

recognized the fact that over-indulgence in liquor of any kind brought in its train disease and poverty. The statistics of a children's aid society were pitiful with the records of broken homes, the primary cause of which was alcohol. Now in popular thought this same beverage has become sanctified as the good stuff of a Golden Age. To hear some of its advocates orate one would suppose that before prohibition alcohol only served to loosen the tongues of philosophers and wet the whistles of poets. True it is that prohibition liquor may not have the flavor of elder distillations, and some of it may contain ingredients which only the cheaper whiskies knew before, but the essential drug remains the same. No one should object to the exposure of the evils which undoubtedly ensued from the sale of bootleg liquor, or the punishment of those who sell wood alcohol as a beverage, but we can at least pay our respects to facts by remembering that men got drunk from liquor which was sold under the protection of the Government before prohibition. Will the teary-eyed gentlemen who denounce bootleg liquor in one breath and appeal to the Nation to permit the Government to sell this same liquor in the next kindly note this fact for future reference?

Uncle Sam, Life Saver in Central America

PRESIDENT COOLIDGE is being criticised, especially in Latin America but also in the United States, for the outcome of the mission of his personal representative, Colonel Henry L. Stimson, to Nicaragua. Colonel Stimson, a former Secretary of War, used the influence of the United States to bring about a truce between the Conservatives and Liberals who were at war, and employed the forces of United States Marines which had been sent to Nicaragua in order to disarm the contending factions. Thus he brought an end to a destructive civil war. For accomplishing it, both he and the Administration at Washington are being attacked for interfering in the affairs of another country.

As is well known, the United States had recognized the Conservative Government under President Diaz, and consequently opposed the Liberal rebellion led by the former Vice-President, Dr. Juan B. Sacasa. The sending of the Marines and the mission of Colonel Stimson were in the interest of restoring order and safeguarding foreigners and their property. But there is more to the matter than that.

"When I reached Nicaragua," Colonel Stimson reported on his return to Washington, "I found that no prisoners were being taken by either side. The wounded, when captured, were killed, and even when not captured most of them fell victims to the hardships of the climate and the jungle in which the fighting took place. Cases were brought to my attention where non-combatants—men, women, and children—were butchered in cold blood, and also cases where such non-combatants were tortured and mutilated. Furthermore, the country was rapidly drifting into anarchy. . . . This situation is now practically entirely ended.

"This transition from war to peace has been accomplished by the faith which both sides have in the promise of the President of the United States, by arranging for American supervision, to give to Nicaragua a free and fair election in 1928."

The reason and justification of the American action are thus made clear. While Colonel Stimson made no further public comment on the internal situation in Nicaragua, dispatches from Washington said that officials there were left in no doubt of the blame he assigned to General Emiliano Chamorro for bringing about the revolutionary conditions which have led to the bloodshed in Nicaragua. General Chamorro is the Conservative leader who overthrew the Liberal administration of President Solorzano and Vice-President Sacasa in 1926. After the withdrawal of American Marines from the country, following elections in 1925 which their presence guaranteed, he seized power. The refusal of the United States to recognize him led to the appointment by the Congress of President Diaz; but the Liberal revolt was already under way and its chiefs refused to halt until compelled to do so.

By stopping the civil war, the United States has saved the lives of many innocent people in Nicaragua, who neither understand nor care about the political issues for which the fight was being waged over their heads. By promising new elections under supervision in 1928, it has made evident its intentions in a manner which must gradually carry conviction to the rest of Latin America.

Percheron and Pony

ALITTLE less than twenty years ago Charles K. Taylor began his studies of the physical development of boys and girls. After a long and exhaustive period of research he came to the conclusion that the aver-

age weight of boys and girls had no absolute bearing upon the normal weight for particular individuals. His findings were directly contrary to those of numerous well-known physicians who had worked out exact tables which purported to show how heavy a boy or girl should be for his or her height. These tables were, in many instances, used like the bed of Procrustes. All those who fell below the average weight for their height were expected to fatten themselves up, and those who weighed more than the average for their height were supposed to thin themselves down.

Mr. Taylor's findings were published in *The Outlook* in 1922 and promptly drew upon his head some rather vehement abuse from the proponents of the established tables. His articles also drew about one thousand letters from doctors, physical trainers, school nurses, scout-masters, teachers, and parents strongly approving his theories. Mr. Taylor was invited to Kansas City to lecture before the Jackson County Medical Association, and the Association passed a resolution strongly backing his whole contention. He was invited to Washington to discuss the matter with officers of the Public Health Service. Subsequently, the Public Health Service medically examined about 10,000 school children. The result of this survey showed that forty per cent of the children suffering from malnutrition had average weight or over, and that many children who fell below the average standard were in perfect physical health. The findings of this survey strongly supported Mr. Taylor's conclusion, that health could not be determined by weight alone, and that there is a wide range of normal, human physical types from slender to stocky.

All this is important but past history. We would not have referred to it at this time if the American Medical Association had not called an adult weight conference and invited a committee to evolve safe and healthful diets for reducing and increasing weight. The articles on diet have been running serially in the *New York Sunday "Herald Tribune."*

On this committee appointed to evolve healthful diets, are several of the physicians who attacked Mr. Taylor's articles in *The Outlook* most vehemently. So far as we have observed, however, the conclusions of the articles bear out Mr. Taylor's five-year-old data to the letter. The physicians preparing these articles stress most strongly the need of subordinating the study of weight to the study of health. One of the physicians who declared in 1918 that according to the

height-weight tables, twenty per cent of American school children were malnourished, now comes forward with the statement that the height-weight tables should be used as a zone rather than as a fixed point, and that a boy who is fifty inches tall may weigh anywhere from fifty-four to seventy pounds and still be in perfect health. He declares that children can be as much as twenty per cent above the average weight without being unhealthy. This same physician declares flatly that weight is determined by race, a contention for which Mr. Taylor was five years ago bitterly denounced.

In this connection it is interesting to note that one of the physicians in the weight conference publishes an article which begins as follows: "No matter how much she dieted and rolled and pounded, the Great Dane could not

make herself into a greyhound, nor could a Percheron reduce to fit a pony's harness." If we recollect correctly, one of the things for which Mr. Taylor was criticized severely was the analogy which he drew between the skeletons of a race-horse and a draft-horse and various human types.

We suspect that the colleagues of the eminent physician who points out the difference between the Percheron and the pony will not be as severe upon him as they were upon Mr. Taylor. Probably the difference will not be solely one of professional etiquette, for the world has moved since 1922, and Mr. Taylor can be credited with having given it a shove in the right direction. This editorial is not written to gloat over those who have adopted the view supported by *The Outlook*. It is merely to rejoice in a victory for common sense.

Up in the Air

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ONLY a "flying-fool" would assert that Captain Lindbergh's dramatic and heroic feat of flying in a heavier-than-air machine across the Atlantic settles all the problems and difficulties of aerial transportation. One of the surest indications of his own wisdom and common sense is that he regards his unprecedented achievement as that of a pioneer rather than of a perfectionist.

But, on the other hand, only a foolish bigot would categorically assert that aerial transportation will never take its place with steamship transportation on the sea or railway transportation on the land. Captain Lindbergh is reported to have expressed the opinion that in ten years airplanes will be flying regularly over the Atlantic.

It is a singular repetition of history that just at the moment when Captain Lindbergh—than whom no one is more clearly entitled by experience and study to prophesy concerning the future of aviation—states that its practical and commercial development is assured, a book is published in England and this country written to prove that aviation is a great delusion.¹ Marshaling scientific facts and figures with much elaboration the author draws the following conclusion:

Cool and dispassionate consideration of the facts will show, however, that air power is illusory and air

¹The Great Delusion. By Neon. With a Preface by Arthur Hungerford Pollen. Lincoln MacVeagh and the Dial Press, New York.

power a will-o'-the-wisp. The development of aircraft for war purposes is a sheer waste of men and money, and, moreover, constitutes a grave danger, since expenditure and dependence upon unreliable and futile weapons is a sure road to defeat.

It will be shown that airships can never be safe or practical as commercial vessels, and that they are useless in war; that airplanes can never be made to pay in peace as passenger or freight carriers, and that in war they have proved themselves to be unreliable, ineffective, and unprofitable, no matter how brave the pilots or spectacular their exploits.

The historical repetition lies in the fact that the same things were said of the impracticability of steamships and steam trains.

In 1803 Robert Fulton successfully propelled a boat by means of a steam engine on the river Seine. But the French Government looked upon the experiment skeptically, so the inventor returned to his native land and in 1807 made the trip from New York to Albany in the steamboat *Clermont* at the speed of five miles an hour "in the presence of thousands of astonished spectators." It was more than ten years, however, before the first ship was driven by steam across the Atlantic. In 1819 a paddle-wheel vessel of 350 tons, the American-built *Savannah*, made the voyage from Savannah to Liverpool in twenty-five days, aided by sails. When the weather was too rough the paddle wheels were unshipped and taken in on deck. In 1838,

thirty years after Fulton's demonstration, the *Sirius* and *Great Western* began regular trans-Atlantic trips but shippers and passengers scorned them and they were unprofitable. It was not until 1840 that a Nova Scotian, Samuel Cunard, with the help of the British Government, firmly established the line of steamships which still bears his name. Paddle wheels were for a long time the accepted propellers and the screw did not finally displace them for deep-sea navigation until 1870. Thus more than sixty years were required to develop the essential principles of steamship transportation as we now understand them. The internal combustion engine and the steam turbine are only refinements of the fundamentals of 1870.

In railway transportation the obstacles were greater although they were more quickly overcome. George Stephenson built and operated his first successful locomotive, or "traveling engine" as he called it, in 1814. Its original principle was that the driving wheels were smooth. Against all the engineering advice of the day he contended that the adhesion or friction between the metal wheels and the metal rail would furnish sufficient tractive resistance. But it was not until 1829 that his faith in the locomotive as a transportation machine was justified, in the minds of scientists as well as the lay public, by the successful and dramatic test of the "Rocket."

In the meantime Stephenson survived an almost unbelievable flood of vituperation and opposition. When the Liverpool and Manchester Railway was first proposed in 1825 the "Quarterly Review," which was to the English intelligentsia of that time what the "Atlantic Monthly" is to ours to-day, remarked:

What can be more palpably absurd and ridiculous than the prospect held out of locomotives traveling *twice as fast* as stage-coaches. We should as soon expect the people of Woolwich to suffer themselves to be fired off, upon one of Congreve's ricochet rockets, as to trust themselves to the mercy of such a machine going at such a rate.

When the promoters of the Liverpool and Manchester Railway applied to Parliament for a charter its opponents bitterly attacked Stephenson. A distinguished barrister appearing before the Parliamentary Committee argued thus:

Who but Mr. Stephenson would have thought [of such an undertaking]. It is ignorance almost inconceivable. It is perfect madness in a person called upon to speak on a scientific subject to propose such a plan. . . . Every part of the scheme shows that this man has applied him-