

OBITUARIES

Dr HALDOR BARNES, assistant medical officer of Admiral Byrd's Antarctic Expedition of 1928-9, died at Manitowoc, Wisconsin, on 14 September 1943.

Flying-officer AL CHEESMAN, Royal Canadian Air Force, was reported missing in January 1943. In 1929 he was a member of Sir Hubert Wilkins's expedition to Graham Land. He also piloted a plane in 1937 in Sir Hubert Wilkins's air expedition in search of the six missing Soviet trans-polar aviators.

Dr JESSE FIGGINS died at Lexington, Kentucky, on 10 June 1944, aged seventy-six. Dr Figgins became associated with the American Museum of Natural History in New York in 1897, where he specialized in exhibition techniques and took part in a number of field expeditions. Previously, he served as naturalist on the *Hope* with the Peary Expeditions to North Greenland in 1896 and again in 1897, when Peary finally succeeded in bringing back the largest of the Cape York meteorites.

Lieutenant-Commander JOE DE GANAHL was killed in an airplane crash at Sitka, Alaska, on 23 July 1943. He was attached as press correspondent for the *New York Times* to the Byrd North Pole Expedition of 1926, and also accompanied Admiral Byrd as navigator on his first Antarctic Expedition of 1928-29.

HARALD GILLAM died on 6 January 1943 as a result of an airplane accident near Ketchikan, Alaska. At the time of the accident he was searching for the lost crew of another plane. For twenty-one years he had been closely concerned with the development of aviation in Alaska. In the winter of 1929-30 he took part in the long search for Carl Ben Eielson, who had crashed off the coast of Siberia while flying furs from the ice-bound schooner *Nanuk*.

Lieut. DAVID HAIG-THOMAS, who was killed on D-Day in Normandy, was born in December 1908 and was educated at Eton and St John's College, Cambridge. He was prominent as an oarsman both at school and at the University, and rowed three times as bow in the winning Cambridge crew. He was also in the College crew which won the Ladies' Plate in 1930 and in the Leander crew which won the Grand Challenge Cup at Henley in 1932. He was keenly interested in bird life, particularly geese and ducks, and for the most part went out with Peter Scott. His first distant explorations were with Captain Wilfrid Thesiger in Abyssinia in 1933, but his interest in birds soon drew him to the Arctic. He visited Iceland more than once. His first overwintering expedition was as ornithologist with Dr Humphreys and Edward Shackleton on the Oxford Arctic Expedition which wintered at Etah in 1934-35, and in the spring of 1935 he was Humphreys' companion on a sledging expedition across Smith Sound and Ellesmere Island to Bay Fjord. Haig-Thomas returned two years later as leader of his own expedition accompanied by J. W. Wright and R. A. Hamilton, again to North-West Greenland but with base at Robertson Bay. With a single Eskimo, Nookapingwa, he made a long sledge journey across Ellesmere Island to Axel Heiberg Island and from there to North Cornwall Island and Amund Ringnes Island in the spring of 1938. On the return he located what appears to be a new island about 20 miles long between Amund Ringnes and the south-west point of Axel Heiberg. The party were back at Etah in April 1938. He then had the good

fortune of carrying out one of his life's ambitions of finding and photographing snow geese on their nests. Haig-Thomas joined the Reserve of Officers shortly before the war, and after service in Iceland and East Greenland, and with No. 4 Commando, he qualified as a parachutist and was with the 6th Airborne Division. He was dropped in Normandy early on 6 June 1944 and was killed a few hours later leading a party to their objective.

J. M. W.

WILLIAM T. LOPP, a pioneer of the reindeer industry in northern Alaska, died at Seattle on 10 April 1939. In 1890, when Dr Sheldon Jackson advertised for teachers at mission schools in northern Alaska for the Bureau of Education, Lopp was selected from the volunteers to go to Cape Prince of Wales, Bering Strait. With Harrison Thornton he established there the first schoolhouse on the shores of the Arctic Ocean. During the next two years he explored the area north of Cape Prince of Wales, discovered the lagoon which now bears his name, and located fine mosslands for reindeer grazing. His intense interest in reindeer soon led Jackson to appoint him as supervisor of the Teller Reindeer Station. Here he enthusiastically took up the work of breaking in sled deer, improving the Eskimo basket sleigh and adapting it to the reindeer work in place of the boat-like Lapp sledge or *pulka*. He also re-designed and improved on the traces of both the Siberians and the Lapps by using two traces instead of one. In 1893 Thornton, who did not get along well with the Eskimos, was murdered at Cape Prince of Wales. Lopp resigned his position at Teller and returned to the mission at Wales where he remained as school teacher and local superintendent of reindeer until 1902. In 1894 Jackson had given the mission 118 reindeer. Lopp assumed entire management of the herd, which rapidly increased under his care.

An incident of 1898 deserves greater attention than it has received. In January of that year the revenue cutter *Bear* brought the annual mail with news that the whaling fleet had been caught in the ice on their way out from Herschell Island. The ships had been on a three-year cruise, and had almost run out of provisions. Lopp was asked to allow the mission herd, and any other reindeer available, to be driven to Barrow for the relief of the whalers, and he was requested to take charge of the drive. On 3 February the expedition was ready to move. There were 438 reindeer with a supply train of eighteen sleds and six of the best reindeer men of the village. Three Eskimos pioneered the route. Lopp, with the other three Eskimos, followed behind to bring up stragglers and keep the herd moving. They crossed Kotzebue Sound from Cape Espenberg to Cape Krusenstern, went up the coast to the Kivalikik River, crossed the Endicott Mountains at the head of that river, then went down to the coast and followed it to Barrow, arriving on 30 March. He delivered the herd and returned to Wales by dog team, traversing the 700 miles in 56 days—a record which probably still stands.

In 1906 Lopp was made superintendent of the Bureau of Education and was in charge of reindeer in the Northern District, covering all the reindeer-occupied region. He built nine new schoolhouses and secured the first doctors and medical service to be established in the Arctic. In 1908 he was made chief of the Alaska Division, with headquarters in Seattle, and occupied that position until 1925, when he was relieved through the pressure of political influence exerted in Washington, D.C. In 1926 he made an examination for the Hudson's Bay Company of areas in Baffin Island and on Chesterfield Inlet which might be suitable for reindeer grazing. The former was declared unsuitable, the latter approved. The Hudson's Bay Company sent him to Norwegian Lapland to observe conditions, but finally declined to make the experiment they had planned. Dr Lopp then retired with his family to private life in Seattle.

B. B. R.

FREDRIK RAMM, former editor-in-chief of the Oslo newspaper *Morgenbladet*, died at Odense, Denmark, on 16 November 1943, while on his way back to Norway from a concentration camp in Germany. He had been sentenced to life imprisonment by a German court martial in September 1941, during the first state of emergency declared in Norway by the Reich Commissar. While in Germany he contracted double pneumonia and was released from the concentration camp with permission to return to Norway. Fredrik Ramm was the *New York Times* correspondent on board the dirigible *Norge* of the Amundsen-Ellsworth-Nobile Expedition's flight from Kings Bay, Spitsbergen, to Teller, Alaska, in the spring of 1926. In this capacity he sent by radio one of the most famous messages in the history of exploration, that the *Norge* had reached the North Pole on 12 May. The message was published in New York only seven hours after the event.

Vice-Admiral WILLIAM REYNOLDS, former commandant of the United States Coast Guard, who, on 12 August 1881, planted the American flag on Vrangelya (Wrangel) Island and took possession of it in the name of the United States, died at Baltimore on 25 January 1944. His age was eighty-four. He was the first coast-guardsmen to be promoted to the rank of vice-admiral. He began his seafaring career in 1878 when appointed as a cadet to the Revenue Cutter Service, the former name for the Coast Guard. From that time until his retirement in 1924, he served on all the United States continental coasts and fought in two wars. He was a lieutenant in command of a cutter during the Spanish-American war and a captain in the first World War. For four years he served in the waters of south-eastern Alaska, the Bering Sea and the Beaufort Sea. At the time of the Wrangel incident Admiral Reynolds was a lieutenant on the revenue cutter *Corwin*, which had been sent to search for traces of the crew of the missing *Jeanette* expedition under De Long. He went ashore with a boat's crew, searched the island without success, and performed the ceremony of claiming the island.

Captain GEORGE F. STEELE, master mariner and captain of the S.S. *Perry*, which carried Donald B. MacMillan and Admiral Byrd on their 1925 Arctic expedition, died at Boston on 30 May 1944. He was sixty-nine years old.

DONALD GRAHAM STURROCK was killed in action in central Burma on 29 May 1943. He joined the Hudson's Bay Company as a wireless operator in 1934, serving at Cambridge Bay, King William Land, Bathurst Inlet, on the *Fort Ross*, and at Maitland Point before joining the R.C.A.F. in 1940. He operated the Company's first private commercial wireless station at Tuktuk in July 1934.

CHARLES HASKINS TOWNSEND died at New York on 28 January 1944, aged eighty-five. He was a member of the Arctic Expedition of 1885 on the revenue cutter *Corwin*, which visited Vrangelya (Wrangel) Island; he then served as a member of the Bering Sea Fur Seal Commission. In 1902 he was one of the American representatives at the Hague during the negotiations between the United States and Russia over the Bering Sea fishery dispute. He wrote many papers on Arctic zoology and played a leading part in the international arrangements for the protection of the fur seals of the Pribilof Islands. For thirty-five years he served as director of the New York Aquarium.

J. S. C. WATT died on 10 July 1944. He joined the Hudson's Bay Company in 1906, and in 1915 was appointed Post Manager of Labrador District with headquarters at Fort Chimo. In the following year he established Fort McKenzie about 100 miles south of Chimo, naming it after the District Manager, N. M. W. J. McKenzie. In 1918, accompanied by his wife, he made a remarkable 500-mile sledge journey

overland from Fort MacKenzie to Seven Islands on the St Lawrence River. In 1919 he was placed in charge of Rupert's House, the Company's pioneer post on James Bay, where his achievements in beaver conservation during the past few years became well known. This project was started in 1930 when he bought the only remaining beaver lodge from the Indians. Two years later the company took over the preserve, but it continued under Mr Watt's supervision with such excellent results that the prosperity and independence of the natives was restored from the hopeless position of 1930.

Dr LOUIS J. WOLFE, surgeon of the Peary North Pole Expedition of 1905-06, died on 22 March 1944 at Portland, Oregon, aged sixty-seven.