

lary basically familiar to them, for it is not a new artificial language but a natural language without being a national language.

For those who feel that peace in the world will come closer if peoples talk to peoples in a language that all men understand, Interlingua has great emotional as well as intellectual appeal.

Earlier World Organization

The beginnings of the work on Interlingua go back to an earlier world organization, the International Research Council, at whose suggestion IALA was founded. Some of those who got the research started have not lived to see the fruiting of their ideas. Among these were Dr. Frederick G. Cottrell, the chemist, Ambassador and Mrs. Dave Hennen Morris, General James G. Harbord, Radio Corporation of America, General John J. Carty of American Telephone & Telegraph Company, Dr. Stephen Duggan, Institute of International Education, Dr. John H. Finley of The New York Times, Dr. Arthur A. Hamerschlag of the Research Corporation, and Dr. Paul Monroe of Teachers College, Columbia University.

Today Interlingua has the enthusiasm of Dr. Henry Goddard Leach, president of the American Scandinavian Foundation, who is also president of the International Auxiliary Language Association. Mrs. Millicent C. McIntosh, president of Barnard College, is vice-president of IALA, which is affiliated with Barnard as the Institute of Interlinguistics.

Work on the Interlingua dictionary was begun at the University of Liverpool under Prof. William E. Collinson. Rockefeller Foundation gave a grant to the University for that purpose. IALA's international staff of linguists was dispersed during World War II and a second international staff was organized in New York under the direction of E. Clark Stillman, now director of the Belgian American Educational Foundation.

Dictionary Produced

Research Corporation gave generous grants toward IALA's linguistic laboratory. Research was completed and the dictionary and grammar produced under the direction of Dr. Alexander Gode. A staff in New York, with Mrs. Mary Bray, executive director, is explaining and applying the new language to many situations, cooperatively with other organizations.

In the early stages of the use of the new language most of its use is likely to be written. In writing Interlingua the bother of complex grammar does not get in the way of expression. If you write a letter in Interlingua, you can mail it with a good chance that it will be understood by those who have never even heard of the language.

Experiments are under way in using Interlingua as the first course in languages other than one's native language. As a root it is a helpful step to national language learning.

Interlingua does not look too strange to eyes accustomed to reading English, and it reads relatively easily, as demonstrated by this excerpt:

Energia es necessari pro toto que occorre in le mundo. In tempores passate le plus grande parte del energia applicate esseva fornite per le fortia muscular del homines e del animales domestic.

Hodie carbon, petroleo, aqua, e ligno nos da le grosso del fortia motor. Vostre musculos e mies es exempte de labor nimis dur.

Fundamentalmente tote le energia de nostre terra veni del sol. Le calor e le lumine del sol—octo minutas distante de nos in tempore de viage del radiation—es cosa vital.

Now here are the three paragraphs above in their original English.

Energy is necessary for everything that happens in the world. In olden days, most of the applied energy was furnished by the muscle and brawn of men and domesticated animals.

Today coal, oil, water, and wood give us our gross power. Your muscle and mine are spared from working too hard.

Basically all the energy of this earth of ours comes from the sun. The heat and light of the sun, eight minutes away from us measured by radiation's travel-time, is a matter of life.

Science News Letter, July 5, 1952

AERONAUTICS

Instrument-Flying Helicopter Successful at Higher Speeds

► RECENT TESTS of instrument-flying with a single-rotor helicopter proved satisfactory at speeds above that of minimum power but unsatisfactory at low speeds.

Lateral-direction problems were encountered at the low speeds and during precision maneuvers. Object of the tests is to increase the usefulness of the helicopter, particularly in blind and night flying.

The instrument-flying trials were made at the aeronautical laboratories of the National Advisory Committee for Aeronautics, Langley Field, Va., and results are available in an NACA report by Almer D. Crim, John P. Reeder and James B. Whitten, all of Langley.

Included in the trials were standard instruments now used on airplanes. The conclusion is that special instruments are desirable under all conditions and necessary for sustained low-speed blind flight.

With standard airplane instruments, the report states, normal blind-flying maneuvers were possible in the helicopter at speeds above 45 knots (approximately 52 miles per hour). However, close and constant attention to flight instruments was necessary. Increasing difficulty was encountered at lower speeds, and flight below 25 knots was possible only for very short periods, the scientists report.

Science News Letter, July 5, 1952

ENGINEERING

Beaten Path May Not Lead To Executive Positions

► ENGINEERS WHO can get off the beaten path may reach top executive positions more quickly than if they follow the well-worn trails of men who have gone before them.

"An engineer must possess many qualities to enable him to climb to the top," said C. M. Hines of the Westinghouse Air Brake Co., Wilmerding, Pa., "but certainly two of the more important qualities are creativeness and initiative."

Speaking to the American Institute of Electrical Engineers meeting in Minneapolis, Minn., Mr. Hines said the engineer must be able to find new and better ways of doing things. Furthermore, he must have the initiative to translate his ideas into action.

"Initiative," he said, "is the explosive mixture ignited by the spark of creativeness."

Engineers are preferred today for top managerial jobs, recent surveys indicate. Columbia University reports that 41% of all top management executives are engineering graduates.

A different study reveals that 92% of a large group of industrial firms "consider professionally trained engineers as potential general management executives."

Science News Letter, July 5, 1952

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