

N. Y., died on March 20 at the age of seventy-nine years.

WINFRED W. BRAMAN, until his retirement last October associate professor of animal nutrition at the Pennsylvania State College, died on March 24 in his sixty-third year.

EDWARD P. BURRELL, director of engineering for the

Warner and Swasey Company, Cleveland, manufacturers of precision instruments and machinery, died on March 21 at the age of sixty-six years. He directed designing on the large telescopes built by the company during the last twenty years.

COLONEL C. G. THOMSON, superintendent of the Yosemite National Park, died on March 23. He was fifty-four years old.

SCIENTIFIC EVENTS

A PROPOSED SCHOOL OF TECHNOLOGY FOR NEW YORK CITY

MAYOR LA GUARDIA of New York City has announced that the capital outlay budget for the coming year will provide funds for the opening this autumn of the new city college in the Borough of Queens, to be housed in the buildings formerly occupied by the Queens Parental School near Flushing. The budget contains an item of \$424,000 for the necessary reconstruction and equipment of the buildings. The mayor is reported to have said:

I would like to have one of our city colleges specialized as a school of technology, perhaps called the New York School of Technology. They tell me that the College of the City of New York is admirably equipped for this and could be utilized. Its mechanical equipment is adequate now, but it is short on laboratory equipment.

Another of the schools should specialize in government. It should be for government in all its branches and for all classes of employees. It would train in various branches of government such as finance, taxation, government accounting. There would be courses of clerical classes for those interested in going into this branch of government service and making a career of it.

Engineering as it applies to government, such as ferry operation and the like, would be taught. So would management and government purchasing methods. I wouldn't object to the training of young men who would enter the school with the idea of becoming policemen.

The plan has been submitted by the mayor to a few members of the Board of Higher Education, the non-salaried agency which controls the city's colleges. These members are to present it to the board for study and action. Mayor La Guardia continued:

This city has 7,000,000 population and is committed to the policy of free education; that is, I am. States with not anywhere near as large a population as this city have free state universities.

In New York City we have a transportation problem in connection with the colleges which we try to work out by routing the students against traffic, but, even so, attendance is difficult to many.

I think, too, that the city colleges have set an unreasonably high average mark as their entrance requirement, but

this has been more or less necessary because the existing city colleges are overcrowded. The new college in Queens will take care of this. Whether or not the new Queens college is to be a general college will be up to the Board of Higher Education.

The mayor pointed out that City College, Hunter College and Brooklyn College are all overcrowded, a condition which will be eased when the new Queens College is opened. Any changes that may be made will not interfere with students now on the college rolls. None of them would be required to change the institution at which they are now studying.

HONORARY FELLOWSHIPS FOR STUDENT EXECUTIVES AT THE MASSACHUSETTS INSTITUTE OF TECHNOLOGY

PRESIDENT KARL T. COMPTON, of the Massachusetts Institute of Technology, has announced the details of a plan for the preparation of young executives for business and industrial positions. This is the continuation of a five-year experimental program which has proved of value not only to the students but to industry as well.

It is proposed to establish a system of honorary fellowships sponsored by thirty-five distinguished business and industrial executives. Beginning in June, fifteen students on leave of absence from their employers will begin a twelve months' intensive program of study consisting of a summer session and a year of graduate education. The selection is now being made from a large group of technically trained men in business and industry. The fellowships will be awarded by invitation only to men of exceptional executive promise, intellectual capacity and physical resource. They will come from the more mature group of younger executives who have had several years of industrial experience following collegiate training in science or engineering.

The establishment of the program is made possible by an anonymous gift of \$25,000, providing for scholarship stipends of \$1,450 for single men and \$1,950 for married students. The course will lead to the degree of master of science in business and engineering administration.

In making the announcement, Dr. Compton said: "The experience of the small group of honorary fellows during our experimental program of the past five years and their remarkable record of success following their fellowship year is convincing evidence of the soundness of this step in administrative education."

The new program will be under the direction of Professor Erwin H. Schell, head of the department of business and engineering administration, who has been in charge of the five-year experimental plan, aided by an advisory committee of educators and executives.

Members of the committee have been appointed as follows: Dr. A. Lawrence Lowell, formerly president of Harvard University; President Frank Aydelotte, of Swarthmore College; The Reverend Leslie Glenn, rector of Christ Church, Cambridge; Edmund C. Mayo, president of the Gorham Manufacturing Company, and President Karl T. Compton, of the Massachusetts Institute of Technology. The faculty will include authorities in the various fields to be covered, business executives collaborating in special studies.

The honorary fellows will live together as a special group, and part of their training will include administrative seminars, weekly conferences with distinguished business and industrial administrators and original research. The unmarried fellows will have quarters in the Graduate House, with a special dining-room and a conference lounge set aside for weekly dinners and business conferences with industrial executives. Special provisions will be made for housing married students.

GEOLOGICAL MAP OF LABERGE AREA, YUKON

A FOUR-MILE-TO-THE-INCHE colored geological map of the Laberge Area, Yukon, showing geological boundaries, topography, roads, trails and other features, has been issued by the Geological Survey, Department of Mines and Resources, Ottawa. The map is based on investigations made in recent years by W. E. Cockfield, H. S. Bostock and E. J. Lees and forms a connecting link between the work done in the southern and in the west-central regions of Yukon. It shows the main route of travel down the Lewes River, and should accordingly be particularly useful to prospectors unfamiliar with the region.

Although the Laberge area is traversed by the main water and land routes in Yukon Territory, it has received little attention from the hundreds of prospectors that have traveled the routes on their way to the Klondike area. It is apparent from the investigation made by the department, however, that several sections of the 4,600 square mile area merit attention. In general it has been found that the western half of the area gives promise of yielding non-metallic minerals, particularly coal, in commercial quantities and that the

formations in the eastern half are suitable for the occurrence of metals. All known coal deposits are shown on the map, and all are within easy reach of transportation. There has been no production from these deposits, but some of them are similar in nature to those that have been under development for years in the Carmacks area to the northwest.

Placer gold deposits were first discovered in the area in 1881, and deposits have since been found on the bars of Lewes, Teslin and Big Salmon rivers, and on several creeks along the western slope of the Big Salmon range. Lode copper-gold deposits have been found at Loon Lake, and some veins have been staked for lode gold on Livingston Creek, at present the most important source of placer gold output in the area.

THE COAL RESEARCH LABORATORY OF THE CARNEGIE INSTITUTE OF TECHNOLOGY

ACCORDING to the report of a committee appointed by the Board of Trustees of the Carnegie Institute of Technology, of which Dr. Thomas S. Baker is chairman, the sum of approximately \$350,000 has been subscribed for the support of the Coal Research Laboratory, thus assuring its continuance for four more years.

Formal announcement was made on March 24, at a meeting in the Engineering Societies Building in New York, attended by representatives of the companies and organizations which are the financial sponsors of the laboratory. A report on the scientific investigations being made at the laboratory was given at the meeting by Dr. H. H. Lowry, director.

The fund committee, which, besides Dr. Baker, consists of Dr. John Johnston, director of research for the United States Steel Corporation, and Howard N. Eavenson, mining engineer of Pittsburgh, began work a year ago to secure additional funds for the continuance of the laboratory. In 1930, when it was founded, sufficient funds for a six-year research program on bituminous coal were given by the Buhl Foundation, the Carnegie Institute of Technology and by six large industrial firms, namely, the U. S. Steel Corporation, the General Electric Company, the Koppers Company, the New York Edison Company, the Standard Oil Company of New Jersey and the Westinghouse Electric and Manufacturing Company.

Through the efforts of the committee, a large number of companies have become sufficiently interested in the work of the laboratory to promise financial aid. Whereas the original grant was secured from a small number of companies, the Buhl Foundation and the Carnegie Institute of Technology, the gifts secured by this committee have been made by a more diversified group of interests, particularly by coal-mine owners and railroads.