

The naming of the new Admiralty survey ships after Sir John Franklin and Captain Scott deserves a special note. H.M.S. *Scott* was launched and so named by Lady Skelton at Dundee on August 23. The Antarctic Club, at its annual dinner, had the pleasure of presenting to the ship, represented by her captain, a set of silver tankards and a portrait of Captain Scott. Vice-Admiral Skelton also presented a silver cigarette box, which had been given to him by Captain Scott after the National Antarctic expedition of 1901-4.

We regret to have to announce the death of several people of prominence in polar affairs.

The death of Herr Daugaard-Jensen, the wise and kindly Director of the Greenland Administration, is given a full note elsewhere, but the Editor desires to put on record the great services he rendered to the Polar Institute in the past, as well as to many young men who have visited Greenland with his permission and guidance. The portrait for our frontispiece was kindly given to *The Polar Record* by the editor of *Berlinske Tidende*.

The passing of Lady Ellison Macartney, sister of Captain Scott, removes one more of the intimate circle of his relations who have helped the Institute both in spirit and in deed.

Petty Officer Crean, of Captain Scott's two expeditions and Sir Ernest Shackleton's Weddell Sea expedition, is the subject of a separate note in this issue.

The sudden death of a youthful explorer in the field always strikes a more poignant note. The loss by drowning of Reynold Bray in Foxe Channel has been a tragic one; we extend our deepest sympathy to his family, and particularly to his young widow.

OBITUARY

The recent death of the head of the Greenland Administration has brought to an unexpected end a life devoted entirely to Greenland and its inhabitants. In 1894, at the age of twenty-three, Daugaard-Jensen went out to Greenland as an assistant in the Administration, and six years later he became Inspector for North Greenland. In 1905 he first put forward the detailed proposals for the reorganisation of the Administration which became his life's work. He became Director in 1912.

Always in favour of a large measure of home rule for Greenland, he devoted himself to the extremely difficult work of preparing the Greenlanders for closer contact with civilisation, and the large number of administrative positions now held by them is a testimony to his success.

During his time as Director the whole country has been united under government administration, and most important scientific investigations have been made. It was his deep interest and sympathy for the individual problems of the Greenlanders which made him anxious to have under his own control all the details of the administration. What was best for the Greenlanders was always his guiding motive, and it was for their sake that he was so strict in excluding all tourists from Greenland. But he made it easy for scientists, whatever their nationality, to visit this fascinating country, and, in England, we owe him a great debt for the freedom he allowed and the help he gave to our expeditions.

Ronald Bray lost his life at the age of 27, on September 14, 1938, 40 miles south of Igloodik, when he was blown out to sea in a small collapsible boat in Foxe Channel. He was setting out with one companion on an expedition to continue the ornithological work and mapping which he had started the previous year.

This was his third expedition to Arctic Canada. He was a member of the Oxford University expedition to Hudson's Bay in 1931, and from 1936 to 1937 he was ornithologist to the British Canadian Arctic expedition under the leadership of T. H. Manning.

Colonel Valeri Chkaloff, the famous Soviet long-distance flier and test pilot, was killed recently while trying out a new type of plane. By a non-stop flight of 5200 miles over the North Pole from Moscow to California in 1937, Colonel Chkaloff won for the U.S.S.R. the world's long-distance record. For this achievement he and his two companions were awarded the title of "Hero of the Soviet Union".

J. D. Morrison, the Chief Engineer of the *Morning* relief expedition, 1902-4, died on November 13, 1938.