airplanes. The number of automobiles licensed in the same year was over 29,000,000.

Aircraft manufacturers are planning production-line manufacture of private aircraft as their mainstay after the war, Mr. Donaldson said. Hundreds of thousands of skilled airmen are now being trained by the Army and Navy, including pilots, radiomen, mechanics, navigators, meteorologists, traffic controllers and others. After the war this huge reservoir of skilled manpower will return to civil life and a great majority of them will continue in the aviation field, where they can utilize their training and experience.

Mr. Donaldson believes that the family plane after the war is assured, as it can be small, safe and inexpensive—in the cost range of the medium-priced automobile.

Citing the profound influence of the motor car upon the American way of life, upon our institutions, points of view, modes of recreation, business habits, city planning and our general pattern of living, Mr. Donaldson pointed out that the airplane will very likely exert another strong influence upon our future way of living in America.

To serve these private planes and the greatly increased commercial air traffic, Mr. Donaldson estimates that there will be 6,000 airports needed in this country —double the number now in existence.

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MEDICINE

Egg-Nog for Wounds

Ten per cent of Russian soldiers with belly wounds saved by milk-egg-alcohol mixture given directly into the wound. Relieves general weakness.

➤ LIVES of about 10 out of every 100 Russian soldiers with belly wounds have been saved by feeding a rich egg-nog through the wound while the patient was on the operating table at the battalion field hospital, P. A. Panikov, surgeon - in - chief of a medico - sanitary battalion of the Red Army, reports.

Details of the method, originally reported in the Soviet medical journal, *Khirurgia,* will be available to American doctors through a translation appearing in the first issue of a new journal, *American Review of Soviet Medicine* (Oct).

The practice of feeding through the wound was adopted to fight the general weakness which often proved fatal to these wounded soldiers on the second or third day after operation. They had survived the shock of the injury and surgical treatment. Peritonitis, a fundamental cause of death in such cases, had not set in or was developing unusually slowly.

The Soviet surgeons were forced to conclude, Dr. Panikov reports, that the weakened resistance of these wounded soldiers "was the result of the stubborn, unyielding battles of the time, battles which did not permit the organism (body) the required rest or allow the soldier to have sufficient nourishment on time. All this was aggravated by the soldier's prolonged stay on ice and in snow-covered trenches."

For some time after an abdominal wound and repair operation, the patient can eat little or nothing. So the Soviet surgeons decided to forestall the further weakening effect of this period of forced starvation or semi-starvation by putting some food into the intestines through the wound at the time of operation. The food consisted of almost 13 ounces of milk, about two ounces of sweet butter, two eggs, about two ounces of sugar, a little salt and about two ounces or more of distilled alcohol.

The good effect of this feeding sometimes could be seen before the patient left the operating table. Color returned to the cheeks, the lips became red and warm, and the patients generally fell asleep at the end of the operation. There was much less pain following the operation and the patients usually wanted to eat by the third or fifth day. On the ninth or tenth day, the patients could be evacuated in good condition to regimental field hospitals.

This method reduced the mortality from abdominal wounds to 40% or less, where previously it had never been below 50%. The extreme difficulties of transportation, both of wounded soldiers from the front to the battalion field hospitals and of plasma and other medical and surgical supplies from the rear to these hospitals, apparently account for some of the high mortality rate.

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PUBLIC SAFETY

Two Main Reasons Given For Winter Car Accidents

➤ LOW VISIBILITY and slippery roads were the primary causes of the high mileage death rate last winter from automobile accidents on highways.

This is the conclusion of Prof. Amos E. Neyhart, of Pennsylvania State College faculty, who is administrative head of the Institute of Public Safety. He urges that proper protective steps be taken now as the primary use of cars and trucks today is directly or indirectly in war work.

The mileage death rate last winter was 24% greater than the summer toll, he finds from a study of road accidents and their causes. This figure applies only to the states in the snow-belt; in the snow-free southern states the winter mileage death rate exceeded the summer rate by only 5%.

The remedies suggested include proper headlights, necessary because of shorter days; clean, clear windshields equipped with efficient wipers and defrosters, and non-skid tires or tires equipped with non-skid devices. Careful driving at low speeds is also essential.

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PSYCHOLOGY

Non-Artists Agree Well On Colors in Spectrum

➤ ORDINARY PERSONS who are not artists agree quite well on where one color in the rainbow begins and another ends, whereas artists and psychologists, more familiar with color, differ among themselves, Lieut. Dean Farnsworth, U.S.N., reported to the Optical Society of America meeting in Pittsburgh.

Four hundred persons of various ages, occupations and educational backgrounds were shown a continuous spectrum by Lieut. Farnsworth and asked to divide it into colors. Some saw three, some four, five or six colors in the spectrum, but their agreement on the boundaries between colors was astonishing. When the color experts took the same test the agreement was much poorer, probably because the experts had preconceived ideas on the subject and were more individualistic in their division of the colors. Lieut. Farnsworth suggested that for commercial, scientific and educational fields the spectral regions determined by this experiment should be used because they are generally acceptable to the layman.

Science News Letter, November 6, 1943

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