

Robert F. Scott of His Majesty's Royal Navy 27 years ago.

Forward, always forward, the stubborn-44-year-old officer-explorer urged his four companions in December of 1911. Lt. E. R. G. R. Evans, with the last supporting party, had been sent back from south latitude 86 degrees 56 minutes.

Sixty-nine days of bitterly cold toil. Then, a sight with a sextant, a moment of calculation. Ninety degrees south—the Pole at last! Where others had failed, he, Capt. Scott, and Wilson, Bowers, Edgar Evans and Oates, had succeeded!

But the cries of joy congealed in their throats. They saw a flag, a tent and notes. Amundsen of Norway had been there first—a month before.

Capt. Scott and his loyal four could not conceal their disappointment. To have risked so much and won so little. He erected a cairn marking the date. The five turned back.

The weather on their return from the lofty plateau on which the bottom of the world is situated was the worst anyone had known.

Evans, huskiest of the five, fell accidentally, sickened and died. Capt. Oates grew weak as the food grew short. He became a burden to the remaining three, and brooded over it.

### "Going Outside"

"I am just going outside, and I may be some time," he said one night. Oates never came back from the blizzard. He knew he would not.

Scott, Bowers and Wilson struggled on. Eleven miles from a food cache, they pitched camp to wait out a storm. They waited in vain. Death by starvation overtook them first. Their tent and their bodies were found by a group from their base camp a year later.

The Antarctic has been a tougher nut for explorers than the Arctic for several reasons. It is possible, as Vilhjalmur Stefansson showed a generation ago, to live off the country in many sections in the North. It is not possible in the Antarctic. All food must be carried. It is colder in the Antarctic and the Polar Ice Cap is larger than that in the North. Because no large continents are nearby, Antarctica is also more inaccessible. The history of South Polar exploration is briefer than that of the North.

Roald Amundsen, Norwegian explorer who later flew over the North Pole in the dirigible Norge, was the first to reach the South Pole. A dash by dog sled brought him to Ninety Degrees South on Dec. 14, 1911.

Only 138 years before Capt. James Cook, who sailed around the continent without ever sighting it, and who explored the South Sea Islands and the Australian coast, crossed the Antarctic Circle for the first time.

British and American geographers are currently disputing the first discovery of the Antarctic Continent itself. Led by Prof. William H. Hobbs of the University of Michigan, who has found a map he contends supports American claims, the Americans credit a whaling boat captain from Stonington, Conn., hardly out of his 'teens, Nathaniel Brown Palmer, with sighting Palmer Land in 1820. The British attribute the continent's discovery to John Biscoe, a whaler sent out by the Enderby firm of

London, in 1830. Two years later Biscoe also sighted Palmer Land and renamed it Graham Land. Enderby whalers made many discoveries in the Antarctic.

English explorers were particularly active in the Antarctic, contributing many names to the roll of honor: Sir James Ross, who found the Ross Sea and the great ice barrier that also bears his name; Sir Ernest Shackleton; Prof. T. W. E. David, who found the South Magnetic Pole in 1912; and Sir Douglas Mawson are among them. Though American whalers were active in the South through the middle of the nineteenth century, it is not until the modern era of Byrd and Lincoln Ellsworth that the headlines and the accomplishments came the American way.

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#### GEOGRAPHY

## Development Corporations Proposed for Alaska

### Like the Famous "Hudson's Bay Company" They Would Turn It Into Prosperous "Scandinavia of the West"

**F**ORMATION of one or more private development corporations like the world-famous "Hudson's Bay Company" to people Alaska with American citizens and refugees and turn it into a prosperous "Scandinavia of the West" is suggested in a Department of Interior report just published.

A population of five million or more, the report maintains, can easily be supported in the territory which, one-fifth the size of the United States, now has less than 60,000 inhabitants, including Eskimos and Indians.

Opening up the territory to large-scale colonization would provide a market for American capital goods equivalent to a heavy increase in the U. S. foreign market, it is urged. At least half the settlers will be American citizens. Among the others would be carefully selected refugees from foreign lands. The plan would thus also be an American answer to European persecution of minorities.

Private development corporations like the Hudson's Bay Company, which settled Canada, and the Plymouth Company, which sent the Pilgrims to the then unknown wilderness of the Atlantic coast, have been the most successful type of colonizing agency. One or more of them is therefore recommended for Alas-

ka. Their dividends would be limited and their activities carefully delineated by law. Financing would be entirely private.

Providing the plan secures support of Alaskans and others concerned, necessary legislation is expected to be introduced into the next session of Congress.

Present immigration laws would be modified so as to permit aliens selected by the companies to settle in Alaska. Immigration quotas of the United States would not be altered. If the Alaskan settlers wished to become citizens or to enter the United States, they would have to apply for immigration quota numbers like any other aliens. At least one large refugee-aid group is definitely interested.

Sponsors of the plan favor the establishment of more than one corporation. "Competition will be good for them," one declared. Besides, where diverse national and cultural groups are involved, they are likely to work better if each is allowed to work out its own problems instead of all being forced together into one company.

The society the colonists would build would be based primarily on manufactures exploiting Alaskan resources. The industries either would not duplicate

those of the United States at all or would produce goods of a type now largely imported. Among the industries are paper manufacturing, lumbering, salting and pickling herring, woodworking, production of minerals such as tin, manganese and chrome ores, fur farming and leather working. Agriculture can supply a substantial part of the new native's food supply, although by no means all of it.

Alaska is potentially richer than Sweden and Finland together, a National Resources Committee report quoted by sponsors of the plan indicates. With an area two-thirds larger and far better endowed by nature than the two Scandinavian countries, it now supports a population 1/165th as large. Half the population is Eskimo and Indian.

The peak of the white population, 31,400, was reached in 1910. Today whites total but 28,631. Many who went north in gold rush days 40 years ago returned; those who remained were frequently single and are now aging bachelors. There are 228 men for every 100 women in the territory. This spells an extremely low birth rate. The World War and the influenza epidemic of 1919 took an unusually heavy toll.

#### Need Transportation

Because adequately-financed development organizations have been conspicuous by their absence, Alaska has been unattractive to settlers. Greatest Alaska need and its greatest hindrance in the past is the lack of transportation. The tracks of the Alaskan Railroad are less than 800 miles long. Roads are few and far between. Pacific Alaska Airways, Pan American subsidiary, has been having a hard struggle to keep going in a sparse population and a small market.

Eighty-five per cent of employed Alaskans work for the fisheries and canning plants, which are operated during the summer months only. More than half the fishing industry's labor comes from the United States for the duration of work and then returns home.

Almost all the wealth extracted from the territory has been drained out of it by absentee landlords. Money earned by the fishery workers as well, for example, is to a great extent spent in the 'states and not returned to the territory.

The territory, as a consequence, has been a considerable drain on the Federal government. Most communities are unable to raise in taxes the sums which must be spent on them. The settlement company plan grows out of an investigation ordered last spring by Secretary

of Interior Ickes to determine what could be done to alter the situation.

Immigrants, whether American citizens or aliens, would all be carefully selected for the skills and trades needed in pioneer communities. The first large batches of colonists would be preceded by town planners, industrial experts and others with the special knowledge necessary for getting the projects started. The southeastern shore and islands would be settled most heavily because of their

favorable climate, resources and location.

The companies would devote a great deal of money and effort to providing cheaper transportation. This would not only lower the present fantastically high cost of living, but would provide Alaskan industries a means of reaching the market. Present projects for a Seattle-Juneau airline and a U. S.-Alaska highway would fit neatly into the company activities.

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#### AERONAUTICS

## C. A. A. Chairman Writes Open Letter to Young Pilots

### Urges That "Epidemic of Transatlantic Foolishness" Be Stopped Before More Lives Are Sacrificed

**C**HAIRMAN Robert H. Hinckley of the Civil Aeronautics Authority took time off from a visit to his Ogden, Utah, home to pen an open letter to the young pilots of America, appealing for an end to the "epidemic" of attempts to fly the Atlantic Ocean in light planes.

Moved by the probable deaths of Alex Loeb and Dick Decker, unreported since they took off from Nova Scotia for Ireland in a light plane on August 11, the C.A.A. chief wrote "let's stop this epidemic of transatlantic foolishness before it goes any further." Loeb and Decker are the third and fourth to lose their lives in such attempts this year.

Flights such as theirs contribute nothing to aviation and serve only to make more difficult aviation's job of presenting itself to the public as a safe form of transportation and sport, he declared.

The text of Mr. Hinckley's letter follows:

Dear Young Pilots of America:

I am writing you today because two more of the young people on whom aviation's future depends have just needlessly and foolishly thrown away their lives in an ill-prepared attempt to fly the Atlantic Ocean. They are the third and fourth to die this year.

American flying boats have conquered the Atlantic for aviation. Their arrivals and departures are now so regular they rate press notices only if distinguished passengers are aboard. Yet young Decker and young Loeb had to perish. It would have been a miracle had they succeeded. You know why as well as I.

Their plane was so small it could not

carry any gasoline reserve. They had a 25-hour supply for a flight they expected to take more than 23 hours. Commercial transatlantic operators insist on a five-hour fuel reserve for a faster type of plane. Loeb and Decker's little monoplane could not carry proper navigation instruments. They had no radio to guide them or bring them weather reports. They could not know what lay ahead. They did not have adequate training for such a venture. Their way is not the way to fly an ocean. Twenty years of sacrificed lives and effort have proved that.

Even if they had reached Europe safely, they would have contributed nothing to aviation. Progress in the air does not lie along the path they took. They would have gained a transitory empty glory—that is all. A year from now they would have been completely forgotten.

Willingness to take a chance is one

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