

## OBITUARY

**JAMES CANTLEY**, born in Aberdeen, died in Ottawa on 7 August 1969, aged 73. He had joined the Hudson's Bay Company in 1913 and served it, mainly in the Canadian eastern Arctic, for the next 25 years. In 1930, he moved to Winnipeg as Assistant Fur Trade Commissioner, but, in 1938, he left the company to become manager of the Baffin Trading Company, Ltd. In 1950, he joined the Department of Resources and Development (now the Department of Indian Affairs and Northern Development). Early in this service, he prepared a "Survey of economic conditions among the Eskimos of the Canadian Arctic", a report that, although it was never published, had a considerable effect on policy planning of the time and on which the late Diamond Jenness relied heavily in his *Eskimo administration: II. Canada* (Arctic Institute of North America Technical Paper No 14, 1964). On his resigning from the department in 1956, he was, in 1957, elected a Fellow of the Arctic Institute of North America and, for a time, was director of its Ottawa office. He willingly placed his extensive and detailed knowledge of northern Canada at the disposition of anyone engaged in research. His collected correspondence would make an excellent history of a half century of change in the Canadian eastern Arctic, a history to which he had contributed much himself.

**GROUP CAPTAIN ERIC DOUGLAS, RAAF**, who piloted some of the earliest flights over the Australian sector of Antarctica, died on 4 August 1970.

He was born in Victoria, Australia, on 6 December 1902 and qualified as a mechanical engineer in 1920. He joined the Australian Flying Corps (later the Royal Australian Air Force) as an air mechanic and became a Sergeant Pilot in 1927, a Flying Instructor in 1928, and was commissioned a year later. He and Flight-Lieutenant S. Campbell, RAAF, accompanied the British, Australian, New Zealand Antarctic Research Expedition (BANZARE), 1929-31, and flew a Gipsy Moth seaplane over much of what became Australian Antarctic Territory. In 1935 he returned to Antarctica to take part in a search for the United States airmen Ellsworth and Hollick-Kenyon, who had been reported lost during their trans-Antarctic flight, a report that happily proved to be erroneous. Douglas transferred to the Technical Branch of the RAAF in 1937 and, until his retirement in 1948, held a variety of posts of increasing seniority.

Douglas Peak, in Enderby Land, is named after him.

**JON EYPORSSON**, the pioneer Icelandic glaciologist, died on 6 March 1968 at the age of 73, and his death removed one of the most distinguished Icelanders of his time.

He was born on 27 January 1895, the son of a farmer in the Húnavatn district of northern Iceland, and graduated from the gymnasium at Reykjavík in 1917. He studied natural history at Københavns Universitet for two years, then continued in meteorology at Universitet i Oslo, where he took his MA in 1923. As a student he had worked for two summers at the meteorological station in

Bergen—then a world-renowned centre—and he now continued there full time for three years. It was during these years that, through his friendship with Hans Ahlmann, he developed the interest in glaciology that was to occupy so great a part of his energies for the rest of his life. He returned to Iceland in 1926 and was employed at the then newly founded Veðurstofan (Meteorological Office) in Reykjavík, where he worked as a forecaster until he retired in 1965. This was, however, only one of his interests. He was a founder of the Ríkisútvarpið (State Broadcasting Corporation), chairman of its board during the 1930's, and for many years he broadcast a popular weekly causerie. He was a leading figure in Ferðafélag Íslands (Iceland Travel Association), and he wrote, translated, and edited books. But the main stream of his super-abundant energies was channelled into the development of the glaciological study of his country. He began and organized systematic observations of the longitudinal variations of Icelandic glaciers in 1930 and, with the help of volunteers, mainly farmers, he carried out annual measurements of variations in most Icelandic glaciers, both coastal and inland, during the next 37 years. He organized and led two important international expeditions to study Vatnajökull: the Swedish Icelandic Expedition in 1936, with Ahlmann, and the Icelandic-Finnish Expedition in 1951. He also worked on Drangajökull and Mýrdalsjökull. Perhaps his most successful and lasting achievement was to found the Jöklarannsóknafélag Íslands (Iceland Glaciological Society) in 1950, of which he was president, and editor of its journal *Jökull*, until his death. The society's body of volunteer workers, almost all of them non-scientists, were stimulated by the enthusiasm of this remarkable man to give their time willingly in field expeditions, to build huts, and to carry out the sometimes tedious and repetitive observations involved in glaciological field research. In a thinly populated country like Iceland, this type of organization may well be an essential factor in the continued development of glaciological research.

He wrote numerous papers on the glaciology of Iceland, most of which were published in *Jökull* and the *Journal of Glaciology*.

**ROLAND HENRY WINFIELD, DFC, AFC**, who spent much of his working life in the study of aviation physiology, died on 1 November 1970. He was born on 20 December 1910 and educated at Shrewsbury School, then at the universities of Cambridge and Edinburgh, qualifying as BA in 1931, MB,ChB in 1934 and MB,Chir in 1939. He joined the Royal Air Force in 1939, learned to fly and served in France until the evacuation in 1940. His interest in problems of flying personnel developed during appointments as chief assistant to the Consultant in Applied Physiology and at the Royal Air Force Physiology Laboratory (later the Institute of Aviation Medicine), where he served until demobilization in 1947 as commanding officer. In 1947 he joined the staff of the Physiological Department of Cambridge University but later returned to general practice, retaining his interest in aviation as honorary medical adviser to the Guild of Air Pilots and Air Navigators.

While in the armed forces, he took part in two experimental exercises in the Arctic regions. The first was in May 1945, when he served as medical observer on the Royal Air Force North Polar Research Flights in *Aries*, a four-engined

Lancaster heavy bomber adapted for polar conditions. The object of the flights, which occupied 16 days, was to investigate problems of navigation in high latitudes and they resulted in the accumulation of much useful information. The route covered some 38 400 km and crossed Iceland, Arctic Canada, Greenland and the Arctic Ocean to the North Pole. In 1946 he took part in the joint Canadian Army and Royal Canadian Air Force Exercise "Musk-ox", which was designed to test equipment and techniques in Arctic conditions. Mechanized vehicles covered some 4 000 km along a route from Edmonton, via Norman Wells, Coppermine, Cambridge Bay and Baker Lake, to Churchill, while being re-supplied by Dakota and Norseman aircraft. He also served as adviser to high speed flights in connection with attempts on world air speed records.

**JAMES MAXWELL McCONNELL FISHER**, British ornithologist and wildlife conservationist, born on 9 September 1912, was killed in a motor accident on 25 September 1970. He made his greatest contribution by introducing the modern approach to ornithology to a wide public through his many publications and more than a thousand broadcasts. In recent years he was a member of the Survival Service Commission of the International Union for the Conservation of Nature; also a member, and then Vice-Chairman, of the Countryside Commission.

The *Polar Record* is not the place to detail Fisher's many crusades for an unusually wide range of interests in Britain; nor to describe the politics of British ornithology during the past thirty years. An understanding sketch of some of these activities and interests has been published in the *Ibis* (Vol 113, 1971). This note must be largely restricted to his polar interests, which were considerable.

At Magdalen College, Oxford, he started to read medicine but switched to zoology after participating in the Oxford University Expedition to Spitsbergen in 1933. His paper, with C. H. Hartley, on the marine foods of Spitsbergen birds (*Journal of Animal Ecology*, Vol 5, 1936) was a pioneer effort in this field. He had, over a long period, a special interest in Gannets and Fulmar Petrels. His chief work on Gannets, published jointly with H. G. Ververs (*Journal of Animal Ecology*, Vols 12 and 13, 1943-44), summarized what is known about their distribution, history and numbers. A similar work on the Fulmar, produced in collaboration with George Waterston (*Journal of Animal Ecology*, Vol 10, 1941), was a prelude to his much more comprehensive "New Naturalist" volume, *The Fulmar* (London, 1952), a fascinating and heterogeneous accumulation of information on this Arctic bird, which has recently undergone a remarkable southward extension of its breeding range. His next Arctic enterprise was a wild goose chase with Peter Scott recorded in *A thousand geese* (London, 1953), which described an expedition in 1951 to investigate the breeding grounds of the Pink-footed Goose in Iceland. With Ronald Lockley he published *Sea-birds. An introduction to sea birds of the North Atlantic* (London, 1954), a comprehensive survey which included many circumpolar Arctic distribution maps and summaries of existing knowledge of petrels, skuas and terns which are bi-polar migrants.

Among many other activities, he undertook with his wife Margery (Angus) Fisher an important biographical study, *Shackleton* (London, 1957). In this portrait of the Antarctic explorer, they achieved an appreciation which will survive as the definitive biography.

This brief record cannot do justice to James Fisher's other interests. His friends will remember different facets of a many-sided character. It is nostalgic to recall shared enthusiasms spread over the years. As I write, I think of some random examples which involved much more than ordinary bird-watching: the early days of the British Trust for Ornithology and the Association for the Study of Animal Behaviour—for both of which he was Secretary at critical periods; a series of flights in RAF Sunderland flying-boats round the coast of Britain in 1947 to plot the position of seal and sea-bird colonies from Muckle Flugga, the northern tip of the Shetland Islands, southwards to the English Channel; an abiding interest in small remote islands, more especially St Kilda and others off the west coast of Scotland. It was typical of Fisher that an islet so remote and tiny as Rockall could have induced him to undertake the necessary research for a 200-page book, *Rockall* (London, 1956). I shall not forget his delight on the occasion when we first saw this remotest particle of Britain, on which he later succeeded in making one of the very few known landings. Others will probably recall quite different highlights.

James Fisher was at the centre of the clash of principles and personalities which led, after the Second World War, to the development of the Edward Grey Institute of Ornithology in Oxford and the separate development of the British Trust for Ornithology. W. B. Alexander, the first Director of the EGI, was a Cambridge man who wanted to obtain the Strickland Curatorship founded to perpetuate Alfred Newton's work there. Cambridge University at that time was not at all interested in ornithology, and Alexander moved to Oxford where he cultivated the University connection and the personal independence which it provided. Fisher, as Secretary of the BTO, at the same time cultivated the growing membership of the Trust. When Alexander retired, the establishment had to be re-organized. The policies of the EGI and the BTO diverged from that point. Probably there never was any real practical possibility of reconciling the kind of popular participation in ornithology which Fisher advocated with the more academic approach required by a university. Fisher did not achieve his ambition to become Director of the EGI and a leading personality in fundamental ornithological research, but he did achieve something which future generations may think equally important: he interested the general public in the enjoyment of birds and in the fundamental needs of conservation. This was something which more academic ornithologists almost certainly could not have done with such success.

Brian Roberts

**JOHN SCHELDERUP GLÆVER**, leader of the Norwegian-British-Swedish Antarctic Expedition, 1949-52, died in Oslo on 9 November 1970 after a long illness. Apart from one period in the Antarctic, his life was primarily concerned with the Arctic. He was born in Tromsø in 1901 and worked there as

a journalist from 1921 to 1929. Then followed several years professional hunting in Arctic regions—north-east Greenland, the White Sea, off Jan Mayen and Newfoundland, sealing expeditions based on Tromsø. In 1935, he became secretary to Norges Svalbard-og Ishavs-Undersøkelser (now Norsk Polarinstitut) in Oslo, and in 1936 travelled round Spitsbergen. From 1937 to 1956, except for war service and his period in the Antarctic, he led the annual Norwegian Government relief expeditions to north-east Greenland in support of Norwegian trappers and the radio station at Myggbukta.

Early in the Second World War the relief ship was intercepted by allied forces, and Giæver was at first interned in England. Subsequently he was able to join the Royal Norwegian Air Force, starting as an aircraftsman in Canada in early 1942, and becoming head of "Vesle Skaugum", the Norwegian training camp, later in the year. In 1944 he joined the Norwegian liaison corps in England, and became representative for civil affairs in east Finnmark with the "Finnmark Mission". He took an active lead in re-establishing the civil administration in central Finnmark, and organized the system of provisioning the region from Sweden and Varanger. He was liaison officer with the British-American Civil Affairs Group after the capitulation, then Adjutant, Air Command, Northern Norway, later in 1945, and Chief of Staff, Air Command, Northern Norway, in 1947.

He became Office Chief of Norsk Polarinstitut in April 1948, and his personality and qualities of leadership led Harald Sverdup, the new Director, to invite him to lead the Norwegian-British-Swedish Antarctic Expedition, 1949-52. The appointment of an ex-hunter, journalist and Air Force officer to lead a major scientific expedition to the Antarctic was at first sight unusual; Giæver wrote during the expedition that he felt like "an old crow supervising the activities of wise young owls". Although he was not fit enough at the age of 50 to take an active part in field exploration, he had the personality and experience to keep a firm but gentle hand on the activities of the expedition. The success of the expedition as an international project, and as a fresh scientific attack on many problems of the Antarctic, was told effectively, with some fine passages, in Giæver's official account of the expedition. This has been published in at least eight languages, the English version being *The white desert* (London, 1954). For his leadership of this expedition, Giæver was awarded the Patron's Medal of the Royal Geographical Society in 1956.

During the past 15 years, Giæver had been dogged by ill health, and saw few people outside his family circle. However, his love of the outdoor life and his ability as a writer led to a steady output of books, based on his experiences with animals, hunters, sealers and others. While these were mainly read in Scandinavia, one translation, *In the land of the Musk-ox* (London, 1958), conveys his fondness for the life of north-east Greenland to the English reader. Many famous polar explorers, such as his countryman Nansen, have shown a flair for combining leadership with high literary ability and John Giæver clearly followed in this tradition.

Gordon Robin