

Few people realize what an important part sport is likely to play in the development of the practical flying-machine. Motor-car racing is directly responsible for the development of the light engine which makes flight possible, yet the men who raced motor-cars had no idea of developing the flying-machine. They raced for the pure joy of racing. These same men are already taking up the aerodrome, and the most useful lessons will undoubtedly be learned from the extreme racing machines in which comfort, and stability, if need be, are sacrificed to speed.

What form the passenger aerodrome of the future will take, and what it will be used for, no man can possibly foretell, but in view of the present possibilities how long are regions, heretofore inaccessible likely to remain unexplored?

Such places as Thibet and the heat of Africa, for example, have so far resisted civilisation, not because white men couldn't live there but because they couldn't get there.

In the history of the world roads have hitherto gone, hand in hand with civilisation, and it is important for us to realize that the great universal highway above us is now open.

But while the flying-machine may cut down distances, and be of great value as a means of communication there is another significance which, though not nearly so broad as the spread of civilisation, comes home to us more forcibly. The big European Powers are spending vast sums of money annually upon aeronautics not as a missionary enterprise, nor