

international scientific year-books. From the exchange of views which was held on the subject it resulted that the institute was instructed to continue its enquiries and to promote the improvement of scientific documentation by recommendations to publishers of year-books or by the publication of an international catalogue of year-books.

List of remarkable works: M. Prezzolini, chief of the information section of the institute, submitted a report on the publication of an annual list of remarkable works published in the various countries. These lists are becoming more complete every year and meet with considerable appreciation. In the list for 1924 only 20 countries were mentioned, in 1925 there were 26 and in 1926 there were 33.

Meeting of library experts: M. Godet submitted a report on the work of the committee of library experts concerning an International Library Information Office. The discussion which followed showed the importance which the directors of libraries attached to information on other libraries. The subcommittee adopted the conclusions of the experts.

Preservation of manuscripts and printed matter: M. Roland-Marcel submitted a report on the work of the committee which had studied means of preserving manuscripts and printed matter. The findings of the committee were adopted.

MOTOR ACCIDENTS IN GREAT BRITAIN

THE London correspondent of the *Journal* of the American Medical Association reports that a deputation from the British National Safety First Association recently waited upon the minister of transport to ask for a full inquiry into the causes of street accidents, and to make suggestions with a view to reducing them. In 1922 there were in Great Britain 2,728 fatal and 79,197 non-fatal accidents in the streets owing to vehicular movement. Last year the number rose to 5,329 fatal and 148,575 non-fatal. It is stated, however, that the rate is slackening in proportion to the number of motors and drivers licensed. Last year the vehicles most involved in fatal accidents were private cars and taxicabs, the proportion being 1,509, or more than a fourth of the whole. Motor vans and lorries, however, made a good second with 1,104 fatalities. Motorcycles, which many regarded as dangerous, were concerned in 784 fatal accidents. Motor-buses and coaches, which carry much of the heavy passenger traffic, figured in only 613, while horse-drawn vehicles were the cause of only 193. In London there were 293 street fatalities during the first three months of the current year, compared with 214 in the corresponding period last year. Excessive speed is declared to be the most fruitful cause of accident, though want of care or hesitation on the part of pedestrians is held to contribute to a great extent. As safeguards, it is urged that there should be more properly surfaced footpaths, more definite regulations

defining the priority of traffic at road junctions, and a practical dealing with dazzle lights. Complaints are everywhere being made of the strain which these accidents are placing on our hospitals. Even in the large hospitals, accident patients are causing congestion and delay, and forcing the necessity for extension. In one hospital where accident cases last year cost \$4,350, only \$650 was received from accident patients, so that the difference had to be made good from other sources. Compulsory insurance has been suggested as a means of providing recoupment. However, Sir Arthur Stanley, president of the Incorporated Association of Hospital Officers, says that compulsory insurance is impossible, for if they told a man or woman that he or she must insure they obviously at the same time told the insurance company that they must take that insurance. The Auto Cyclists' Union had asked all clubs in the country holding competitions where money is taken at the gate to give a percentage to hospitals suffering from the number of motor accidents they treated, and he rather favored that movement. By comparison, railway travel is safe, for last year only twenty-six passengers were killed in train accidents, though the number carried was stupendous. In factories and workshops, accidents last year totaled 156,974, of which 973 were fatal. Here again, taking the whole industrial enterprise of the country, fatal accidents were in number far below those in the street. There is much the same record for coal mines, in which the number of deaths from accident last year worked out at only 1,206, compared with 1,233 in 1925. With regard to the air between January 1 and May 12 this year the number of deaths as the result of flying accidents has been: royal air force personnel, twenty-six; navy, three; army, two.

THE BUREAU OF STANDARDS JOURNAL OF RESEARCH

THE Department of Commerce announced on August 7 the issuance by the Bureau of Standards of a new monthly journal of science, which is to appear at once. According to the announcement this monthly magazine will contain the research papers on fundamental and applied science. It will report the research results of the Bureau of Standards experimental investigations. The bureau has published 942 such research papers in the older series now merged in the new *Bureau of Standards Journal of Research*.

In the series notable papers have appeared of epoch-making importance on such subjects as: The radio direction finder developed at the bureau; levulose, the new super-sweet sugar, first crystallized from water solution by bureau experts; fundamental tests on pyrometric practice, the principles of radio, the