



convicted speeders. The rate of suspensions among drivers from 16 to 20 years old was 2.3 times as high as the rate for the whole population. The rate for drivers in the next higher five-year age group was nearly as high, and in the 26-30 year group it was still nearly 1.3 times the average. This tends to confirm in cold figures the general popular impression, that young people are most addicted to speed, as well as to getting into accidents.

However, cautions Dr. Johnson, "This does not prove that the killers are speeders and that the speeders are killers. Indeed, taken alone, it does not prove that any speeder is also a killer. But we do know that in many situations the speed of the car determines whether it will crash or not; and in the fact that the worst speeders and the worst accident-makers belong to the same age-group one finds good reason for inquiring more closely how these persons drive."

#### Skilled Deadliness

One very discouraging fact about the whole business is that these young hellions who as a class get into the most and worst accidents are also the most skilled, if any of the drivers' tests now in vogue mean anything.

We are all familiar by now with the batteries of impressive apparatus that are in use in a number of places. They test your keenness and quickness of sight, your ability to tell a red light when you see one, your quickness of reaction. They put you in the driver's seat of a dummy car and let you try to keep out of bad traffic situations un-

rolled on a screen panorama before your eyes. All this is supposed to show how good you are as a driver.

Well, the kids score highest on these tests, hands down. And then go out and score highest also in breaking necks—their own and yours, too, if you happen to be around at the time.

Regardless whether the tests really tell anything about real driving skill, it is probable that young drivers do have greatest skill in handling cars under road conditions. It may be that it is their judgment rather than their skill that fails them when accident-conditions impend.

"Perhaps it is not so much a question how skillfully a person can drive as whether he will wrongly estimate the skills he has," suggests Dr. Johnson.

#### Women Not so "Dumb"

Inevitably the question of woman's alleged "dumbness" as a driver came up in discussion, when Dr. Johnson presented his paper. But apparently the female of the species is less deadly than the male, in the matter of auto accidents. However, it is hard to make the figures mean anything, because the average woman driver spends less time at the wheel than the average man and drives at more favorable times of the day.

Another point on which data are quite lacking is the emotional state of the drivers involved in accidents. The youth of 21 is legally a man, but in emotional reactions he may still be a child, it was suggested. "Don't know," answered Dr. Johnson, "Haven't any figures."

Again: some psychiatrists thought that women in the late twenties and the late thirties ought to show critical rates; and again it could only be reported that the women involved were so few that any attempt at statistical handling would be quite undependable.

In response to another question, however, Dr. Johnson could report that he had access to real figures, and that they enabled him to give a rather good bill of health to one much-berated group of drivers: taxicab operators. Their apparent recklessness would seem to be in reality assurance born of a knowledge of their own skill. What the raw youth at the wheel *guesses* he can do with his skill, the taximan *knows*; or he doesn't take the chance. After all, it doesn't take many accidents to spoil his record—and put him on the blacklist. He's just plain got to keep himself out of accidents.

Summing up at the end, Dr. Johnson said: "If the age-relations which we have found among these driver-populations hold nation-wide, then some 3,085 persons were killed on our highways last year because the operators from 16 to 20 years old drove worse than their elders, and some 7,787 persons were killed because operators not older than 25 years drove worse than their elders. "Let the experts find a remedy—if they can."

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*Science News Letter, March 5, 1938*

#### GEOLOGY

### Modern Prospecting Methods Locate New Oil in Illinois

**O**IL WELLS in places regarded as impossible before 1930, located by systematic use of modern scientific prospecting methods, have led to the discovery of eight new oil pools in southern Illinois and the increase of the state's known oil reserves by at least 100,000,000 barrels, it was reported by Dr. M. M. Leighton, Illinois State Geologist.

Found as a result of a planned search, these new oil pools are in an area regarded as barren before 1930. Realizing, as a result of intensive field work, that there should be domes within the great Illinois Basin, the state geologist's forces, with some private companies, began an intensive search for such oil traps, located a number of probable traps by geophysical methods, and proved the correctness of their findings by bringing in producing wells on eight of them.

Modern prospecting methods have cut drilling losses more than fifty per cent. Wildcat drilling (drilling in areas where there are no producing wells) resulted in bringing in oil only once in every ten attempts during 1937 when the well was sunk only on a "hunch." When the suspected area was first gone over by geologists with modern methods, the score was one producing well for every four wildcat drillings.

With Illinois oil production already tripled by these new fields, 150 or more geologists working for oil companies are now at work endeavoring to locate new oil pools, declares Dr. Leighton.

*Science News Letter, March 5, 1938*

Luminous signs shaped like deer have been placed along some of Germany's country highways to prevent motorists from striking wild deer that may dart across these roads at night.