

# LETTERS

## Coding Biological Taxonomic Entities

DEAR SIR:

A preliminary meeting was held recently to explore the possibility or advisability of developing a uniform system for use in coding biological taxonomic entities. Participants at this exploratory meeting were from the Library of Con-

gress, the United States Department of Agriculture, the Smithsonian Institution, and the Chemical-Biological Coordination Center.

It is known that several laboratories are entering the results of their experiments on machine or hand-sort punch cards and that at least a few are listing the species of plants or animals tested by means of a code on these punch cards.

In order to facilitate the exchange of information between various laboratories, it would seem to be highly desirable for these research groups to use a uniform taxonomy coding system. If the need or usefulness of uniformity is confirmed by sufficient biologists, a start on the formation of a standardized code should be made as soon as possible so that the conversion from individual codes can be accomplished with a minimum of effort.

The interested persons who have been informally discussing the project do not want to set plans in motion for the actual codification unless there is a real or potential need for it. Our immediate problem, therefore is to determine what areas of biology could be usefully served by a standard taxonomic code. We are, therefore, requesting that those who have worked out or adopted a system for coding taxonomic entities, or who may be conducting work which might benefit from such codification, submit their opinions concerning a standardized biological taxonomy code.

Letters should be addressed to me.

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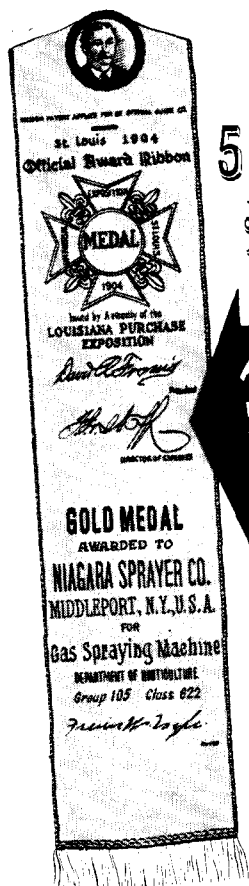
## Agricultural Aviation A Big and Expanding Business

DEAR SIR:

The article and pictures ("Agricultural Aviation," AG AND FOOD, May 26, page 546) are very fine. As you say, this has become a highly technical business with technological problems. At the present time we are operating a major share of a 54-Stearman contract in New Brunswick, a B-17 and three Stearmans in Michigan, one Stearman in Arizona, six Stearmans in eastern Washington, and five Stearmans and one Waco in the Yakima valley. Furthermore, we expect to have our first production models of the Air Tractor off the line soon.

Maybe if we get enough of this kind of article, the public in general, the banks in particular, and the fly-by-night operators as well will realize that this is a big and expanding business.

A. L. BAXTER  
President  
Central Aircraft, Inc.



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