

ing of alarms savors somewhat of propaganda. It would be but natural for the strikers to court public support in this manner in their desire to end the strike. It seems, however, to have been overdone. The railways still load almost capacity freight, except for coal.

But where in the scale of requirements did rolling stock stand when the shopmen's strike was called?

All told, there are 2,258,000 cars in the ownership of Class I railways. Of that total more than fifteen per cent, or upwards of 342,000, were in bad order July 15. The figure is about the same as that of July 1. These railways operate 64,000 locomotives. More than 15,000 were in bad order July 15. One locomotive out of every five owned by the chief carriers of the country was laid up for heavy repairs. One out of every twenty was laid up for light repairs. The figures are those of the railways themselves.

That was the situation June 30, in substance, for two weeks made little change in the numbers. It has been the average situation for two years past, the carriers' reports reveal. The situation was worst in July, 1921, and had been growing progressively better till the strike was called. The railways were not wholly to blame for this sad state of affairs. They have not even yet fully emerged from the demoralization of Federal control. The business depression also depressed equipment repairing. But with the coming of the business revival the railways had started to put their house in order—a task interrupted by the strike.

The interruption should be but a temporary one. The figures are far higher than they should be. When working conditions become normal again, as they surely will, it should be the carriers' first duty to take their broken equipment out of the shop and put it, in safe running order, on the rails.

A BAD TURK

ENVER PASHA was the last to die a violent death of the triumvirate that misruled Turkey, and that ordered or allowed the slaughter and starvation of hundreds of thousands of Armenians and affronted the sentiment of the world. Talaat, who brutally defended the massacres, was assassinated by an Armenian; Djemal was slain a few weeks ago; now Enver has been killed in Bokhara by the Bolsheviks, whom he first supported and then betrayed. He was the strongest of the trio intellectually, but his violent temper and his insatiable personal ambition pushed him always into situations where revenge and hostility encompassed him.

Enver had the evil pre-eminence of being the man who forced Turkey into the arms of Germany. He even made a



Ewing Galloway

SIGNING THE AGREEMENT THAT HAS VIRTUALLY ENDED THE STRIKE IN A PART OF THE BITUMINOUS COAL FIELD

T. K. Maher, Chairman of the Inter-State Scale Conference, representing the operators, is at the left; John L. Lewis, President of the United Mine Workers, at the right

secret alliance with Germany months before his purpose was known in his own country and took measures hostile to the Allies while Turkey was nominally neutral. His military activities (apart from the defense of the Dardanelles, which was largely planned and carried out by German experts) were vacillating and ineffective. Since the war he had been a wanderer and a schemer; he plotted to become monarch of the Kurds, nominally aided the Soviets in the Caucasus region, and finally took arms against them.

There was a time when Europe thought it saw in Enver Pasha the leader of a rejuvenated and reformed Turkey. But the Young Turks' régime was as oppressive and as far removed from ideas of self-government as the Sultanate it overthrew. It ruled by force and ignored what laws were supposed to exist. After the close of the war, Enver was outlawed at Constantinople, was declared the author and instigator of many crimes, and condemned to death, if caught.

Enver's career was devoid of patriotism; principles he had none. He fought for his own hand, and died the death of a turbulent disturber of the peace.

"THE MOTHER OF CONTINENTS"

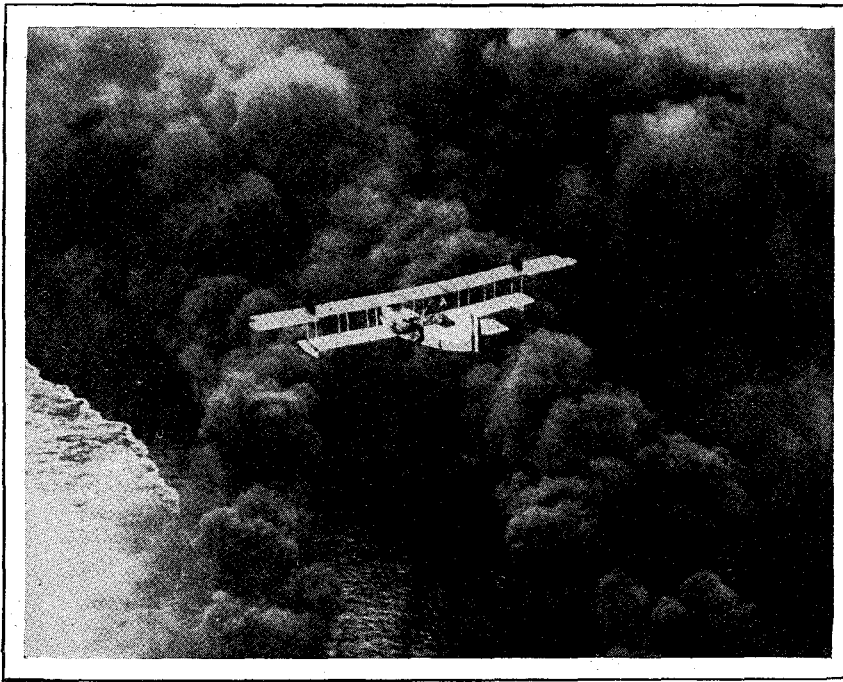
AN article in "Asia" by the distinguished scientist Dr. Henry F. Osborn, who is at the head of the American Museum of Natural History, has as its title "The Mother of Continents." It relates to recent discoveries by an expedition under the leadership of Mr. Roy Chapman Andrews for the Museum in Mongolia. There in distant and barren

tracts have been found large deposits of prehistoric remains.

The interest and importance of this find is not in the fossilized remains themselves, but in the deduction drawn from the quarter of the globe where they have been uncovered. One of the great problems of science has been that of the course and movement of mammalian life over the globe. The two great beds of prehistoric deposits heretofore known are widely separated—one in Europe, the other in our Rocky Mountains. Now Dr. Osborn has long argued *a priori* that the progress of the extinct, big mammalian life could not have been from one of these regions to the other, for if so there would be evidence of a spread of that life from the Rockies east and from Europe west. The only other logical alternative would be that the original region of full development before dispersal must have existed at some point on the other side of the globe, west of the Rocky Mountain center and east of that in Europe. That would be somewhere in Asia. It was partly to seek such a center that this expedition was sent out.

The discovery lately made precisely answers the requirement of Dr. Osborn's hypothesis, and verifies the theory that from Mongolia the emigration of the great mammals started east and west, reached the centers already known, and thereabouts died out by dispersal. Dr. Osborn comments:

This discovery gives the answer to one of the four great questions which the expedition sought to solve: namely, whether ancient Asia is the mother of the life of Europe to the far west, of North America to the



International
NAVY SEAPLANE HANGING LOW OVER A HEAVY SMOKE SCREEN THROWN OUT BY A DESTROYER FLEET

This picture, taken near San Diego, California, shows the plane veering to the left to dodge the black clouds. The plane is co-operating with the battle fleet, being employed to direct its actions behind the smoke screen

far east. It is a kind of realization of a palæontologic Garden of Eden—of the birthplace, or Asiatic homeland, from which many kinds of reptiles and mammals spread westward and eastward.

The value of the discoveries may be of basic importance in the large aspects of evolution, and it is hoped that further work may bring out similar evidence regarding the early history of the "primates" from which man is held to have evolved.

The story as told by Dr. Osborn in the current issue of "Asia" is a fascinating episode in the always enlarging chapter of scientific research.

THE AIRPLANE AND THE BATTLESHIP

THE recent bombing by airplanes of the British pre-war dreadnought Agamemnon confirms the conclusion of the demonstration off our Virginia capes a year ago. But those are totally wrong who suppose the conclusion to be that the day of the battleship is over. On the contrary, the navy has gained a new and potent weapon. Hereafter warships will carry fighting airplanes and bombing airplanes, and a major engagement at sea will have its attendant or precedent battle of the air.

Those who have read the articles in The Outlook by Lieutenant Clifford A. Tinker, of the United States Bureau of Aeronautics, have learned what advances have been made in the planning of small fighting planes, in the devices for launching them from vessels, in "landing" them safely at sea, and in building

aircraft carriers. They have learned also how the Germans, debarred from building large commercial planes lest they be turned into bombers, have built small, low-powered, short-range planes and are now making fast little monoplanes that, in Lieutenant Tinker's judgment, form a menace to the peace of Europe. All signs point to new and different developments in future wars of the air, but the new weapon will be an adjunct of navies, not their supplanter.

The attack on the Agamemnon was a startling demonstration, for if the "bombs" dropped upon it had been war bombs instead of "duds" the vessel would have been destroyed a dozen times over. Some four hundred of these dummy bombs fell on and around the war-vessel with a degree of accuracy that showed the efficiency of recent sighting devices. The Agamemnon was controlled and maneuvered by wireless and was moving at fifteen knots an hour. Many of the bombs were dropped from a height of 8,000 feet, at which height an airplane is practically immune from anti-aircraft firing. Not only were 400 bombs dropped on or close to the Agamemnon, but some of the fast planes flew so low as to sweep the decks with machine-gun fire. One result of the demonstration was that the British Government at once announced its agreement with the Air Minister's plan of providing a new air force of 500 planes for home defense, at a cost of about ten million dollars a year.

There is evidently a use for airplanes apart from the navy, but there is most

emphatically also a use for airplanes working and fighting in conjunction with the navy.

THE SUPREMACY OF THE GERMAN GLIDERS

Two weeks ago Lieutenant Tinker, in the most recent of his Outlook articles, gave what is probably the first authentic statement of the achievements of the Germans in the art of using gliders. By experimentation the Germans, as he pointed out, have "built new and stable gliders, and with them have accomplished soaring and gliding flights which equal, and in some respects excel, the performance of huge birds."

Since that article appeared the Germans have made astounding advances in this new art. The record made some months ago by Harth of a gliding flight of twenty-one and a half minutes has been totally eclipsed by a flight made by a young student named Hentzen which lasted for ten seconds over two hours. More than that, extraordinarily accurate landings were made in a contest in which a point was designated near which the competitors sought to land. The victor in this contest of "goal flying" succeeded in landing within thirteen feet of the goal.

Lieutenant Tinker said that the earlier efforts in gliding were regarded by the Allied officers as a mere school-boy craze, but later became a matter of concern and even alarm. Now it is reported that the French see in these German accomplishments a serious threat to their own air supremacy.

It is said that these records made in Germany did not depend upon a very high wind. In fact, during the competition the wind varied from twelve to eighteen miles an hour, and some of the gliders kept in the air in a breeze of less than nine miles an hour.

Simultaneously there have been gliding flights in France. The best French record up to August 21 is an endurance flight of five minutes. This record was made by a Frenchman, who succeeded in making also the best record in the total time aloft, which amounted in all his attempts to a sum of fifty minutes. These French records seem absurd in comparison with a German flight of two hours.

It is said in explanation that the German trials were under much more favorable conditions and at a much more favorable locality. Wasserkuppe, in the Rhone Mountains, is declared by Edmund Allen, the American participant in the French contests, a student at the Massachusetts Institute of Technology, to be three times as high as Combe-grasse, where the French contests were held, and better for its rising currents of air. The contests were to continue in