

MISSISSIPPI EVOLUTION LAW TO BE CHALLENGED BY CIVIL LIBERTIES UNION

Mississippi's new anti-evolution law already faces a challenge on the part of the American Civil Liberties Union, the organization that undertook the defense of John T. Scopes in the famous Dayton anti-evolution trial last summer. Arthur Garfield Hays, member of the Scopes defense counsel, has informed Science Service that the organization is contemplating a test case, but will attack this time by means of a taxpayer's suit, which though it offers less possibility of the spectacular proceedings that marked the Dayton trial at the same time affords a better opportunity for a thorough-going legal test, free from extraneous appeals to religious prejudice and mob emotions.

"In bringing such a suit," said Mr. Hays, "it is of course necessary that the initiative be taken by a citizen and taxpayer in the state affected. We are now in communication with a number of interested persons in Mississippi, and as soon as we shall have made the proper arrangements we shall take action."

Mr. Hays also stated that the appeal in the Scopes case is still pending before the supreme court of the State of Tennessee. The defense had its case ready some time ago, he stated, but the State has been slow in preparing its brief. It is hoped, however, that a hearing may be had some time during May.

CONCRETE ROADS "TIRED" SAYS HIGHWAY EXPERT

Like the people who ride over them, concrete roads get "tired" and require periods of rest that they may recuperate, Prof. S. S. Steinberg, of the University of Maryland, and assistant director of the Highway Research Board of the National Research Council has discovered. This is one of the subjects being studied at the University of Maryland and other institutions engaged in highway research.

"Considerable attention is being given to determining the causes of cracking in concrete roads," said Prof. Steinberg. "The extent of cracks in a slab is dependent upon the underlying soil, the quality of the concrete, and the loads the pavement must bear. When a vehicle passes over a concrete pavement, the slab is deflected. The result is that under traffic the road is subjected to a wave action, the slab rising and falling with each passage of a wheel. On roads under heavy traffic at high speeds, this motion may be repeated many hundred times an hour."

"Experiments have been conducted in the laboratory simulating these field conditions, with the discovery that concrete is subject to fatigue, which, in many respects, is analogous to muscular fatigue in human beings. After continued rapid application of load, the normal elastic properties of the concrete are overcome and the fatigue limit is reached. The result is a break in the concrete and the appearance of a crack in the road. The analogy to muscular fatigue is further evidenced by the fact that if before failure the concrete is permitted to have long periods of rest, it recovers its ability to resist the applied forces and the fatigue limit, or life of the slab, is extended.

"The stresses produced in roads, by traffic, as well as the deflections and changes of length they cause, are measured by specially constructed instruments