

by their modesty and self-effacement, but in their shrewd appraisal of other people in whatever walk of life and in their quiet dry sense of humor. About this there was nothing boisterous, but I have known them to save with Lincoln-like readiness many an awkward situation by an appropriate story more often turned on themselves than otherwise.

Lincoln of course was pitchforked out of his native environment in the old Northwest into a position of responsibility he could not refuse. So the Mayos were ready to serve when called, as they did during the war; but they very much preferred their own countryside with its comparatively simple life despite the ever-increasing responsibilities and laborious routine of their professional work. They felt only an amused pity for those who thought they were wasting their talents in a small town and who ventured to offer them positions elsewhere of supposedly wider influence.

W. J. once said to me, "When Charlie gets so busy on his farm he forgets to have his shoes cleaned, he takes a night sleeper to Chicago knowing that he will find them well polished under his berth in the morning." Had he been encountered by some traveler on the train who with Mid-West informality asked his occupation, he would have replied, "A Minnesota farmer." Had Dr. Will been similarly asked who he was by some chance companion, he probably would have replied: "I'm C. H. Mayo's elder brother."

After Charlie's death, their friends knew the separation could not be for long. There is a tradition among surgeons that they are likely to meet their end by the same malady in the treatment of which they have themselves specialized. So it was entirely consistent that "Dr. Will" when nearly eighty should calmly submit to an operation whose difficult technique he had not only perfected but countless times had successfully carried out on persons of younger age who still survive to bless him.

The modern world is all too accustomed to gauge success in terms of net income, and thus measured the returns from the Mayo Clinic exceeded the dreams of avarice; but when in 1915 the Mayo Foundation was established Dr. Will simply stated: "We never regarded the money as ours; it came from the people and we believe, my brother and myself, that it should go back to the people."

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RECENT DEATHS AND MEMORIALS

DR. HENRY SMITH PRITCHETT, president emeritus of the Carnegie Foundation for the Advancement of Teaching, died on August 28 at the age of eighty-two years. Before becoming president of the foundation in 1906, Dr. Pritchett had been professor of astronomy at Washington University, St. Louis; superintendent of the U. S. Coast and Geodetic Survey, and president of the Massachusetts Institute of Technology.

THE death is announced of Professor L. Lévy-Bruhl, professor of philosophy in the Sorbonne from 1899 to 1927, president of the Institut française d'Anthropologie during 1927-30, aged eighty-two years.

The British Medical Journal reports the death of Professor M. B. Krol, director of the clinic for nervous disorders at the All-Union Institute of Experimental Medicine. Born in 1879, Professor Krol was chief physician at the Kremlin Hospital from 1934 to 1938, and in 1935 he was chairman of the Soviet delegation to the second International Neurological Congress in London.

ON the eleventh anniversary of the death of Dr. Hideyo Noguchi, of the Rockefeller Institute for Medical Research, in Accra, West Africa, where he had gone for work with yellow fever, a memorial hall was dedicated at his birthplace in Okinajima, Japan.

SCIENTIFIC EVENTS

MARINE ENGINEERING AT THE MASSACHUSETTS INSTITUTE OF TECHNOLOGY

THE prospect of expansion in naval and merchant ship-building during the next ten years and a demand for naval engineers of exceptional qualifications has led to the establishment at the Massachusetts Institute of Technology of an advanced course in marine engineering. The course will last for one year and will lead to the degree of master of science. While it is designed primarily for graduates of Annapolis, and arranged with the cooperation of the Navy Department, it will be offered also to a group of selected civilian graduate students. It is expected that ten

experienced officers of the United States Navy will be detailed to the institute for this course and that five civilians will be admitted.

The naval building plans call for replacement of a large part of the present fleet, including battleships, cruisers, destroyers, submarines and various service ships, while the Maritime Commission is planning construction of 500 ships for the merchant marine. This program requires engineers with special training in the design and construction of marine propulsion machinery, for the major ships involved in both the Navy and merchant marine programs must be designed to give the utmost in economy of operation and reliable service. The training is designed to prepare engineers