

SELECTIVE CHECKLIST OF PRINTS AND PHOTOGRAPHS: Recently Cataloged and Made Available for Reference, Lots 4121-4801—*Library of Congress*, 87 p., paper, 70 cents.

SHOULD THE PATIENT KNOW THE TRUTH! A Response of Physicians, Nurses, Clergymen, and Lawyers—Samuel Standard and Helmuth Nathan, Eds.—*Springer Publishing Co.*, 160 p., paper \$2.00, cloth \$3.00. Experts discuss a question which must be faced sooner or later in most families.

SOIL AND WATER CONSERVATION ENGINEERING—Richard K. Frevert, Glenn O. Schwab, Talcott W. Edminster and Kenneth K. Barnes—*Wiley*, 479 p., illus., \$8.00. A professional text for agricultural engineering students.

STEEL MILL AND COKE BY-PRODUCTS WASTES—W. W. Hodge—*Mellon Institute*, 18 p., paper, free upon request direct to publisher, 4400 Fifth Ave., Pittsburgh 13, Pa.

SYMPOSIUM ON COAL SAMPLING—W. M. Bertholf and others—*American Society for Testing Materials*, ASTM Special Technical Publication No. 162, 152 p., illus., paper, \$2.75. Reporting experiments designed to collect data on this problem.

TV FIELD SERVICE MANUAL WITH TUBE LOCATIONS: Vol. 4—Harold Alsberg, Ed.—*Rider*, 151 p., illus., paper, \$2.40. To help the technician locate trouble without the delay of taking the television receiver away to the shop.

TIME TO TALK ABOUT INDIA—Arthur Goodfriend—*Foreign Policy Association*, 12 p., illus., paper, 50 cents. Information basic to an understanding of a complex world problem.

TWO YEARS IN THE ANTARCTIC—E. W. Kevin Walton—*Philosophical Library*, 194 p., illus., \$4.75. A personal account of a man who was a member of a British survey party.

VITAMINS IN THEORY AND PRACTICE—Leslie J. Harris—*Cambridge University Press*, 4th ed., 366 p., illus., \$6.50. The highlights of the science of "vitaminics" as presented in a series of Thursday afternoon lectures at the Royal Institution, London.

WORLD POPULATION AND WORLD FOOD SUPPLIES—Sir E. John Russell—*Allen & Unwin (Macmillan)*, 513 p., illus., \$8.50. In the past the world has been saved from threatened starvation by new scientific advances, particularly the development of a new science of plant

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genetics; now it depends upon close cooperation between the more advanced and less advanced countries together with a sound population policy.

Science News Letter, May 21, 1955

MEDICINE

Doctors Smoking Less But Expense Is Reason

► THE NUMBER of doctors who smoke cigarettes is gradually decreasing, but increasing cost, not the risk of lung cancer, seems to be the reason.

These are the conclusions of a short questionnaire study of 211 doctors working in the hospitals in Oxford, England, as reported by Dr. D. A. Pyke of the Radcliffe Infirmary, Oxford, to the *British Medical Journal* (May 7).

Less than half of this small group of doctors smoke, a smaller proportion than in the general population, Dr. Pyke found.

Of the 211, the number who smoked cigarettes eight years ago was 129. Now it is 100. The number giving up smoking since an association with lung cancer was discovered has not increased.

The proportion of those who accept the evidence of an association between cigarette smoking and lung cancer is so much higher among the non-smokers than the smokers that Dr. Pyke suspects the smokers of prejudice in favor of tobacco because of the pleasure of cigarette smoking.

Science News Letter, May 21, 1955

PUBLIC SAFETY

Cringe When You See Rear-End Crash Coming

► IF YOU hear screeching brakes behind you and see in your rear-view mirror that another car is about to crash into yours, hunch your shoulders and cringe down. It will help reduce injuries.

This is suggested in studies by the Institute of Transportation and Traffic Engineering at the University of California at Los Angeles.

A series of rear-end collisions, involving both humans and dummies was staged at speeds ranging from seven to 20 miles per hour. It was found that at impact speeds near 10 miles per hour a sudden force of as much as 150 pounds was exerted on the head of the front car occupant, causing a "whiplash" effect.

At 20 miles per hour the front-seat back flexed rearward considerably so that the application of force on the neck was not as abrupt. The collapse of the car's rear at this speed absorbed much of the shock.

Participants in the test found that after initial runs they tended to cringe involuntarily as the cars crushed together. This hunching of shoulders reduced the head whip effect considerably.

The studies were conducted by Derwyn Severy and J. H. Mathewson of U.C.L.A. and Dr. Charles Bechtol of Yale Medical College.

Science News Letter, May 21, 1955

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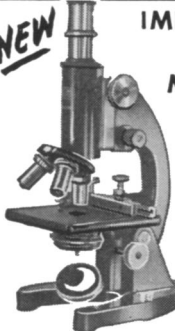
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