

University of Cambridge. After studying a subsistence production scheme for unemployed miners in South Wales, and the impact of factory life on the personality of school-leavers, she joined the first team of the Wartime Social Survey as assistant editor. In 1945 she went to the United States, where she was first associated with the Research Department of the American Jewish Committee. After spending a year at the Bureau of Applied Social Research at Columbia University she took an appointment at New York University, and she was professor of psychology and director of the Research Center for Human Relations when she left New York in 1958 to return to Great Britain. Joining Brunel College as Nuffield Research Fellow, she played a major part in founding the first Psychology Department in a College of Advanced Technology, and instituted a sandwich course for the education of professional psychologists. Dr. Jahoda is a member of the Council of the British Psychological Society. She takes an active interest in the systematic approach to social issues and is a member of the Home Office Research Advisory Committee, the Television Research Committee and the Scientific Advisory Committee of the National Institute of Industrial Psychology. Dr. Jahoda has written numerous articles, and is co-author of *Die Arbeitslosen von Marienthal*, *Anti-Semitism and Emotional Disorder*, and *Research Methods in Social Relations*. Her book *Current Concepts of Mental Health* appeared in 1958; *Race Relations and Mental Health* was brought out by Unesco in 1960; and *The Education of Technologists* was published in the spring of 1963.

Physical Geography in the University of Sheffield:

Prof. R. S. Waters

PROF. R. S. WATERS, professor of geography in the University of Canterbury, Christchurch, New Zealand, has been appointed to the chair of physical geography in the University of Sheffield. Prof. Waters is forty-two. He entered the University of Reading in 1940, but his studies were interrupted by war service in the Royal Air Force. After training as a pilot in Canada he was engaged in meteorological flights from Iceland over the North Atlantic. Re-entering the honours school at Reading, Prof. Waters gained a B.A. degree with first-class honours in geography in 1948 and his M.A. in 1951. From 1950 until 1953 he was assistant lecturer in the University of Sheffield and in 1954 went to the University College of the South-West of England (now the University of Exeter) as lecturer. He took up his present chair at Canterbury in August 1962. Prof. Waters was senior geomorphologist in the Spitzbergen Expedition of the Universities of Birmingham and Exeter in 1958, and United Kingdom representative at the International Colloquium on Periglacial Geomorphology at Liege in 1959. He was a member of the New Zealand delegation to the recent International Geographical Congress in London and was organizer of a field symposium held during this Congress on the Pleistocene geomorphology of south-west England. Prof. Waters is secretary of the New Zealand Geographical Society and a member of a technical sub-committee of the New Zealand Committee on the International Hydrological Decade. His publications include papers on geomorphological mapping, periglacial geomorphology and on the geomorphology of south-west England. It is anticipated that Prof. Waters will take up his new appointment in the University of Sheffield early in 1966.

The National Research Development Corporation

In a written answer in the House of Lords on July 28, the Minister of State, Board of Trade, Lord Drumalbyn, stated that the Government now proposed to seek powers to extend the scale and scope of the work of the National Research Development Corporation to enable it to contribute more effectively to industrial innovation and development, particularly development in which industry

shared the risk. For this purpose legislation would be introduced in the next session to raise to £25 million in the first instance the Corporation's present limit of borrowing power from the Board of Trade. The legislation would also provide for a modification and extension of the financial and other conditions under which the Corporation operates so that, in partnership with industry, it would have greater freedom to promote the development and commercial application of new techniques. The Government had also investigated the opportunities presented by the techniques of automatic control of industrial processes and the problems which this might involve. As a result of a recent investigation by the Board of Trade, the Government was satisfied that there was need to co-ordinate, supplement and further stimulate existing activities. This would be the task of a small high-level steering group of officials which was being established under his direction. As a first task this group would urgently review the progress of automation in Britain and other countries and the probable future development of these techniques. In consultation with other interests concerned, it would also draw up a co-ordinated programme for promoting the activities of the various Government, professional, industrial and commercial bodies already at work in this field. With those measures simultaneously announced, arising out of the report of the Trend Committee (*Nature*, 203, 574; 1964), the Government believed that a substantial and practical contribution would be made towards solving the problem of how best to encourage and assist industry to apply commercially the results of research and technological advance.

Nuclear-powered Merchant Vessel

In answer to a question in the House of Commons on July 30, the Minister of Transport, Mr. E. Marples, said that recently the Furness Shipbuilding Co., Ltd., and the Anglo Normess Shipping Co., Ltd., had approached him and the Secretary of State for Education and Science with the view of building and operating a large merchant vessel powered by a *Vulcan*-type reactor. Imperial Chemical Industries was considering the possibility of using the vessel if suitable terms could be negotiated. Discussions were in progress to see if agreement could be reached on arrangements for financing and organizing such a project. If satisfactory agreement was reached the ship would be built on the North-east Coast by the Furness Shipbuilding Co., and with a quick agreement the ship should be operational by 1968. Mr. Marples added that it was quite clear that the Government would have to play a considerable part in the project, and that the present stage would not have been reached without the research and development on which millions of pounds had already been spent. This information was also given to the House of Lords by the Parliamentary Secretary to the Ministry of Transport, Lord Chesham, on the same day.

Carriage of Dangerous Goods

In reply to a question in the House of Lords on July 13, the Minister of State, Home Office, Lord Derwent, said that the United Kingdom was a signatory to the European Agreement on the International Carriage of Dangerous Goods, expected to come into operation within the next year. This comprised a detailed and comprehensive code, drawn up by an international group of experts, to ensure that international consignments of dangerous goods were packed and carried safely. Appropriate means for applying similar provisions to domestic traffic were being considered, but while any action should, to some extent, follow the lines of the international agreement, the latter did not bind internal traffic. He did not think that it would be appropriate to modify existing legislation, such as that covering the carriage of explosives, but that any legislation should be based on the international agreement when the final details were settled, probably within six months.