

ployed in his grandfather's glue factory, and he followed this up with new forms of centrifugal machines, evaporators, and other devices for use in breweries. He made many experiments and a number of inventions in connection with motor vehicles and flying machines, and in later years devoted a considerable amount of time to the study of the helicopter.

About 1898 Dr. Cooper Hewitt directed his attention to electrical science, and became a contributor to scientific discovery in a diversity of fields, from wireless telegraphy and telephony to a special process for the electrical welding of steel. However, his name is probably best known in connection with his fundamental work relating to the mercury vapour arc which he brought into commercial use when he founded, in conjunction with the late Mr. George Westinghouse, the Cooper Hewitt Electric Company of New York, and the Westinghouse Cooper Hewitt Company, now known as Hewittic Electric Company, Limited, in England. His original work on the mercury vapour rectifier has been followed up until this apparatus has become a most useful adjunct to the

dynamo, not only in street lighting but also in the serious work of power distribution, and it has not yet been brought to its full industrial value. A generation hence the world will have begun to reap some of the larger benefits conferred by the discoveries of this notable scientific worker.

WE regret to learn of the death of MR. BINGHAM NEWLAND, an observant and original naturalist, author of "What is Instinct?", which was reviewed some time ago in these columns. Mr. Newland held very strong views in regard to the infallibility of the subconscious mind in animals, and thought of this as strangely detached from individual testing, experimenting, and learning. Perhaps what he was feeling towards was a theory of the germinal origin of new departures in instinctive behaviour. Another of his amiable heresies was a belief in "mind-blending" or telepathic communication in birds, by means of which effective co-operation is achieved. Mr. Newland's original and independent mind was handicapped by ill-health, but he had the reward of all those who read deeply in the book of Nature.

### Notes.

WE much regret that the reference to the Calcutta munitions case in last week's NATURE, p. 160, did not accurately represent Sir Thomas Holland's position in the matter. It was Sir Thomas Holland himself who, acting on the highest motives and after consultation with two members of the Viceroy's Council, ordered the withdrawal of the prosecution, but when all the facts are published we believe that the real reason for his action will reveal more than the stated reason as to the harm that might be done to Indian industrial development if it succeeded. As the Government of India could not support the view publicly stated, Sir Thomas Holland's resignation of the post of Minister of Industries naturally followed. Later, however, it was officially announced that the prosecution would not be proceeded with because "widespread commercial and industrial interests would be seriously affected," though when the Advocate-General withdrew from the case on August 6 he declared that all the charges could be proved. This decision seems, therefore, to support Sir Thomas Holland's action; and, notwithstanding the suggestion that the Minister of Industries should have received legal training, his reputation as a scientific administrator is safe with all who realise what the building-up of the Indian Munitions Board during the stress of war meant for India, the Entente Powers, and the final victory.

IN memory of those lost in R38 and in previous airships, a decision to establish a fund for airship research has been made by the council of the Royal Aeronautical Society. It is believed that such a course of action would most nearly meet the wishes of those who have lost relatives and friends in the disaster.

It is important for the country that the lessons should not be lost, and the view of those most closely connected with airships is that analysis of the causes of the breaking of R38 in the air can give the foundation for a sound system of construction. Such a result would afford some comfort to the relatives of the officers and men who gave their lives for progress, and, in view of the well-known decision of the Air Ministry to cease all work on airships, it is desirable that others should take up the problems connected with their development. The memorial fund is to be devoted to this end. Over the signature of Lord Weir, the president of the society, an appeal for contributions has just been issued, with the suggestion that they should be sent to the Secretary, Royal Aeronautical Society, 7 Albemarle Street, London, W.1.

THE *Times* announces that Mr. Knud Rasmussen's ethnological expedition to the Canadian Arctic Archipelago left Godthaab, on the south-west coast of Greenland, on September 7 in the motor schooner *Sea King*. On his arrival in Greenland in the early summer Mr. Rasmussen went to Thule, near Cape York, to secure Eskimo, dogs, and furs for his expedition. Some delay was caused by pneumonia spreading among the Eskimo and causing two deaths. After a call on the coast of Labrador the *Sea King* will sail for Lyon Inlet, in the Melville Peninsula, which will be the base for the first winter. From there the little-known tribes around Fury and Hecla Strait will be visited by sledge journeys. In the spring of 1922 Mr. Rasmussen plans to move south to Chesterfield Inlet in order to pick up stores sent north by the Hudson Bay Co., and he will then visit tribes in the Barren Lands and along the shores