several years. With Professor Charles F. Chandler he was instrumental in bringing about the affiliation of the New York College of Pharmacy with Columbia University in 1904, at which time he became dean of the former institution and served as such until 1930.

Dr. Rusby's interest in the field of botany early influenced him to become an active member of the Torrey Botanical Club. He was president of the club from 1905 to 1912, and this association was particularly appropriate because in 1829, Dr. John Torrey was one of the first professors in the then newly organized College of Pharmacy. As a close friend of Dr. Nathaniel L. Britton, Dr. Rusby shared in the founding of the New York Botanical Garden. As one of the incorporators, chairman of the scientific directors and curator of the economic collections, he witnessed the continuous development of that institution.

Aside from his contributions to the literature of taxonomy, education in pharmacy and writings upon other subjects, he was author or co-author of "The National Standard Dispensatory," "Morphology and Histology of Plants," "A Manual of Botany," "Properties and Uses of Drugs," "Essentials of Vegetable Pharmacognosy" and "Jungle Memories."

The honors which were bestowed upon him were richly deserved and came to him without directed effort on his part toward their attainment. He was president of the American Pharmaceutical Association in 1910; one of the organizers of the Conference of Pharmaceutical Faculties, forerunner of the American Association of Colleges of Pharmacy; long a member of the Pharmacy Council, Education Department, New York State; member of the Revision Committees of the Pharmacopoeia of the United States and the National Formulary; Remington Medallist (1923) of the American Pharmaceutical Association; Hanbury Medallist (1929) of the Pharmaceutical Society of Great Britain and recipient of the Fluckiger Medal (1937) of the Society of German Apothecaries.

Possibly the real character of a man is most fully revealed in the personal letters he writes during his lifetime. They are seldom written with any thought of future publication and therefore give one a better appreciation of the man as he actually was than could be had from a biographical sketch. From a close association of over thirty years, it would be possible for me to give my impression of Dr. Rusby as a scientific worker, a preceptor and a friend, but I prefer that he should speak for himself through the following quotations from my file of his letters.

> I can not say too strongly that in my opinion the first and most important consideration is absolute loyalty in adhering to principle. This does not mean stubbornness in having your own way when the decision is against you. It may be necessary to yield in practice but you are not compelled to admit a wrong principle.
>
> Unfortunately honesty frequently does not yield results which are sufficiently immediate to warrant the old adage. Perhaps the dishonest people do win at the expense of the others, yet I would adhere to the honest course to the very end as the ultimate good of humanity depends on that sacrifice and the one object of life is the improvement of human character.

C. W. BALLARD

COLLEGE OF PHARMACY,
COLUMBIA UNIVERSITY

SCIENTIFIC EVENTS

A NEW COURSE IN AIRCRAFT PRODUCTION AT NEW YORK UNIVERSITY

A GRADUATE program in aircraft production, the first to be offered in an American university, will open on February 4 at the College of Engineering of New York University. The course will be given in the evenings at the Washington Square Center.

Commenting on the problem of aircraft production at this time, Dr. Alexander Klemin, director of the college's Guggenheim School of Aeronautics, stated that it was vital that the aircraft industry should apply the general production principles of the automobile industry in obtaining an ever-increasing supply of aircraft. He said:

> The principles of mass production as evolved through the years by the automobile industry have given us the greatest productive capacity in the world in this field.
>
> The airplane industry must add to its magnificent tradition of research and experimentation by becoming production minded, and utilize fully all the production knowledge of the automobile industry.
>
> But in the long run the main responsibility for airplane production must be with the aviation people themselves, no matter how active the automobile industry may be in supplying parts, for while airplane production is indeed changing from what might be called odd-lot custom building to mass production it is a fallacy to believe that airplane production is exactly like auto production. The automobile industry, for example, does not, in between new models, face the possible hazard of an enemy superiority in equipment making its entire output obsolete overnight.
>
> It is with this belief, therefore, that aircraft men must face the problem themselves and receive special training. To this end we have worked out with the cooperation of men versed in general and automobile production, and others from the leading aircraft manufacturers, this course in the principles and practice of aircraft production.

The course will cover organization for control of

production, production planning and control, straight-line production, materials used in airplane production, machinery used in airplane production, processes used in airplane production, materials used in aircraft engine production, machinery used in airplane engine production, processes used in aircraft engine production, purchase of materials, analysis of costs in production, production planning in present-day aircraft factories and engineering organization in present-day aircraft factories.

Administrative and aeronautical engineering departments and outside lecturers from industry will assist Dr. L. P. Alford, chairman of the administrative engineering department, in presenting the course material. Visiting lecturers, widely known in aviation circles, will be E. V. Farrar, Wright Aeronautical Corporation; Guy A. Luburg, Brewster Aeronautical Corporation, and George F. Titterton, Grumman Aircraft Engineering Corporation.

The course will be given in the evenings so as to be available to graduate engineers already employed in industry. It will also be open to men who are not already graduate engineers provided that the training received in the course is likely to serve the purposes of increased aircraft production.

FELLOWSHIPS AND SCHOLARSHIPS IN ENGINEERING AT CORNELL UNIVERSITY

To assist the National Defense program and industry in general in providing urgently needed engineers, Cornell University has initiated a nation-wide inquiry for fifty of America's best qualified secondary school seniors to be trained as engineers. They will be awarded John McMullen Regional Scholarships in Engineering this spring. The scholarships carry variable stipends up to $400 a year throughout a four- or five-year course in the College of Engineering. Application blanks and instructions have been mailed to more than 3,000 principals and head masters throughout the United States.

The John McMullen Fund, which now amounts approximately to $2,000,000 and is still growing, represents the income from a bequest of the late John McMullen, of Norwalk, Conn. The annual income from the fund is used, as the donor specified, "for the education of young men as engineers." There are now 171 McMullen regional scholars in residence, as well as a number of McMullen undergraduate scholars and McMullen graduate scholars. More than 800 young men have received aid from this fund since its foundation, and the total amount available for scholarships in the College of Engineering is now more than $100,000 each year.

Awards to secondary school seniors will be made in fifteen districts including all states except New York, where other scholarships are available. Some scholarships will be held in reserve, however, and may be awarded to superior students from any state after they have been in residence and have shown their ability in the College of Engineering. The bases of award are character and general ability as well as academic distinction.

Other fellowships to be awarded are the Elon Huntington Hooker fellowship in hydraulics at $510, the Charles Bull Earle memorial fellowship in electrical engineering at $400, and several others in various branches of engineering at $400 and $200, with free tuition.

Applications must be filed with the dean of the College of Engineering by April 1, in order that there may be time for thorough investigation by the regional alumni committees who cooperate in the selection.

Fields of study open to students in the college include mechanical, civil, electrical and chemical engineering, and administrative engineering in mechanical, civil or electrical engineering.

THE AMERICAN MUSEUM-SINCLAIR DINOSAUR EXPEDITION

DR. BARNUM BROWN, leader of the American Museum-Sinclair Dinosaur Expedition of 1940, has returned to the American Museum from a four-months expedition to Texas. The other members of the expedition were Dr. Erich M. Schlaikjer, instructor of geology and paleontology at Brooklyn College, and Roland T. Bird, of the American Museum.

Dinosaur remains were first noted in the Big Bend area by Dr. Brown in 1906 and several specimens were found there in the summer of 1939 by Dr. Schlaikjer during a reconnaissance for the American Museum. This year's expedition to the Big Bend area and central Texas collected 44,000 pounds of important specimens that are said to open up a new horizon in the knowledge of dinosaur life, especially of the sauropod type of dinosaur.

Dr. Brown states that this is one of the most interesting collections of dinosaur remains so far discovered because it will make it possible to clarify the geology of the region and give a more complete picture of the prehistoric life in North America during the Age of Reptiles. The discoveries show that the sauropod dinosaurs in this southern region persisted for millions of years after they had disappeared from what is now the northern United States where their remains are better known. Evidence shows that this was due to the fact that climatic conditions favorable to the sauropod life continued in the south long after Wyoming and Montana had become the graveyard of prehistoric creatures of similar type.

Parts of eleven animals, including sauropods, horned and duck-billed dinosaurs and some of low plates spe-