



Book Review



"VEHICLES OF THE AIR," by Victor Loughheed; publisher, The Cass, Clark Co., London, Toronto; 350 pages, profusely illustrated, price \$3.50.

There is no phase of the world's development that appeals more to both practical and imaginative minds than does experiments in the navigation of the air.

Since time immemorial the human race has looked forward to the time when we might soar through space. Volume after volume of fiction has depicted scenes from that until recently believed dim and distant date when mere man would follow the flights of the bird in body as well as in mind. But it has been left to a real scientist and not an idle dreamer to paint the picture as we may now reasonably expect to live to see it.

"All about airships," says a line on the cover of Victor Loughheed's new book, "Vehicles of the Air." That line might well serve as a table of contents for the work for the book tells absolutely all that is known of present and past, successful and unsuccessful attempts to conquer the air.

But wait a minute! That last statement will have to be qualified a trifle for the most careful perusal of the book fails to reveal any mention of the disastrous attempt of Darius Green, famed in song and story for his unsuccessful effort to emulate the flight of birds, from the roof of his father's barn. But it is very probable that a man of Mr. Loughheed's scientific attainments has neither time nor inclination to concern himself with strictly fictional attempts at aerial navigation.

Mr. Loughheed is a decided optimist as far as the future of airships is concerned. For years he has been to the front in all movements looking toward new methods of locomotion, was one of the founders of the Society of Automobile Engineers, and a member of the Aeronautical Society, also was formerly editor of the Motor Magazine and the author of "Some Trends of Modern Automobile Design."

The author is breaking new soil in that there is not at present any "concrete and popular treatise on aerial navigation." In the introduction he states that with a view of remedying this condition he has sought to produce an adequate, up-to-date and at the same time a comprehensive presentation of what is fast becoming one of the most important and alluring fields of modern engineering.

Probably of more interest than the work itself to any but the most scientific mind, is this introduction. As has been before stated, the author is an optimist on his subject. In his opening remarks he lays bare all his hopes and plans for the future and paints a word picture of conditions that will prevail after the air is conquered that quickly arouses the interest of the most blasé intellect, turns the unbeliever to a faithful follower and the most uninterested reader to an enthusiast.

"Aerial navigation is no more a joke today than was the railway eighty years ago, or the steamship seventy years ago, or the automobile ten years ago. Inevitably it is a matter of perhaps no more than a few months—certainly of no more than a few years—after this is written when in every country of the world the flying machine will enter upon an epoch of wide development and application, the far reaching reactions of which are certain to carry significances of the profoundest import to every phase of civilization and every activity of the race."

Mr. Loughheed does not allow this statement to go unsupported but in every chapter of the book marshals facts all of which point to the ultimate success of operations in the new channel of navigation. He points out that man's movements on the planet are limited to three media—land, water and air. Of the three, air alone spreads over the entire surface of the earth and thus for long voyages through it only one machine is necessary and the journey may be made in a direct line.

While he gives some small space to them, the author does not believe that lighter-than-air machines or heavier-than-air machines in which the movements of birds' wings are imitated will ever be successful. He states that the aeroplane is by far the most promising of several types of machines.

Of course, the great drawback to the general adoption of the airship as a means of travel will always be the fear that accompanies any venturing above the surface of the earth. While he recognizes the naturalness of this fear, the author does not believe that it is well founded, and points out that it will ultimately be far safer than any of the present methods of transportation. Even in the incomplete state of the present airship the writer points out that "At the time this is written the power-driven heavier-than-air flyer has been responsible for the death of only three individuals in the whole world, despite an aggregate of experimental flights totalling fully 35,000 miles." Since the book was written the total distance of flights has mounted to several thousand miles more without serious accident.

Mr. Loughheed points out all the possibilities of the aeroplane in peace and in war and ends his absorbing introduction with this picture of the air in the future: "And over all will soar with the ease of the gull or drive with the speed of the whirlwind, the myriad ships of the air, transforming the face of the heavens. Of many sizes and at many altitudes, midgets and leviathans, close to the earth and up in the clouds—in the days the shadows of their wings will speed



"AUNT"

For the want of a better, it's Bell,
Who hereon the poet will dwell;
Of a kind not half bad
Rather apt to get mad,
And a head that is liable to swell.

On the Exchange he certainly "it,"
Of the bunch that bids in the pit;
Better if he'd eschew
Mixers of "one and two,"
And let the biting biters get bit.

Question Drawer

This department of the Guide is open to all readers, and it is hoped that they will take advantage of it. All questions relating to the problems of the farmer of Western Canada will be answered in this department. Write questions on one side of the paper only, and send only one question on one sheet of paper. Join in making this department of the greatest value.

MUST HAVE NAMES

Questions sent in without the name of the sender attached will not be answered. The name will not be used if not desired, but it must be sent as a guarantee of good faith.

RE HERD LAW

J. W. Sask.—Can a councillor place a district under herd law without notifying the farmers of the district and having the consent of same?

Ans.—Power is given to the council board of a local improvement district or a

over every corner of the lands and seas, and in the nights of that future time the eye-like gleams of their searchlights will mingle to the uttermost ends of the earth, beacons of science and romance and progress and brotherhood."

While the introduction is alone worth the price of the book, it is the text that will appeal to the man of scientific bent, which I am not. Every chapter deals with an important phase of airship construction, discussions of atmospheric conditions, history of former attempts to fly from the success of the first balloon built by the Chinese in 1306 to the modern and equally successful efforts of Ader, Blériot, Chanute, Langley, the Lilienthals, Montgomery, Penaud, Pilcher, Santos-Dumont, Wenham, the Wrights and the Voisins. Photographs and workings of machines are profusely scattered through the book and the whole couched in language intelligible to the ordinary amateur scientist. With the information of the book at hand, the amateur of ordinary mechanical abilities can build a flying machine that will fly.

But that introduction, a model of rhetorical construction and a marvel of scientific deduction, is what will make the name of Loughheed live forever.

COG.

A FARMER'S COMPLAINT

They say the farmers get it all;

They claim we live in princely style,
But still my income's purty small,

Though I keep workin' all the while;
The Sunday suit I have to wear
Would hardly please a millionaire.

They're blamin' us because they pay

So much for meat and other things;

To judge by what they say,

You'd think the farmers were all kings

And yit I have to scheme, my friend,

To git out even at the end.

My wife ain't wearin' costly furs

And on her hands no jewels blaze;

I'll tell you honestly that hers

Are pretty much all busy days;

Yes, it is true that eggs are high,

But so are all the things we buy.

There may be farmers who have learned

The knack of layin' by a bit

From what, by hard workin', they've

earned,

But I am not a Croesus yit.

And wouldn't you want durned good pay

To be a farmer, anyway?

As soon as anyone of the working classes gets higher wages, he lives on a much better scale, and consumes more, and a greater variety of foodstuffs. Everybody knows that the most of these must now stint themselves.

If it were possible to double the wages of the workmen and women of America, is there any doubt that there would follow an immensely increased demand for the farmers' surplus crops? In proportion as the workers are able to buy, the farmers are able to sell. This is so evident that it is a wonder the farmers do not see that their interests lie in helping their natural customers to get rid of those who plunder the whole community.—Blotson Hall.

JUST A MATTER OF EDUCATION
The farmer asked, "What makes them toil

For you to plunder, rob and spoil?
Gee whiz! It beats the nation."

"Ha! ha! they're taught from babes, you know,

That God Almighty wills it so.

'Tis all in education.

"And lest they learn the dreadful truth
I pension some to teach their youth
Thus regulate instruction.

"For should they learn the truth, you see,

My dupes no more would give to me
The fruit of their production."

—Eric Union Labor Journal

♦ ♦ ♦

"The government as well as the ruling classes, know in their secret hearts that the land question contains all social questions; that with its solution all special privileges would disappear, and that this question is the leading subject of the day. Yet, while they pretend to care for the well-being of the masses, and while they raise for them 'benefit societies, factory inspection, income tax, aye, and eight hour working days, they carefully ignore the land question.'—Tolstoy.

♦ ♦ ♦

People do not argue with the teaching of George, they simply do not know it. And it is impossible to do otherwise with his teaching, for he who becomes acquainted with it cannot but agree.

The method of solving the land problem has been elaborated by Henry George to such a degree of perfection that, under existing state organization and compulsory taxation it is impossible to invent any other better, more just, practical, and peaceful solution.—Leo Tolstoy.

♦ ♦ ♦

Dare we turn to the Creator and ask Him to relieve it? Supposing the prayer were heard, and . . . that for every blade of grass that now grows, two should spring up; . . . would poverty be abated or want relieved? Manifestly, no! . . . The new power streaming through the material universe could only be utilized through land. Land owners alone would be benefited.—Henry George.

♦ ♦ ♦

I wish the farmer joy of his new acquisition to his family. I cannot say that I give him joy of his life as a farmer. 'Tis, as a farmer, paying a dear, unconscionable rent, a cursed life! . . . Devils take the life of reaping the crops that another must eat.—Robert Burns, 24th September, 1792.

♦ ♦ ♦

The Land is the Mother of us all, nourishes, shelters, gladdens, lovingly enriches us all; in how many ways, from our waking to our last sleep on her blessed mother-bosom, does she, as with blessed mother-arms, enfold us all.—Thomas Carlyle.

♦ ♦ ♦

A new medical officer of the schools in Tasmania has been appointed. She is Dr. Gertrude Halley, a graduate of the Melbourne University. She has the distinction of being the first woman to hold such an office, and so well is she doing the work in hand that a movement among the women has been started to appoint women for all such offices to the complete exclusion of men.

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The rent which landlords draw from their lands is an income which they derive from the sale of what are avowedly God's gifts, which "no man made."—Bishop of Meath.

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Some men are handsome and others are handy. The latter are to be recommended for ordinary household purposes.

♦ ♦ ♦

It takes a more than ordinary clever individual to keep in touch with a stupid man.

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And the sweetness of some women minds us of sugar coated pills.