], which includes the taxonomy and distribution of mammals of the Soviet Arctic.

Corporal LESLIE ARTHUR QUAR was killed in an accident at Maudheim, Antarctica, on 23 February 1951. Born in London on 27 March 1923, he joined Imperial Airways in 1938 and was trained as a radio technician. He entered the Royal Air Force in 1939, and served in the Middle East, Africa and Germany. In 1949 he was posted to the Royal Air Force Antarctic Flight, under the command of Squadron Leader (now Wing Commander) G. B. Walford, and soon made himself one of the most valuable and popular members of the Norwegian-British-Swedish Antarctic Expedition.

When the R.A.F. Antarctic Flight returned to Europe in February 1950, Quar obtained permission to remain in Antarctica with members of the wintering party. His knowledge and skill in all matters radio and electrical, his general mechanical ingenuity, and above all, his never-failing good humour and supply of anecdotes, made an important contribution to the expedition.

E. F. R.

CARL S. SÆTHIER was born in Trondheim on 16 January 1880, and died at Tromsø on 22 September 1947. He emigrated to the United States at the age of sixteen and afterwards enlisted in the U.S. Army. He served in the Philippine Islands and later worked for a time in Manila. He then returned by way of Japan to the United States, and in about 1910 went back to Norway. He was employed as office manager at Longyearbyen by the Arctic Coal Company of Boston, and when Store Norske Spitsbergen Kulkompani A/S purchased the estate of the American company in 1916 he continued to work for the new owners. He was later employed by Northern Exploration Company Ltd., of London, and for a number of years annually inspected the property of that company.

Sæthier was appointed British vice-consul at Tromsø in 1923, and in 1927 established a private business there. He continued to take a keen interest in exploratory work in

Spitsbergen, and acted as the agent, adviser and friend of many British expeditions which passed through Tromsø.

During the Second World War he was an outspoken advocate of the Allied cause, which led to his arrest by the Germans in the spring of 1941. At that time he was already in poor health, and was released after a short period of imprisonment.

NILS NILSSON SKUM was born of Kautokeino Lapp parents in April 1872 near Karesuando, north Sweden, and died on 27 December 1951 at Tjiskavare near Kiruna. He started sketching and painting at an early age, but it was not until he was too old to continue reindeer herding that his paintings became known to the public. His first book illustrating nomadic Lapp life, "Same sita", was published in *Acta Lapponica* (1938), with Lapp texts and Swedish translation. His illustrated biography, *Valla renar*, will be published shortly.