

have one secretary for each thousand men. A large canvas structure with complete equipment will be supplied for each five thousand men. Supplies for these units will include sugar, biscuits, chocolate, writing materials, an automobile truck, and an ambulance. The American Young Men's Christian Association is to have its own building in London, and has just purchased it; the site is on the Strand. It has also rented a building in Paris and opened a branch at Bordeaux.

It will thus be seen that the Young Men's Christian Association, which for many years has suffered from the reputation of being "too religious" is proving the reality of its religion by recognizing the immense social responsibility now resting upon it. Should any one doubt it, let him remember the Young Men's Christian Association record a year ago on the Mexican border.

THE CASE OF SALVARSAN

The medical profession has few real specifics. In this limited list is generally included the drug salvarsan, a specific for syphilis, discovered and patented by the great German chemist Ehrlich. Because of the patent the drug is almost unobtainable in America to-day. The patent holders, a German company domesticated in the United States, have used to the limit the advantages secured to them by their strategic position in the chemical world.

The just demand of American physicians that the American people should be enabled to secure salvarsan despite the obstructions of the patent owners seems to be fully met by a clause in the Trading with the Enemy Bill now before the House of Representatives. This bill provides that the Federal Trade Commission shall have the power to grant licenses for the manufacture of any processes under any patent owned by an enemy or an ally of an enemy, provided it shall be of the opinion that such a grant is for the public welfare. Whenever such a license is granted, the bill provides that five per cent of the gross receipts of the licensee shall be turned over in trust to an alien property custodian to be appointed under the provisions of this bill.

The wisdom or equity of abrogating foreign patents seems doubtful; but in time of war patents held by enemy aliens have a status of their own, and certainly such a provision as is contained in the Trading with the Enemy Bill appears to us to protect the interest of alien patent owners generally, while at the same time it guards the vital interests of the United States. It should receive the hearty support of Congress.

THE ARRANGEMENT OF PICTURE GALLERIES

In his annual report a year ago, Mr. Morris Gray, President of the Boston Museum of Fine Arts, declared that museums should exhibit their works of art "in such a way and in such environment as to enable the beholder not merely to see them more perfectly, but—and this is a very different thing—to enjoy them more deeply."

In his recently issued report Mr. Gray reverts to this subject. He recognizes the fact that museums give much time and thought to showing works of art so that they can be best seen, but he also recognizes that they have apparently given little time and thought to showing them so that they can be most enjoyed. In other words, museums have failed to recognize that the effect of a work of art depends, not only on the object itself, but on the receptivity of the beholder—that is, on his physical, mental, and emotional condition. "A form of exhibition," says Mr. Gray, "which presently renders a visitor tired in mind and body will bore him, while a form which retains to the full his vitality may make him reluctant to leave and eager to return."

The difference between exhibiting an object so that it can be best seen and exhibiting it so that it can be most enjoyed calls, we think, in line with Mr. Gray's opinion, not so much for any revolutionary change as for some amplification in arrangement. Such amplification might be accomplished merely by means of a light chair, easily adjusted, or a brief printed description lying on a near-by table, or other appropriate environment. Some people may deem environment a distraction—the incidental use of a piece of furniture or a textile or a plant. Yet, as Mr. Gray points out, environment invariably subordi-

nated to the objects exhibited may tend not to distract, but rather to aid the senses, and thus give opportunity to receive the deepest impressions from the object; just as a fire on the hearth of the library and the wistaria at its window give an environment that may well beget a greater enjoyment of Keats."

Again, the fact that exhibition galleries of museums usually open out of each other produces a certain stately effect and certainly enables the better handling of crowds on free days. Yet it entails a certain corridor use of the rooms. This of course constantly disturbs the man absorbed in the contemplation of a work of art, and tends to give him a restless, hurried feeling. Hence Mr. Gray suggests that museums should exhibit some of their greatest works of art in alcoves or rooms to be entered presumably only by those interested. Every one will recall how the beauty and dignity of Raphael's Sistine Madonna at Dresden is heightened because it is shown in a separate room.

Great art is, as Mr. Gray concludes, in its ultimate character, personal. While intellectual interest in art is common enough, he declares that (strange as it may seem) emotional interest is rarer. If Mr. Gray's suggestions are followed by other museums as they are being followed by his own, objects of art will be exhibited so as to be more effectively understood and appreciated.

TARDY JUSTICE TO THE SEMINOLE INDIANS

The Legislature of Florida has just passed, and Governor Catt has gladly signed, a bill making an appropriation of about one hundred thousand acres of land for the Seminole Indians in Florida. The extent of this grant is not quite what might be supposed from the number of acres, as it is estimated that only five per cent of the land is tillable, and a large proportion of it is under water. Nevertheless, the friends who have striven so long for justice to these Indians are enthusiastic about the victory at last gained.

It has been pointed out that over the entrance to the Florida State Capitol is a figure of an American Indian holding out his hands to welcome his white brothers to the beautiful land of Florida; beneath it are the prophetic words, "In God We Trust." For nearly a century the Seminole Indians have trusted in vain for that which was rightfully theirs, and which over and over again has been admitted to be due them. Neither the State nor the Nation has reason to be proud of its record in this matter. Efforts to establish the Seminoles on a proper reservation have failed repeatedly because of lack of appropriations of money, or because of the activities of speculators who had another use for the lands assigned for the purpose, or because of sheer inaction.

The Seminoles now number only six or seven hundred. They are the direct descendants of the Indians found in Florida by the white men on their first arrival. They are described as industrious, as being nearer pure Indian blood than most tribes, as at present increasing rather than decreasing in numbers, as fine in physique, and as having a simple code of morals, the main requirements of which are that they must not lie, steal, or cheat. They were long self-supporting, but the game upon which they have lived is now extinct and their former industry of cattle-raising has also become impossible. From time immemorial they have shown a strong disposition to maintain their independence as a race and to govern themselves without accepting aid or control from the white men except as absolutely necessary. Many of us will have a special memory of the Seminole Indians from having read in boyhood a highly colored romance about "Osceola," a Seminole chief who led the so-called rebellion of 1832, which was really a seven years' war, carried on by the Seminoles because their unquestioned right to their own lands was taken away from them by a so-called treaty which was a fraud and a shame.

The present allotment of land is really in lieu of five million acres in the Everglades long ago granted to Florida by the United States with the distinct provision that the rights and homes of the Seminole Indians should be sustained. The friends of the Seminoles believe that they will now develop into valuable citizens, and it is proposed to assist them in agriculture and by industrial schools.

WILL GERMANY WIN?

IF Germany is to be victor over our allies and over us, she will have to find her victory under the sea.

If the Allies are to conquer Prussianism, as we believe they must, they will find their victory in the air.

The German submarine is pitted against the Allied airplane. Time was once an ally of the Allies; but time is a treacherous friend, for now time is fighting on the side of Germany. Every day lost means a day of grace for Prussia. Every day wasted means the waste of several thousand American lives later in the war.

With this responsibility upon the United States for prompt action, there are two things for us to do: First, to help in preventing Germany from winning the war under the sea; and, second, to help our allies to win the war in the air.

Already we are hunting the submarine. Already we have under way a plan for building ships. But what we must not lose time in getting under way is the creation of a great American aviation corps which will insure the overwhelming of the Prussian armies.

There is no question that this is the greatest military contribution that America can make to the Allied cause.

In the battles on the western front it is the airplanes that win the victories.

When, for instance, the German assault on Verdun had worn itself out, the French and British armies began their attack against the Germans at the Somme. For three weeks the Allied airplanes dominated the air over those armies. They flew about the German lines and noted all that the Germans were doing. For those three weeks not a German plane crossed the lines; so for those three weeks the German commanders were blind, for they could not see what the French and English were doing. And because the Allies knew all about the German maneuvers and the Germans knew nothing about the Allies' maneuvers, the victory went to the Allies.

If you will ask an aviator of one of the Allied armies whether it is true that one aviator is worth a thousand infantrymen, he will be likely to answer: "That depends. If an aviator flying over the enemy's lines sees where the infantry can go through and reports the fact, and the infantry does go through there, that one aviator may be worth two or three divisions of foot soldiers." And that is the sort of thing that aviators are doing all the time. Some of them fly low and watch the enemy, and then make their reports. Others, flying higher, protect these observers against attack. Still others go far into the enemy's territory and report the movements of reserves and ammunition. Still others fly aloft with bombs and drop them on railways, thus delaying the movements of troops and supplies; on ammunition depots, so that the enemy's armies will be deprived of the ammunition on which they depend; on aerodromes, so that the enemy's airplanes are destroyed. And still other aviators hover above the attacking infantry and signal to them where danger lies and where the way is open. Aviators thus act as scouts, as artillery, and even on occasion as corps commanders.

The Germans are not naturally inclined to aviation. They are brave, they are skillful, but they lack the initiative, the adventurous spirit, the power to make quick decisions, the love of fighting against odds—all those qualities that are inculcated under democracy and that are to be found in the English, in the French, and particularly in the Americans. The Germans have good machines. At times their airplane engines have been better than the engines of the French or the English. At times during the war the English and the French engines have been of superior model to those of the Germans. But everywhere and every time and always the French and the English aviators have been more daring, more adventurous, than the Germans. And the American aviators, even among their French and English colleagues, have won distinction, as the fame of the Lafayette Escadrille has proved.

All that is needed to win the war on the western front of Europe is a host of aviators of the type supplied by France and England and the United States—overwhelmingly superior in numbers, as they would be in quality, to the aviators of the German army. When once the aviation corps of the Allies outnumber the Germans three or five to one, the armies of the Allies will win.

The English cannot supply this superiority. The French can-

not. All their energy and strength must now be directed to the maintenance of their general military organization. But America can. There is no doubt of it. Ten thousand American aviators might well decide the victory.

To supply these aviators to our allies we must have aviation fields prepared in this country, we must build here training planes for the instruction of aviators, and we must begin at once to make engines on models supplied by our allies, to be exported to France and fitted to fighting planes built there by American workmen out of American materials. There must be one training plane built for every pupil, and there must be at least three planes for every aviator at the front. Forty or fifty thousand airplanes must therefore be regarded as our minimum for use within the next few months.

Already three aviation fields with their hangars are under construction. Already the Council of National Defense has under way plans for the standardization of the machines. Already we know all that we need to know as yet regarding the manufacturing resources of the country so far as the construction of planes is concerned. But what we have not, because Congress has not yet granted it, is the money. Congress has been holding up a bill in which there is an appropriation of many millions of dollars for aviation. This is but a small fraction of the total that will soon be needed. A thousand million dollars sounds like a staggering sum; but it only averages ten dollars apiece for the population of the United States. That is an insignificant sum to pay for what we can accomplish in France by an adequate corps of American aviators.

When next year the reports of the casualties among the American forces at the front begin to come back here, we shall regret every day's delay made this summer. When the reports of the triumph of American aviators, their daring, their skill, and their achievements, come back to us here, we shall not begrudge a dollar that was spent in training them, equipping them, and sending them to France.

The men are waiting to be trained. The country has the resources. All that is lacking is the consent of Congress. Those of us who stay at home, those of us who must work at their tasks, will gladly be frugal, and even penurious. But there is one place where we must not let frugality or penury govern, and that is in providing for this aviation corps. For this let Congress be lavish.

HOW AMERICANS WAGE WAR

In The Outlook of June 6 we quoted at some length from an editorial in the New York "Globe." This editorial (citing the case of Captain Semmes, of the Alabama) was written in refutation of the assertion of the "New Republic" that the United States, confronted by a dangerous blockade, would use the submarine as ruthlessly as the Imperial Government of Germany is using it in the present war.

To that general refutation of the assertion of the "New Republic" Mr. Augustus L. Richards has added, in a letter to the "Globe," specific examples of the way in which Americans have waged war on the high seas.

Mr. Richards draws his examples from "The Cruise of the Alabama and the Sumter," a book published in 1864, which contains an account of the adventures of the Confederate privateers gathered from the journals and papers of Raphael Semmes and his officers. Mr. Richards gives several accounts of the manner in which the Alabama handled her prizes.

On one occasion, for instance, the captain of the Alabama came up with and brought to the packet Tonawanda with a full cargo of grain and some seventy-five passengers. He had no room for her passengers on board. He therefore placed a prize crew on the Tonawanda and kept the ship in company for several days. At last, no neutral sail appearing to which he could transfer the passengers of the Tonawanda, and an ugly gale threatening, he dismissed the Tonawanda in safety, after exacting from her master a ransom bond of eighty thousand dollars. It never occurred to Semmes to do otherwise.

Again, on another occasion, Captain Semmes captured the mail steamer Ariel, having on board one hundred and forty United States marines, several military and naval officers, and