

## CONTRIBUTORS' GALLERY



**H**ERBERT S. GORMAN has been associated with newspapers in Springfield, Boston, and New York. He is now contributing assistant to the New York "Times" Magazine and Book Review Section. He has published poems and critical essays in many of the leading magazines.

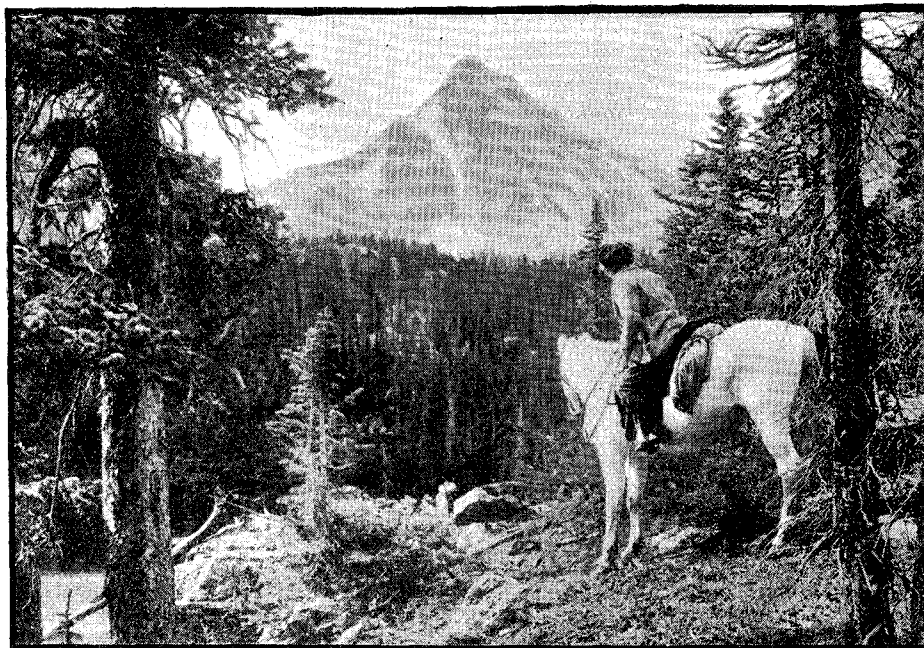
**N**EWTON FUESSLE contributes an article on the controversy that is raging between the Amateur Athletic Union and various other athletic organizations. The article is based on an interview with General Palmer E. Pierce, who is President of the National Collegiate Athletic Association. Mr. Fuessle's article brings the controversy before the public for the first time.

**A**LICE KILMER is the widow of the late Joyce Kilmer, who was killed in action in the World War. Mrs. Kilmer is the author of "Vigils" and "Candles that Burn." She has previously contributed to The Outlook.

**M**YRTLE and GORDON LAW, of Springfield, Massachusetts, give in an article entitled "Gandhi in Jail" an account of an hour spent with the great Indian Nationalist.

**E**DWARD KNEELAND PARKINSON is a lover of outdoors. He has spent a number of years in the country raising grain, hay, fruit, and live stock, and is a frequent contributor to outdoor magazines. He was at one time on the staff of the "Country Gentleman" and for four years with the New York "Evening Post" as writer of the "Amateur Countryman" column. He is the author of two books, "A Guide to the Country Home" and "The Practical Country Gentleman."

**E**LMER T. PETERSON is associate editor of the Wichita "Beacon," of which Governor H. J. Allen is publisher and editor-in-chief. He has been closely associated with Governor Allen in the study of industrial questions, and was present at all the important events having to do with the Industrial Court. Mr. Peterson was formerly on the reporter-editorial staff of the Kansas City "Star," and previous to that editor of a Kansas weekly, the Cimarron "Jacksonian." He was born on a farm near



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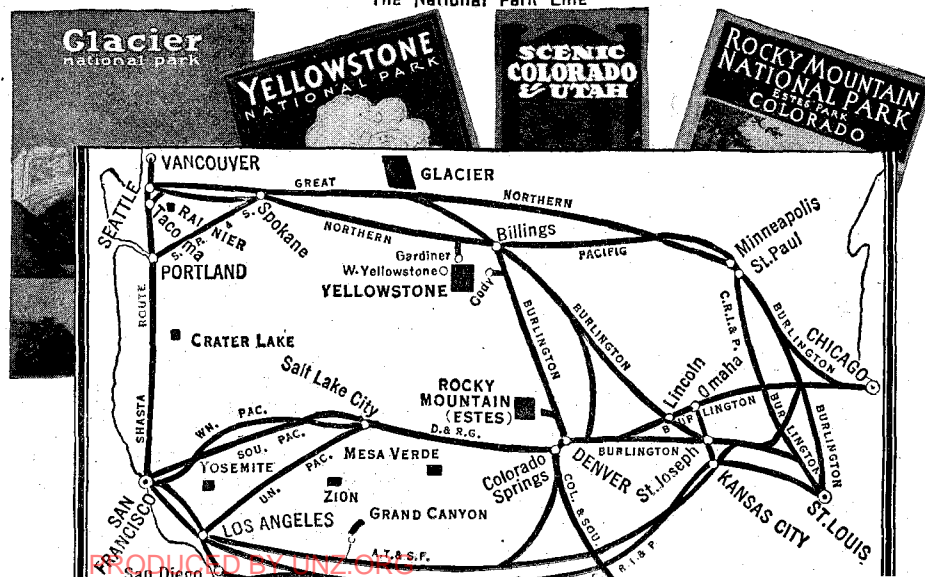


The National Park Line

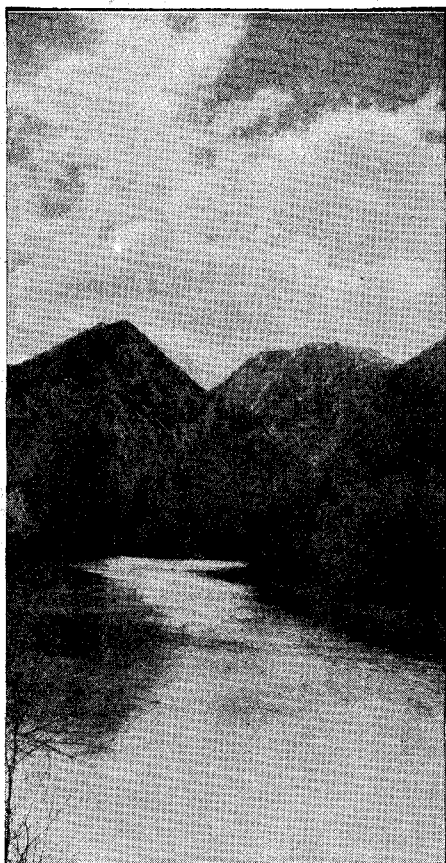
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## MOTORS AND THE MIDLANDS

BY J. C. LONG

**I**N the scheme of American life there has been developing a new form of community—not the farm, not Main Street, not the city. It is usually called "the suburbs," but the term is outgrowing its original sense. The rapidly expanding areas surrounding our large cities are more than convenient living adjuncts to business centers; they are coming to have a purpose and a consciousness of their own. They represent the effort of families to retain the advantages of working in concentrated industrial centers, and yet to secure the satisfactions of fresh air, play space, gardens, and an individual home. Fittingly this new type of neighborhood may be called the Midlands.

Automobiles have made this new development possible in the degree it is at present assuming. The territory around the larger municipalities may be compared to a huge feather fan with railway lines representing the quills, and the myriad automobiles the feathers. For forty miles around the largest cities of the country there is one car for every fifteen persons.

The population around these cities constitutes new groups of urban proportions, for instance:

Suburban District of	Population.
New York .....	3,243,000
Chicago .....	1,051,000
Philadelphia .....	1,038,000
Detroit .....	398,000
Cleveland .....	629,000
St. Louis .....	447,000
Boston .....	1,636,000

The significance and value of these figures will be seen when one considers the drift of population in recent years. Every time the Bureau of the Census issues a new bulletin statisticians tear their hair, rural newspaper editors have heart failure, and some one starts a new back-to-the-farm movement (with paid executive secretary).

There is not going to be any addition to the rural population through campaigns on "Keep the Farmer Contented" and "Back to the Farm," admirable and sincere as many of these may be. The psychology of these slogans smacks too much of the urban mind worried over its food supply.

Many economists, however, have discoursed on the effect of the telephone, the motor car, the talking-machine, and the motion picture on rural existence. These inventions are adding to the richness of life in the most remote hamlets. They are making neighbors of families forty miles and more apart. They are making possible consolidated schools, churches, theaters, lecture halls, and community buildings on a par with those enjoyed by the city. The three million motor cars and trucks in rural districts will probably create enough wealth, satisfaction, and happiness to lessen the yearning of the younger generation to seek crowds; but the spread

of motor transportation is not going to bring back into the country those families now living in the cities.

Some new development has therefore seemed essential if the Nation is going to be able to raise food for its inhabitants. The Midlands is partially the answer. The flood of population pouring over the brim of the city limits and spreading throughout the environs does much to support itself. Hundreds of thousands of families have their own gardens, and thereby raise a part of their own food. Many more could and would do so if the pressure of high prices should become sufficiently severe.

It would be a greatly improved condition if the areas at present occupied by large cities could be devoted exclusively to business, with the population being transported back and forth daily to their individual homes. As this condition is approximated long before its consummation, the standard of living may be bettered. As the pressure of population on the suburban area is lessened, more space is left for those who must remain there. Rents are lowered. Those who remain within the urban limits have more space in which to live.

This growth of the Midlands is not a theory. The rapidity of the increase is indicated by the figures of the Long Island Railroad, which every year carries a larger number of New York commuters. The record for the past five years is as follows:

	Passengers Carried.
1916 .....	15,932,000
1917 .....	17,601,000
1918 .....	17,692,700
1919 .....	25,426,950
1920 .....	28,891,350
1921 .....	31,000,000 <sup>1</sup>

<sup>1</sup> Estimated by Long Island Railroad.

A ride along the routes of this railway will show the inquirer the large part which the motor car is playing in making this increase in passenger traffic possible. Automobiles at every station bring passengers back and forth for miles from the rail lines.

The rise in the motor-vehicle industry from virtually nothing in 1900 to about 10,000,000 in use to-day has come about from an age-long demand for personal transportation. This desire, however, is meeting with checks in city life to-day, but there are changes which must be brought about before the Midlands can care for the population to a degree which will have an appreciable effect on rents. Two of the major obstacles to the fuller use of cars in and around cities are:

1. Parking spaces.
2. Motor highways.

Where can the man who drives each morning to the railway station leave his car? If there are any children in the household, it may be difficult for his wife to drive him to the train and back. Or if the man's home is within driving