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GUSTAV SCHWALBE

THE death is announced of Professor Doctor Gustav Schwalbe, one of the most distinguished anatomists of Germany, who, established in recent years his leadership in the subject of human anatomy through his broad and profound knowledge of comparative anatomy. His analysis of the human remains of the Lower Paleolithic, beginning with the type Neanderthal skull, resulted in the recognition of *Homo neanderthalensis* as a distinct species of the human race. This has been followed by many other penetrating studies from which an entirely new system of cranial measurements has been deduced, namely, an internal system which takes account of the proportions of the brain in place of the external system of Brocca and the older anatomists based on the superficialities of the skull. Following the lamented death of Eberhard Fraas, the paleontologist, the loss of Schwalbe will be severely felt in the University of Strassburg. All those who enjoyed the pleasure of the acquaintance of this distinguished anatomist and who recall his genial and modest personality will deeply lament his death.

HENRY FAIRFIELD OSBORN

THE RURAL ROADSIDES IN NEW YORK STATE

By investigations just completed by the New York State College of Forestry at Syracuse, it has been found that nine tenths of the roadsides in the rural districts of New York state are entirely void of shade trees. When this is considered along with the fact that last year New York state paid out of the state treasury about \$30,000,000 for the construction and maintenance of roadbeds, it shows that the state is not yet awake to the great need and the great possibilities in rural roadside improvement.

The preliminary survey which has just

been made by H. R. Francis in charge of the landscape extension work of the College of Forestry, covered nearly 3,000 miles of the main lines of highways passing through such important points as Rochester, Buffalo, Jamestown, Olean, Hornell, Corning, Ithaca, Cortland, Elmira, Binghamton, Oneonta, Kingston, Hudson, Albany, Schenectady, Glens Falls, Lake Placid, Malone, Potsdam, Watertown, Utica, Rome and Syracuse.

During the survey studies were made of such important features in rural roadside improvement and beautification as good and bad varieties of trees found along the highways, views and vistas obtained from the highways, the effects of the shade trees on crops in adjacent fields, the possibilities of the covering of barren embankments and the planting of some desirable sort of vegetation where overhead wires are in large numbers. One of the principal features studied was the condition of the roadbed as affected by the presence or absence of shade trees.

A detailed study of the main state highway east and west between Albany and Buffalo will be made immediately by the State College of Forestry. The observations which have already been made in all sections of the state together with the information obtained by the detailed study will be used as a basis for an educational publication to be issued by the college and distributed very widely to organizations in the state, such as the automobile clubs, women's clubs, commercial associations, granges, farm bureaus and the State Forestry Association and other individuals interested in this development.

This is the first comprehensive study to be made of the landscape treatment of the rural roadsides in the state and the college predicts a wider appreciation of the possibilities and the necessity for the planting and preservation of forest trees along the rural roadsides. Few people in the state will be able to visit the wonderful national parks of the west, but an increasing number of people will own automobiles and use the highways of the state. Many if not all of these highways may easily become state park ways of beautiful trees and