

Steamship Lanes Move North

Navigation

If you sail to Europe now, you will go over track B. This route, more northern than the A track that liners have been using for several months, is now in operation, according to an announcement from the U. S. Navy's Hydrographic Office. By fall, ships will take a still more northerly route.

Altogether there are three pairs of tracks for ships plying between New York and Europe. The southernmost one, track A, brings the ships to a point at 39 degrees 30 minutes north latitude and 47 degrees west longitude. From this point, the so-called "corner of the North Atlantic," the ships turn to the northeast, and proceed on their way. By so doing they avoid the ice on the Grand Banks, south of Newfoundland. During some winters the ocean is free enough from ice that this track never has to be used, but during the past few months the ships have been following it. The west-bound route is somewhat further north.

Beginning May 18, for east-bound ships, and May 25 for west-bound ships, track B is to be followed. When travelling eastwards, the corner is at 40 degrees 30 minutes north latitude, and westwards at 41 degrees

and 30 minutes. A number of icebergs are over in the southern part of the Grand Banks, not far from the west-bound track, but the ice patrols, the U. S. C. G. Cutters *Tampa* and *Modoc*, are keeping track of them and issuing warnings by radio. By September 1, the ships will take a still more northerly route, known as track C, and will probably continue on it until about the end of January, when the ice again begins to come south.

Ships from Canadian ports to Europe are unable to avoid the ice as their course takes them south of Newfoundland, around Cape Race, and over the Grand Banks. To the east of the Banks there is now a large number of icebergs, so it is necessary for these ships to keep a careful watch. By July 1, however, these ships will take the most northern route, called Track G, which goes north of Newfoundland, through the Straits of Belle Isle.

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Ozone Due to Particles

Astronomy

Two layers of ozone in the earth's atmosphere, one due to ultraviolet light from the sun, the other due, perhaps, to particles or corpuscles shot at the earth from sunspots, were described at the meeting of the American Geophysical Union. In telling of his studies, Dr. F. E. Fowle, of the Smithsonian Institution, said that one of these layers of ozone, which is a form of oxygen, shows an annual period of change, depending on the position of the earth in its orbit. Probably, he thinks, it is due to ultraviolet light,

Unlike this layer, the second layer of ozone shows a close relationship to sunspots. When the sunspots are at their minimum number, it will probably be absent entirely, though the observations have not continued long enough to ascertain this. Dr. Fowle suggested that some emission of minute corpuscles from the sunspots might account for this layer.

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Examinees Ask Own Questions

Psychology

Prospective prohibition officers were allowed to ask their own questions when Uncle Sam examined them for enforcement jobs recently, it was revealed when Dr. L. J. O'Rourke, the Civil Service Commission's psychologist, allowed the Personnel Research Federation to publish details of the methods used in the tests.

But the government officials were not trying to make the examination easy or more routine. Quite the contrary. Progressive employers now turn the tables on the applicant, making him do the questioning, and the United States Civil Service Commission used this method to reveal judgment and resourcefulness in applicants for the position of prohibition officer. The tests were prepared under the direction of Dr. O'Rourke by Coleman F. Cook and others in the Research Division.

In this type of test the examiner directs the applicant to assume that he is already a prohibition officer and that the examiner is an informant who must be questioned regarding his knowledge of a law violation. The examiner has before him a list of facts which he, as informant, is supposed to know. These facts are given to the applicant in answer to his questions, but no information is volunteered. The examiner keeps a

record of the different facts discovered by the applicant, and the applicant's rating is determined by the number and importance of the facts brought out. Here is what the "informant" said in presenting one problem:

"I'm leaving the city tomorrow for a few months' vacation, and I wouldn't like to get mixed up in any prosecution, but I do think that you prohibition officers ought to keep your eyes on Joe Kirsch, this man who was arrested last week for driving an automobile while intoxicated. He lives in the same neighborhood that I have been living in, and I've suspected for some time that he and his brother-in-law are violating the prohibition law."

The applicant, in order to make a high grade, must then ask definite, direct questions which will bring out the exact nature of the violation, who is connected with it, and where they may be found, where and how it occurs, and any other clues that may be in the possession of the "informant".

Dr. O'Rourke believes that the applicant who asks intelligent questions displays the judgment and resourcefulness which is desired by the Government in prohibition officers.

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Airports On Buildings

Aviation

Landing "fields" for air mail and passenger planes located atop high buildings in congested areas are now receiving ground and wind tunnel tests, according to a report to the American Air Transport Association. The device consists of a platform 210 feet long and 60 feet wide. It revolves, allowing pilots to take off into the wind, and can be so maneuvered that a slant of 25 degrees is possible. For the take-off the platform is tilted, with the plane poised at the top and held in place by a new type anchor. Once released the plane slides down the incline, aided by the force of gravity. To accomplish a landing an aircraft lands at the foot of the incline and immediately is met by a series of spring cable retarders so designed that they reduce the speed of the plane without affording a tipping hazard. A huge reversible fan is also included which creates a gigantic suction of sufficient power to keep the plane from bounding away after landing.

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