

the Filipinos. His books were a perfect mine of information for Americans who wanted to get dependable knowledge in deciding what the American attitude should be toward the Filipinos. They were also replete with exciting incidents of travel, fighting, and exploration in distant and all but inaccessible places.

It was a natural consequence of the interest excited by Professor Worcester's book that he was appointed by President McKinley a member of the first Philippine Commission in 1899, and that two years later he became Secretary of the Interior of the Philippine Government. His service aided greatly in establishing among the natives knowledge of American wishes and intentions, and did a great deal to establish peaceful relations between the islands and the United States.

It has been said with accuracy that Dr. Worcester knew the Philippine Islands, geographically, scientifically, and humanly, probably better than any other American. Scientists remember that his observations added solid information to the world's knowledge of racial conditions and characteristics in the East, as well as to its collection of birds, animals, and plants, and to the geography of the region. From the beginning Dr. Worcester believed that the Filipinos would appreciate just treatment and improve under it. He did not, however, believe that they should exercise citizenship rights until they had learned more of the meaning of the words citizenship and liberty.

It has always been a pleasure to The Outlook that it had Dr. Worcester among its contributors.

World Flights

NATURE is going to extremes casting obstacles in the way of the round-the-world fliers. Over the bleak tip of the Alaskan Peninsula, where Major Martin and Sergeant Harding, his mechanic, lost their way on April 30, gales swept down off the Arctic waste with unprecedented fury. Snow fell so heavily that the old sourdoughs kept to their cabins because they could not see the trail a few feet ahead. Even the sea-gulls failed to take the air.

At the same time Major MacLaren and his companions in the British entry for round-the-world honors were down at Parla, India, with an engine burned out because of the excessively torrid temperature through which it had been laboring. Natives were kept constantly at work pouring cool water on the wings to keep

them from blistering and disintegrating under the hot sun.

Meanwhile Lieutenant d'Oisy, the French pilot, who had set out from France to beat the English on the route to Japan, passed overhead in triumph, landing on May 3 at Agra, India. His triumph was short-lived, however, for on examination he found his wings were commencing to give way under the heat. Obviously he would be held up sooner or later until his machine was repaired.

There we have the two extremes—heat and cold. But while these handicaps are to be expected and therefore anticipated in any plan to circumnavigate the earth, the eight men who have been urging their four Army Air Service planes toward the west seem to have met with more than their share of difficult weather. Since leaving Seattle the Americans have fought wind, snow, hail, and fog.

From Chignik, where Major Martin took off to join his command at Dutch Harbor, the route lies 400 miles over one of the most desolate sections of the North. Part of it is volcanic, Pavlof, Shishaldin, and Makushin volcanoes rising some 9,000 feet high. They are rather active and constantly smoking; but only in clear weather would they serve as landmarks. For the most part the route is over uncharted coast-lines and countless small islands which are not on the hydrographic maps. The three planes which made that leg of the flight ahead of Major Martin spent more than seven hours in the air, nearly twice the time required had it not been for bad weather. The planes have been covered with tons of ice on several occasions.

Speculation as to whether the Americans or British will first succeed in their quest should not confuse the different purposes of the two ventures. The Americans are using four planes for technical and scientific reasons. They virtually are charting a new and hitherto unmapped route as far as aerial navigation is concerned. There in the North, where compass deviation is more varied than in other latitudes, flying is difficult at best. Known landmarks must be depended upon for guidance until a true compass course is determined. The Americans are gathering all sorts of meteorological data for the future armadas of the air which must one day use that route in world transport.

The English and French fliers, of course, are no less deserving of praise because their lone ventures are more in

the nature of sporting events—efforts to do the job in the quickest possible time.

Youth and Religion To-Day

AN imaginary man from Mars sometimes called upon to testify his impressions of life on earth. There is really no need for invoking such a witness, for every new generation sees the world's problems from a fresh point of view, and if called upon can tell what it thinks of them. That is the chief significance of two recent conferences of and for young people.

In Louisville, Kentucky, for three days in April, several hundred students of the Methodist denomination gathered to exchange ideas. It was not so much a conference for students as one of and by them. It was merely incidental that this group was made up wholly of Methodists. These young people plainly regarded denominational distinctions, not as ends, but as means or mechanisms for doing, as one of our correspondents describes it, "some necessary Christian jobs." Their doubting elders were astonished that in the discussion of such questions as race, war, and industry these students had ready to hand an array of facts on which to base their conclusions. And they exercised discrimination. They practically ignored the Fundamentalist-Liberal controversy. As one student said:

Christ told his followers that if they went into the Temple to worship and recalled that there were some matters of individual relationship which were not right in their lives, they should go first and straighten them out. We are trying to find a way here to fix up some of these matters of wrong relationship. That comes before any extended devotions.

The nearest approach to this doctrinal issue came in a resolution adopted with scarcely any debate. It expressed the attitude of youth that looks on religious and other problems without the fixed ideas of older people, for it called upon the Church to modernize its statement of faith so that it could be reconciled with the knowledge of those called upon to profess it.

Similarly, the spirit of youth controlled the eighth annual Convention of the Young Women's Christian Association, which was held in New York City on the first few days in May. The outstanding action of that Convention was the adoption of an alternate basis of membership of the constituent associations. At present no one can be a votin

Be Proof and Bulwark Against Sense

(Hamlet, Act III, Scene 4)

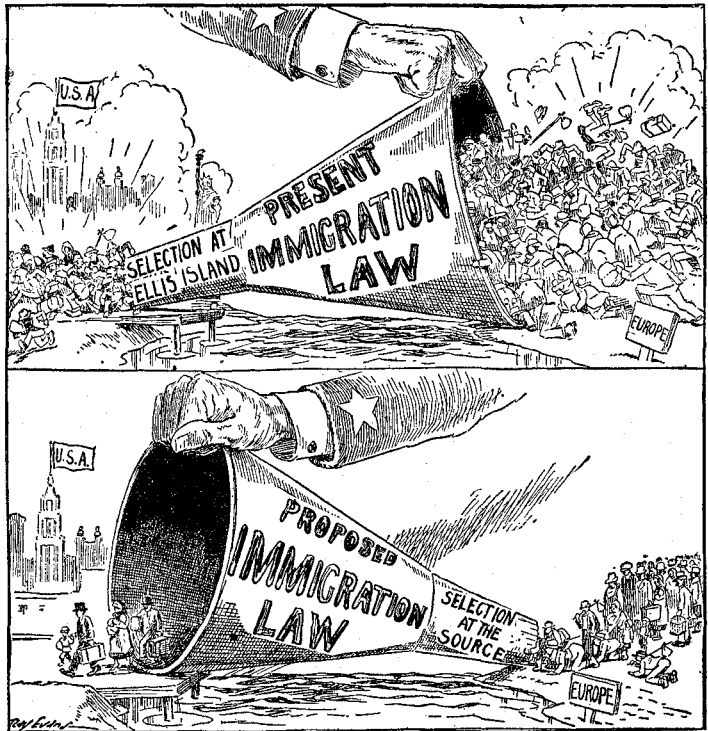
Sykes in the Philadelphia Evening Public Ledger



Broadcasting

From Anne S. Eissler, Philadelphia, Pa.

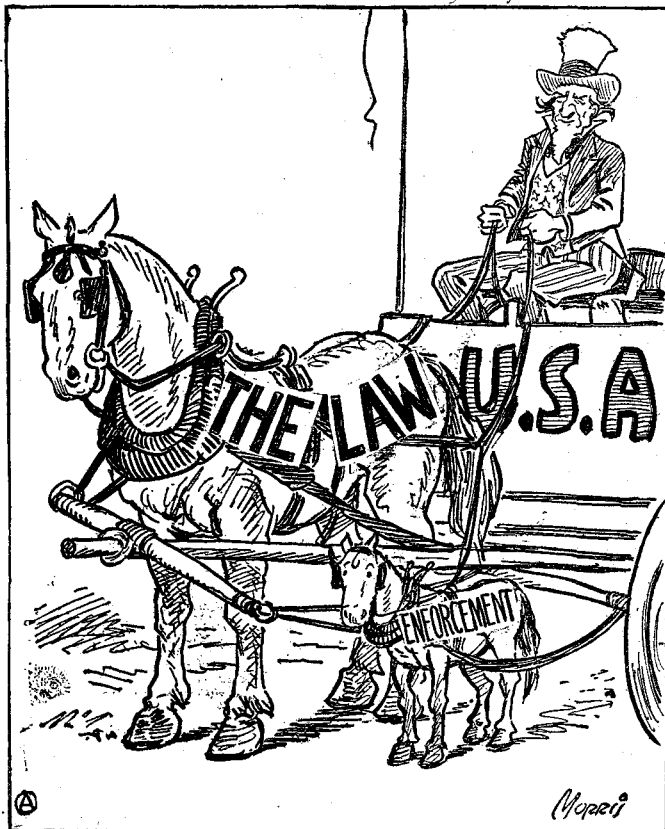
Evans in the Columbus (Ohio) Dispatch



It's Just Going to be Turned Around

From Miss Madge Sullivant, Fort Scott, Kansas

Morris in the Brattleboro Daily Reformer



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It's a Queer Team

From Mrs. Charles A. Lewis, Grafton, Vt.

Darling in the New York Herald Tribune



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Wonder What Mother Nature Will Say When She Finds He's Had It "Clipped"

From Jennie K. Mills, Ridgefield, Conn.