

Roger S. Greene, the director, that it may serve as a model for other medical schools, not in the sense that it necessarily represents the ideal in all matters of organization and construction, nor that it is as yet complete in every respect as a few of the largest institutions in other countries may be said to be complete, but that it presents, in China, a demonstration more nearly adequate than any that has preceded it, of the essential elements of a modern medical school.

The college seeks to point the way by which the future system of Chinese medical education may be adapted as well as possible to the actual conditions in the country. If the hopes of its founders are realized, it will graduate a select group of leaders in medical education, in research, and in public health administration, and a larger number of useful practitioners of medicine and surgery.

The attempt to harmonize the exterior of the college buildings with the great architectural monuments of Peking may be regarded as typifying the hope that the Peking Union Medical College itself may in time become a true Chinese institution, and that through it Chinese scientists may succeed in adapting western medical science to the needs of their own country more effectively than foreigners can ever hope to do.

It is obvious that foreigners can play only a very limited part so far as giving actual medical service is concerned; while foreign-trained Chinese doctors and nurses, though they can be very useful in the initial stages, will always be few in number and at some disadvantage because the schools they have attended have not sought to equip them for meeting the special conditions, whether of climate or of social and economic organization, which prevail in China. Therefore the establishment of an institution to provide the requisite training on local soil was logically the first step in the program of the China Medical Board. The efforts of its officers during these first years have accordingly been largely devoted to the reorganization and equipment, on a satisfactory basis, of one such medical school, the Peking Union Medical College.

Since 1915 the college has been supported by

annual contributions from the China Medical Board. The budget for the academic year 1921-1922 provides for a gross expenditure, on the school and hospital, of \$1,418,989 Chinese silver currency. The local income from fees and hospital earnings is estimated at \$219,383 Chinese currency. To cover the difference an appropriation of \$600,000 United States currency has been provided.

Of a teaching staff of ninety at the end of 1921, forty-seven were Americans or Europeans and forty-three Chinese, the latter being for the most part men who had been students in the United States or Great Britain. In order to lessen the isolation of the staff from scientific progress in the west, provision has been made for visiting professorships under which, every year, one or two leading medical scientists of the United States or Europe are invited to spend from four months to a year in Peking.

In 1921 visiting professors included Dr. A. B. Macallum, of McGill University, in physiology, and Dr. Francis W. Peabody, of Harvard University, in medicine. In 1922 the visiting professors from the United States are: Dr. E. C. Dudley, professor of gynecology in Northwestern University, Chicago; Dr. Harry R. Slack, Jr., of Johns Hopkins Medical School, in charge of the department of otolaryngology; Dr. Donald D. Van Slyke, a member of the Rockefeller Institute for Medical Research, who is giving graduate instruction in the department of physiological chemistry, and Dr. Elliott G. Brackett, professor of orthopedic surgery, Harvard Medical School, and during the war director of military orthopedic surgery for the United States Army, who has conducted graduate courses and clinics.

LEGAL RESTRICTIONS ON TYPES OF BABCOCK GLASSWARE

A STATEMENT has been issued by the experiment station at Geneva setting forth the provisions of the amendment to the agricultural law enacted at the last session of the legislature relative to the kind of Babcock glassware that can be legally used for making butter fat tests of milk and cream where the test forms the basis of payment. Accurate glassware is essential for just payments, and milk dealers and

farmers in New York have been protected by law in the past against inaccurate glassware which would influence the butter fat test. New York was one of the first states in the Union to compel all glassware jobbers and manufacturers to submit their glassware to be tested for accuracy previous to its sale. Since 1900, the experiment station has tested all the Babcock glassware used in New York before it was offered for sale. All glassware meeting the requirements is marked S. B., or state branded, to show that it has been tested and found correct.

The purpose of the amendment of the old law is to reduce errors in testing milk and cream for butter fat by the Babcock method by reducing the number of kinds of glassware that can be legally used in making the test. During 1921 the experiment station tested more than 39,000 test bottles and pipettes representing more than 24 distinct types. Many of these types, although accurately made, were so constructed as to lead to errors. Such glassware is now illegal. Only five types of glassware are now permitted by law. These are the usual 8 per cent. milk bottle, the 9-gram short and long cream bottles, the 18-gram long cream bottle, and the plain 17.6 cc. pipette. The New York law, which is now in force, is in accordance with the provisions of the United States Bureau of Standards.

Babcock glassware takes its name from Dr. S. M. Babcock, of the University of Wisconsin, who perfected the method of testing milk and cream for butter fat. The method is now used universally as a basis for payment to the farmer for his milk and cream.

THE CONFERENCE ON HIGHWAYS

INCREASING interest in the forthcoming conference on highway transport and highway engineering education, to be held by the Highway Education Board in Washington, from October 26 to 28, is reflected in replies to invitations from educators and men high in the councils of the automotive industry. It is estimated that at least three hundred regularly invited delegates will be present, with approximately half as many more in attendance who are concerned in the problems to be studied. The headquar-

ters of the conference will be the New Willard Hotel.

Ten committees are now preparing reports for submission to the conference as a whole. They will function with an educational chairman directing the research of their respective committees. H. W. Leavitt, assistant professor of civil engineering, University of Maine, is educational chairman of the committee on "Required Elective Undergraduate Subjects in Highway Engineering." L. W. McIntyre, assistant professor of civil engineering, University of Pittsburgh, is educational chairman of the committee on "Required and Elective Undergraduate Subjects for Highway Transport Business and Engineering Positions." On the committee, "Subject Matter of Basic Required Undergraduate Course in Highway Engineering," L. E. Conrad, professor of civil engineering, Kansas State Agricultural College, will serve as educational chairman.

Other educational chairmen and their committees are: C. B. Breed, professor of civil engineering, Massachusetts Institute of Technology, "Subject Matter of Basic Undergraduate Course in Highway Transport"; C. C. Wiley, assistant professor of highway engineering, University of Illinois, "Subject Matter of Undergraduate Course in Highway Engineering Theory and Design"; C. A. Baughman, professor of civil engineering, Alabama Polytechnic Institute, "Subject Matter of Undergraduate Course in Highway Engineering Laboratory"; Charles S. Howe, president of the Case School of Applied Science, "Nature and Content of Supporting Non-Technical Courses in Economics and English"; H. C. Smith, assistant professor of highway engineering and highway transport, University of Michigan, "Graduate Work in Highway Engineering and Highway Transport"; C. C. Albright, professor of civil engineering, Purdue University, "Conferences or Short Courses on Highway Engineering and Highway Transport"; H. J. Hughes, dean Harvard Engineering School, "Teaching Highway Traffic Regulation and Safety."

Among the automotive officials who plan to attend are Alvan Macauley, president Packard