

# VOROS LUKACS PIONEER POLAR TRAIL BLAZER

Late South Side Businessman  
Member of Baldwin-Ziegler  
Expedition.

## FUNERAL ON THURSDAY

On Monday afternoon about 3 o'clock, death claimed Voros Lukacs, 67, of 609 East Third Street, a merchant for the past quarter of a century, and one of the pioneers that blazed the trails to the frozen North, as announced in yesterday's Globe-Times.

Death was ascribed to a complication of ailments. He was stricken with apoplexy about two years ago and for several weeks had been under treatment in St. Luke's Hospital.

He was born in Budapest, Hungary, on October 18, 1871, and from early boyhood had a desire to see the world. Following various pursuits in his native heath, he went to Christiania, Norway, where he procured employment in a shipyard. In this work he was engaged in repairing of the ship "Fretyholf", a boat that had been leased by many of those who endeavored to reach the North Pole.

At the conclusion of the repair work he was engaged as a member of the crew that was to sail north to pick up an English explorer.

After reaching Norway some time later, he went to England and subsequently to America, landing in Boston in 1899. From the Hub City he went to Brooklyn where he procured employment in a pump manufacturing concern, and later worked his way across the Atlantic aboard the liner Deutschland, reaching Paris where he took in the World's Fair.

After a brief sojourn in Paris he left for his home in Budapest, and a short time later he received a letter from Mr. Baldwin, asking him to join his crew for the Arctic trip. At that time the SS America, the boat selected by the Baldwin-Ziegler expedition reached Transzu, Norway, enroute to the frozen north.

The expedition like others that preceded it, leased the Fretyhof, to blaze the trail, for the purpose of getting bear, walrus and seal, provisions for the dogs and horses, carried aboard the America. Several days later when the America reached Franz X Joseph Land, the Fretyhof had docked with ten bears, each weighing 400 pounds, twenty-five walrus, approximately one and one-half tons each, and 20 seals, each of them tipping the scales at 700 pounds. At Archangel the provisions were transferred to the America, together with 15 horses, and 428 Siberian dogs.

The expedition left the Norway port in June and traveled northward until October when their craft was frozen in, remaining in the ice until the thaw of the following year.

Mr. Baldwin headed numerous excursions over snow and ice. On one occasion accompanied by Lukacs and another member of the crew they started on one of these trips, leaving the other members in camp. They encountered terrible snow storms and it became so severe that the trio were obliged to lie underneath the sleds until the storm abated. They traveled a number of miles then erected a hut. The continued snow storms hampered progress, and it was a week before they returned to the camp. It was Baldwin's plan to advance as far as possible on a two days' trip, then to establish a station or depot.

Recounting some of his experiences while in a reminiscent mood,

Mr. Lukacs informed a representative of the Globe-Times several years ago, that to be a member of

an expedition into the far north "you would have to be able to take it."

He recalled that while the members of the crew were on one of the excursions their food became low and they were obliged to eat "dog cakes." It was on one of these trips that they encountered a severe storm. It got very dark and the snow was blinding. They were compelled to call a halt, and the snow storm lasted for about 5 hours.

Then Mr. Baldwin, according to Lukacs, ordered a return to the ship. Reaching one of the huts they had built, Mr. Baldwin took a large piece of paper and wrote "The Baldwin-Ziegler Expedition 1901," and placed the paper on the wall.

Continuing the trip toward the ship, Mr. Lukacs, during his conversation, stated that they lost most of their dogs, some being killed, others being blinded by the snow.

After reaching the ship Baldwin ordered Lukacs to return with stores to one of the huts, stating that he desired to leave food there. Forcing their way through driving snow storms, Lukacs and some of the other members of the crew reached the hut in question where they left a huge store of canned goods, coffee and a number of guns. By the time they were ready to make the return trip to the ship they discovered that they were trapped by snow, approximately 10 feet deep. They finally forced their way through the roof of the hut and with difficulty reached the ship.

Among the trophies of the trip, Mr. Lukacs had the head of a polar bear mounted which later adorned one of the walls of his home. A walrus tusk and a port buoy were also among his prized possessions. The buoy, shaped like a turnip and as large as a football, is made of cork, encased in a wire netting. It is used frequently by Arctic explorers in sending out relief messages with the aid of a gas filled balloon.

The tusk, Mr. Lukacs explained to a representative of the Globe-Times in 1932, was from one of a school that were in a small opening in the ice, endeavoring to delouse themselves. "As our boat neared them, two harpoons hurled by men on the boat, found their mark, and an instant later one of the walrus slid from its perch into the water in order to give battle."

Continuing Mr. Lukacs said: "The walrus is a powerful creature and with its mammoth tusks that it is fortified with, can readily upset a boat, but can only use its weapon when in water."

"As the walrus slid into the water one of the men stood ready with a rifle, and as his head appeared above the water, all set to strike our craft, he fired. The bullet penetrated one of the nasal passages and ploughed its way through the creature's brain. That shot saved our lives."

After the expedition returned to Norway, Mr. Lukacs left for Budapest, where he got employment on a job that was being manufactured for the Crane Iron Company, Cata-sauqua, and when it was completed he was assigned to erect it. He again returned to America and after completing the work he had no desire to return to Europe. He found employment in the local plant of the Bethlehem Steel Company, and for a period of 15 years he labored in No. 2 machine shop.

For a number of years he conducted a confectionery and tobacco store at 609 East Third Street, and his friends among the steel company's employes were numbered by the thousands.

He was a member of St. John's Hungarian Catholic Church, and was affiliated with Bethlehem Lodge, B. P. O. E., and the C. B. Club. He was a former vice-president of the latter organization.

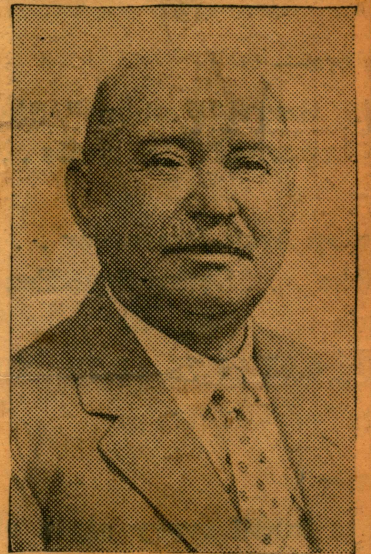
## Lukacs Shown On Ship



His mother died in Yugoslavia in 1927. His only survivors are an aunt, Mary Berkes Marczeviler, Subotica, Yugoslavia; two nephews, Ernest and William Voros, and a sister-in-law, Piroška Voros, 923 Main Street, Bethlehem. Charles A. Gosztonyi, Bethlehem banker, was his guardian.

The funeral will be held on Thursday at 9 a. m., from the parlors of Undertaker Francis Connell, 427 East Fourth Street. Requiem mass will be celebrated at 9:30 o'clock, in St. John's Hungarian Catholic Church, followed by interment in the family plot in Holy Saviour Cemetery.

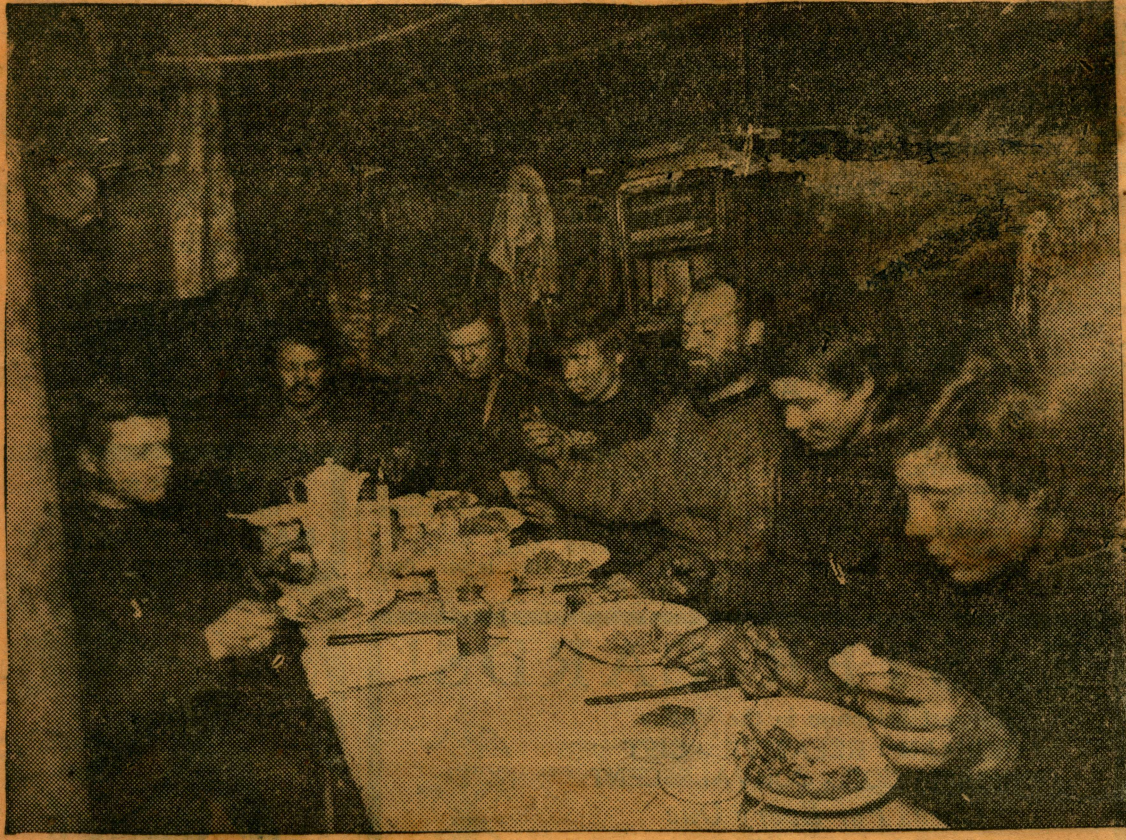
Beth. GlobeTimes 4/5/38



Late Voros Lukacs

Bethlehem - Biography - Lukacs, Voros

*Scenes Show Late Voros Lukacs on Arctic Expedition* 415138 136+



Eating "chow" on Xmas Day in the Arctic—Lukacs with spoon raised.