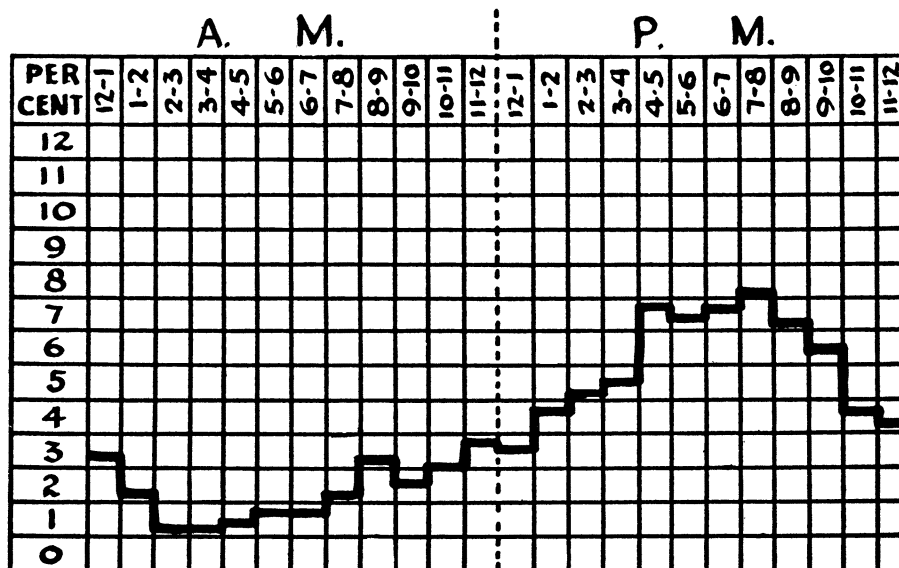


grand stairway on the east leading to the topmost layer. Some of the layers have vertical sides, while the sides of other layers slant outward and downward. Like many other Aztec structures, the building was enlarged during its lifetime by covering the original smaller structure with earth and rock; and then re-facing it with stone and plaster. Judging from an interior stairway under the present outer stairs, and judging from other architectural features, there may be as many as three temples on the site, like a nest of boxes.

At the foot of the grand stairway a circular stone about three feet in diameter was found. This appears to be a smaller copy of a great Aztec sacrificial stone now in the Mexico City Museum. It is carved in symbols meaning "precious liquid," which referred to blood.

The round temple is believed to have been sacred to Quetzalcoatl, god of the wind or sky.

Science News Letter, February 21, 1931



WHEN TO REMAIN INDOORS,

If you want to avoid traffic during the hours when the greatest number of fatal automobile accidents occur. In 1930, the hour between seven and eight claimed most victims, 2,665 people. Thirty-eight per cent of the accidents which resulted in deaths happened in the five hours between 4 and 9 p. m.

VITAL STATISTICS

More Americans Killed By Autos Than by World War

Accident Toll During Past 18 Months Was 50,900, While A. E. F. Lost 50,510 Men During Equal Time Period

MORE LIVES were lost in the United States during the last year and a half as a result of automobile accidents than in the American Expeditionary Forces during a year and a half of the World War, a survey by statisticians of the Travelers Insurance Co. here shows.

During 18 months of the World War 50,510 members of the A. E. F. were killed in action or died of wounds. During the last 18 months 50,900 persons were killed in automobile accidents in this country.

The 1930 total of deaths from automobile accidents was 32,500, the statisticians determined from reports of 40 states. This represents an increase of more than 1,200 over the 1929 total, although gasoline consumption dropped more than one billion gallons in 1930, with consequent reduction of mileage traveled by automobiles.

"Men were behind the wheel in 93 out of every 100 cars in accidents causing deaths and non-fatal injuries in

1930, with women being the drivers in the remaining seven," the records showed. "Whether the better record of women drivers as to fatalities is due to better driving, or not being behind the wheel for as many miles as men on the average, is not indicated."

In over half the fatal accidents, the drivers were between the ages of 25 and 54. In nearly a third more, the drivers were between 18 and 24 years.

One-half the automobile fatalities occurred in collisions with pedestrians, one-fifth in collisions with other automobiles and about one-tenth in collisions with fixed objects.

Over half the non-fatal injuries were from collisions with other automobiles and one-third of such injuries occurred in collisions with pedestrians.

The large number of motor vehicle fatalities cannot be charged up to the automobile itself. About nine-tenths of the killed and injured were victims of automobiles in good mechanical condition at the time of the accident. Most

of the automobiles involved in these accidents were private passenger cars, though this class also represents most of the total motor vehicle registration in the country.

"Three specific driving violations by operators of automobiles were responsible, in whole or in part, for 68 per cent. of the 1930 accidents due to improper driving. They were exceeding the speed limit, driving on the wrong side of the road, and failing to grant right-of-way," the report stated. Violations of driving regulations by motorists played a part in over two-thirds of all the accidents.

Science News Letter, February 21, 1931

NATIONAL PARKS

Everglades Park Bill Now on House Calendar

THE bill providing for the establishment of a national park in the southern Everglades of Florida has been passed by the Senate and is now on the House calendar. Friends of the measure hope to see it enacted before Congress adjourns, so that the work of acquiring the land for presentation to the U. S. National Park Service may go forward.

The area is unique in that it shelters an almost unimaginable wealth of animal and plant life under tropical conditions and yet is easily accessible to thousands of persons of only moderate means and limited time for travel.

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