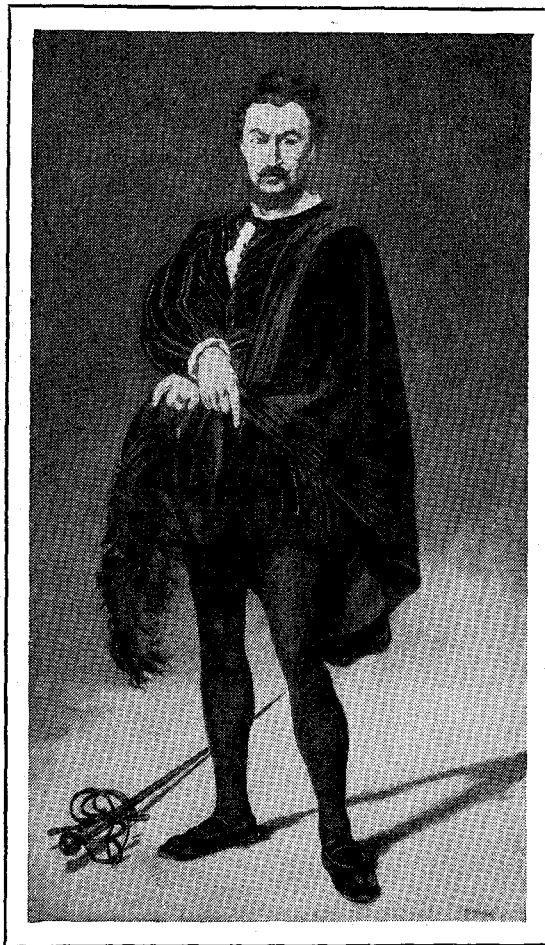


IMPRESSIONISM AND



ROUVIÈRE AS
HAMLET,
BY EDOUARD
MANET

(Lent by Mrs. George
Vanderbilt)



LADY WITH A
PARASOL,
BY AUGUSTE
RENOIR

(Lent by Josef
Stransky)

Courtesy of the Metropolitan Museum of Art

EXAMPLES OF THE WORK OF MASTERS
From an exhibition in the Metropolitan

POST-IMPRESSIONISM

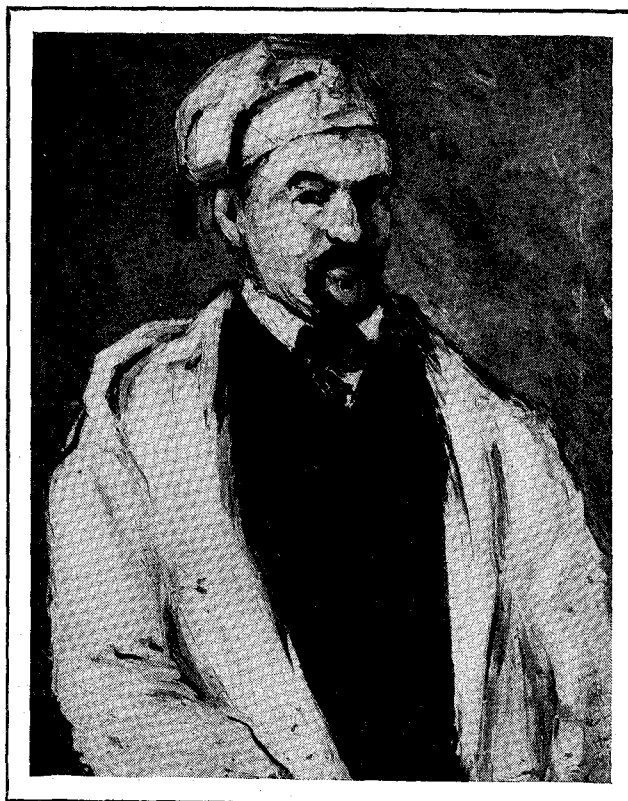
CHEVAUX DE
COURSES, BY
EDGAR DEGAS

(Anonymous lender)



PAUL CÉZANNE,
SELF-PORTRAIT

(Anonymous lender)

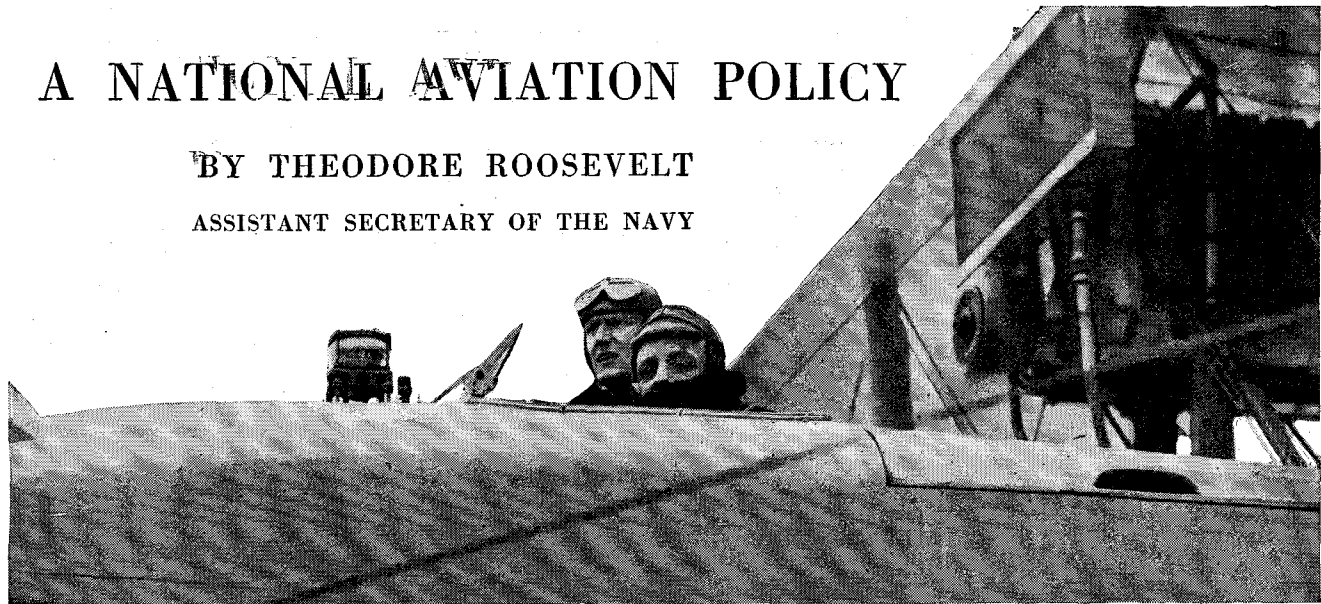


IN TWO MODERN SCHOOLS OF PAINTING
Museum of Art, New York City

A NATIONAL AVIATION POLICY

BY THEODORE ROOSEVELT

ASSISTANT SECRETARY OF THE NAVY



Official Photograph, U. S. Navy

SECRETARY ROOSEVELT IN NAVY SEAPLANE READY TO FLY FROM MIAMI TO GUANTANAMO

FROM time immemorial there have been but two theaters of operation for commerce and war—the water and the land. But within the last decade a heretofore undiscovered sphere has been opened up—that of the air. No nation that expects to hold its own can afford to neglect its air service. Land and water have been the means of communication up to the present time. To them in the future will be added the highways of the air. Not alone because of its military and naval value, but also because of its potential commercial value, aeronautics must be carefully studied and thoroughly developed by our country.

In all new departures, such as aeronautics, activities tend to be ill considered. In order to avoid this we must, as a first step, establish a consistent Governmental air policy. If we do not do this, we are certain to run into trouble; development will be haphazard and wasteful. We consider but one aspect of a given question, and as a result the ultimate action will often serve but one purpose where it might have served two or more.

In our big cities, especially in the East, the older streets crisscross continually and curve like fish-hooks. I can recall when I first went to Boston coming upon Beacon Street a few blocks after I had left it directly behind me, and as a result almost giving up myself as lost. The reason for this "mix-up" is that there was no city plan when these streets were laid out. They were made as the need arose; sometimes, as one poem says, merely because a cow wandered that way. Our air development will be the same unless we adopt now at its inception a comprehensive Governmental policy.

The air policy should consist of two branches—our mercantile policy and our military policy. Under these two broad heads the majority of the existing necessary activities will divide themselves. Though grouped under two heads, there should be nevertheless the closest kind

of co-operation, for when war breaks, as it will in the future as surely as it has in the past, all activities will be turned to the common end of National defense.

Our country does not believe, in general, in direct subsidies. We have not held it sound for the Government to contribute in cash to mercantile ventures. We have, however, held in numerous instances that what might be termed an indirect subsidy is permissible. In our income tax we allow certain small exemptions for children and dependents, which amounts to nothing more nor less than a subsidy. Merchant shipping is indirectly subsidized by dredging harbors, building docks, maintaining a lighthouse service, storm warnings, channel buoys, radio compass stations, and safeguards and aids of a like nature. Moreover, the tariff is in its nature an indirect subsidy; for by it home industries are permitted to sell their commodities at higher prices than would be possible with the general market of the world opened unrestricted to the purchaser.

Our policy as to mercantile air development should therefore follow the line of indirect aid. We should at once map out and adopt a comprehensive system of National air highways. If we do this, we can establish them in such fashion as to be of use equally for commercial purposes in time of peace and for military purpose in time of war. We will also give to all those who desire to provide capital to establish units for air traffic the assurance that they are expending their money in places where the development is permanent, being Nationally sanctioned. Moreover, there are at this time certain Governmental departments, namely the Navy, War, and Postal, which are expending moneys on their air activities. When National highways are determined upon, these moneys will be spent along a comprehensive scheme and will not be wasted upon places later abandoned.

The Government should furthermore establish navigational aids in the shape

of weather reports, fog signals, landing signals, and lighthouses and beacons along the National air highways. Government and State owned landing-fields and terminal facilities should be provided.

To handle these activities a bureau should be established by the Department of Commerce which should have under its special supervision the activities named above, and such others in addition as the licensing of pilots, manufacturers, and equipment. By placing these grouped activities in the Department of Commerce, which has cognizance of inter-State traffic, the organization already available, with few additions, can take up readily the added work involved. This may be done at a moderate cost and far-reaching results can be obtained.

Another most important step that should be taken immediately is the codification and formulation of a comprehensive code of air laws. At the present time there is little, if anything, along this line. This is essentially a Federal duty, for aircraft moves so fast that most of its work will be inter-State. The need for these laws has been felt already. At the present moment many States have under consideration, and some have already passed, regulatory statutes. Should this continue, an almost unraveled tangle will occur which will seriously impede development.

The next broad feature of our air policy is the military. There should be no united, independent air force; but, on the contrary, bureaus of aeronautics within the departments. In general, military and naval authorities are agreed on this. Generals Pershing and Wood, Admirals Coontz, Sims, and others, the General Staff of the Army, the General Board of the Navy, have all made declarations to this effect. In addition, the equivalent of this idea has been advanced by the most prominent British naval and military authorities—namely, Admirals Jellicoe and Beatty and Marshal Haig.

Though the air is a new theater of