ment of Agriculture has a total fund of $155,059,968.43 for 1928, the greater part of this can not be classified exclusively as aid to agriculture, since nearly 56 per cent. of the amount is for such purposes as federal-aid highways. Of all revenue of the agricultural experiment stations in 1889, only 18 per cent., in round figures, was obtained from within the states, and 82 per cent. from the federal government; by 1910 and 1925 the proportion of state support had advanced to 62 and 86 per cent., respectively. In 1927, notwithstanding the fact that federal support for each state had been increased by $30,000 under the Purnell Act, the stations received 77 per cent. of their support from within the states and 23 per cent. from the federal government.

In other words, federal aid for agriculture through scientific research in the experiment stations increased from $585,000 in 1889 to $2,880,000 in 1927, or about five-fold, while support for the stations from within the states increased from $125,000 to $9,768,000, or seventy-eight fold.

Federal funds for research in the Department of Agriculture in 1927, aside from the support for state experiment stations, amounted to nearly $10,600,000, exclusive of research in forestry, wild-life conservation and highway construction. In that year federal support for research roughly classified as directly and specifically related to agriculture in the department and in the experiment station amounted to nearly $13,500,000.

The more controversial subject of federal aid under the "50–50 system" includes agricultural extension, vocational education in agriculture and road construction, which, as already noted, is of general public importance. State funds for these purposes greatly exceed the federal support.

In 1925, nearly $19,700,000 was spent for cooperative extension work, of which 62 per cent. was derived from sources within the states and 38 per cent. from the federal government. Of the federal contributions of $7,400,000, the states were required under the terms of the Smith-Lever Act to match only $5,400,000. Hence, in 1925, the states contributed $2.27 for every federal dollar that had to be matched to make it available for agricultural extension in the states.

The support for vocational agricultural education under the Smith-Hughes Act in 1927 amounted to $7,500,000, of which $2,800,000, or 38 per cent., was supplied by the federal government.

RESEARCH IN AVIATION

RESEARCH now being carried on in the fields of aerial communication, instruments and meteorology by various branches of the government and by private concerns will be coordinated by a standing committee of the National Advisory Committee for Aeronautics.

Members of the committee have been appointed as follows:

Dr. Joseph S. Ames, of the Johns Hopkins University National Advisory Committee for Aeronautics, chairman; Dr. L. J. Briggs, Bureau of Standards; Paul Henderson, National Air Transport, Inc.; Dr. J. C. Hunsaker, American Telephone and Telegraph Company; Captain E. S. Land, Daniel Guggenheim Fund for the Promotion of Aeronautics; Colonel Charles A. Lindbergh, G. W. Lewis, National Advisory Committee for Aeronautics; Professor Charles F. Marvin, United States Weather Bureau, and C. N. Young, aeronautics branch of the Department of Commerce. J. F. Victory, secretary of the advisory committee, also is secretary of the committee.

The subcommittee studying problems of aerial communication, headed by Dr. J. C. Hunsaker, will cooperate with other organizations at present conducting research along the same lines, including the American Telephone & Telegraph Company, the Bureau of Standards, the War Department, the Navy Department and the Radio Corporation of America.

Dr. L. J. Briggs will be in charge of the subcommittee studying instruments, which hopes to bring about by its research the development of better and more accurate instruments for aerial navigation.

A subcommittee studying meteorology, headed by Dr. Charles F. Marvin, plans to work with the committee recently established by the Guggenheim Fund to study the problem of fog landing. There already are three extending major committees of the Advisory Committee. These are the committees on aerodynamics, power plants for aircraft and materials for aircraft.

AN AKELEY MEMORIAL IN THE BELGIAN CONGO

THROUGH Prince Albert de Ligne, ambassador to the United States, the Belgian government, as reported in the New York *Evening Post*, has requested permission to place a commemorative tablet of bronze on the tomb of Carl Akeley, African explorer, who lies buried where he died in the Belgian Congo.

M. Caspar, prime minister of Belgium and minister of the colonies, said in making the request: "This action is desired as a token of the admiration of the Belgian government for the great American scientist."

Carl Akeley died suddenly on November 17, 1926, on the slopes of Mount Mikeno, in the Parc National Albert of the Belgian Congo, where he and Mrs. Akeley had undertaken to fulfil a mission from Albert, King of the Belgians. Mrs. Akeley, aided by the other members of the party and her black boys, prepared his grave in the solid volcanic rock and, using the only available materials, built a coffin of