

subsidiary of the British Fairey Aviation Company, has undertaken the work and plans to operate 14 aircraft from its base at Dum Dum. It is hoped that the necessary aerial photography will be completed in two seasons, totalling 14 months, and finished maps in two and a half years.

Himalayan Weather. Thanks to the same informant in Poona, we have had word of two interesting surveys reported by the *Statesman*.

In November 1948 an RIAF meteorological expedition under the leadership of Flying Officer K. Chandra, with a medical research team directed by Major S. L. Kalra, left Srinagar for Ladakh, to study weather conditions at altitudes of 18,000 to 20,000 ft. and medical problems connected with high-altitude flying. It is pointed out that, if a satisfactory all-weather route can be found, these remote Himalayan regions will be brought into closer contact with India.

To determine whether American methods of snow surveying are applicable under Himalayan conditions, the Central Board of Irrigation, Government of India, has decided to station whole-time observers who will study rain, snow, temperature, etc., in Himalayan catchment areas. Since a reconnaissance expedition found in June 1948 that mobility would be very difficult to achieve, local men will generally be selected for the work. Already begun in the Kosi catchment, observations were expected to extend to the Ganges in 1949.

ARCTIC AND ANTARCTIC

Greenland. Paul-Émile Victor, leader of the Expédition Polaire Française, has been for many months recently in western Greenland, E. of Disko Island. With 34 companions, he has been continuing the program of research initiated in 1948 in meteorology, geodesy and geophysics. The expedition, equipped with surplus "weasels" for transport over snow, planned to make deep borings in the Ice Cap. During the war, as a captain in the U. S. Army Air Forces, M. Victor was well known to many A. A. C. members for his work in the field of Arctic rescue and survival.

Antarctic Rescue. In the Antarctic winter night of July 1947,

"Pete" Peterson and I found ourselves 20 miles from base without adequate shelter or sufficient food. The circumstances leading up to this predicament would make a long story in themselves.

Leaving the mile-high plateau at 11.00 A.M., we made use of the few hours of twilight around noon to find our way down through the mountains to the piedmont glacier at sea level. Once there, we were threatened only with bad weather and the possibility of hidden crevasses. Speed was so essential that we had used rope and skis only where the crevasse danger was obvious. The rope caught on the three-foot, knife-edged sastrugi, and skiing on these ridges was intolerably slow and difficult. The rest of the time, we bet on our speed against the weather and the darkness.

At 6.00 P.M. we went astray in the deceptive twilight and found ourselves on the edge of a crevassed area. As we began to skirt it, we had the rope coiled and the skis dragging behind us. At 6.30 P.M. I knelt down on a patch of glacier ice to tie my bootstring. Pete, five feet away from me, stepped off the ice onto a patch of snow and suddenly disappeared, without a sound. I crawled up to the hole that he had made in the snow bridge across a four-foot-wide crevasse. I shone the light down and could see nothing but blackness. He shouted to me that he was unhurt, but jammed tight and face down. My 100 feet of rope would not reach him. I went through the precautions of marking the spot and taking bearings, and then put on my skis and headed for the base, nine miles away.

It was ten hours later when our rescue team, armed with searchlights, tents and medical gear, finally found him. We let down a doctor on the end of a rope, 106 feet down. He chipped and shoved until Pete came loose. We then pulled him up to the surface and whisked him onto a dog sled and back to the base.

Pete had been unconscious most of the time. Before he became unconscious, he had given up all hope of rescue. Surprisingly enough, his only injuries were scratches, minor bruises and shock. Heavy clothing and warm temperatures in the bottom of the crevasse had kept him from freezing. The crevasse itself, being narrow, and intermediate snow fills on the way down had afforded enough friction and cushioning effect to prevent injury when he hit bottom.

ROBERT H. T. DODSON

[This rescue, mentioned in William Latady's article in this issue* and so modestly recorded here, provides one of the most remarkable crevasse stories on record. Dodson's success in marking the crevasse, working his way to base, and returning with a rescue party that pulled Peterson out alive, is extraordinary; it reveals in him a fighting heart and mountaineering qualities of a high order.—Ed.]

* See pp. 244-5 above.

OF GENERAL INTEREST

Two Anniversaries. The year 1949 marks the centenary of the birth of Albert Heim (1849-1937) and the 65th anniversary of the death of Arnold Guyot (1807-84), two of the foremost glacial geologists of the past century.

Born at Zürich, Heim owed his early interest in geology to Escher von der Linth. At the age of 16 he made a model of the Tödi group. In 1873 he became professor of geology at the Polytechnic of Zürich, and two years later he succeeded Escher in the same position at the university. In 1882 he became director of the Geological Survey of Switzerland. He was elected an honorary member of the Alpine Club in 1897 and received the Wollaston Medal of the Geological Society of London in 1904, for his distinguished research in Alpine structure. His *Mechanismus der Gebirgsbildung* remains a classic.

Guyot was born at Neuchâtel. As early as 1838, at the suggestion of Agassiz, he undertook the study of glaciers. He was the first to announce the more rapid flow of the center than of the sides, and the more rapid flow of the top than of the bottom. He described the laminated structure of ice, and ascribed the movement to molecular displacement rather than to sliding of the mass as held by de Saussure. Induced by Agassiz to come to America in 1848, Guyot became professor of geology and physical geography at Princeton in 1854 and retained the post until his death. One of his best-known works, *Earth and Man: Lectures of Comparative Geography*, was translated into English in 1849. His extensive meteorological observations in this country led to the establishment of the U.S. Weather Bureau.

J. M. T.