

"The group on the right was the most difficult. An attachment for a foot was finally discovered, proving that four figures instead of three were filling the niche. The comparative height of knees gave evidence that two boys, a youth, and a grown attendant comprised the party. Anatomically, it is impossible to group them otherwise."

The lintel is of buff-colored limestone, 24 by 49 inches. The poses of the figures, which have been called by Dr. Mason "Greek in quality," are praised by Miss Baker. The clothing, and the objects held by the Indians, are so exquisitely shown in details that they add to modern knowledge of the ancient Mayan civilization. Even the fingernails on the hand of the chief are perfectly shown in the original, which Miss Baker declares "must be seen to be appreciated."

Science News Letter, August 22, 1936

The artillery plant is so called because of its trick of shooting its seed.

METEOROLOGY

Flights to Study Adverse Polar Weather Conditions

SYSTEMATICALLY and with painstaking care, Soviet scientists and engineers are tapping the secrets of the frozen Arctic to learn what pitfalls await plans to establish aerial transportation through its far-flung Siberian terrain, its Pacific borders and eventually to reach North America.

The 10,000 mile flight from San Francisco to Moscow via the polar route which was recently started from the United States by the two Soviet airmen, S. Levanevsky and Victor Levchenko, is no mere stunt flight as were some of the trans-Atlantic crossings in the post-Lindbergh era.

With instructions from the Moscow home office, the Soviet pilots frankly

are seeking the "worst" weather the Arctic can offer. If they arrive home safely, the U.S.S.R. will have highly valuable first hand data on the possibilities of Arctic flight.

What few people outside of professional navigators seldom realize is that the shortest route between Moscow and Chicago, for example, is across Polar regions. The Moscow-San Francisco trip would be shortest by going directly over the North Pole.

Although it has yet received little mention, other Soviet aviators unofficially broke, late last month, the world's long-distance airplane record with a non-stop flight of 5,825 miles. Remaining aloft nearly 56 and one-half hours, pilots V. P. Chkalov, G. F. Baydukov and navigator A. V. Belyakov took their heavily-laden, single-motored ANT-25 plane under adverse weather conditions from Moscow to the tiny island of Udd on the Siberia Coast just west of Nikol-aevsk-on-Amur.

Deliberately they flew out over the Barentz Sea and the Arctic Ocean for more than half of the flight.

While the distance covered exceeds the record of 5,657 miles made by the French aviators M. Rossi and P. Codos in 1933, it cannot be entered as official because it was not in a straight line. Take-off and landing points alone are considered in the records. But, after all, the Soviet pilots were seeking knowledge of Arctic conditions, which is more important than records.

Science News Letter, August 22, 1936

A new variety of wheat known as Number 19 has been developed at Cornell University's experiment station, and is pronounced high in yield and very satisfactory in baking tests.

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SCIENCE NEWS LETTER

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