

tions on the flight of a certain genus of large flies, known to scientists as *Cephenemyia*, which have flying speeds of about 400 yards a second, or over 800 miles an hour. This does not equal the velocity of a modern rifle bullet, but is faster than an old-fashioned musket ball and as fast as the projectiles of certain kinds of artillery. If such a velocity could be reached by a flying machine it would easily accomplish the feat dreamed of by Dr. Townsend. It is admitted that this would not be easy to accomplish by any flight mechanism known at present, but the fact remains that the flies do it. Their analogy to a long-flight aeroplane is the stronger, Dr. Townsend points out, in that the flies eat nothing whatever during their several weeks of adult life, living and flying entirely on energy stored up in the reserve food material laid up in their bodies during their prolonged feeding period as grubs. That is to say, they carry fuel and rations for all the flying that they ever do.

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TABLOID BOOK REVIEW

THE TENNESSEE EVOLUTION CASE. By Robert S. Keebler. Memphis, Tenn., printed privately. 1925. When the Tennessee anti-evolution bill was passed, the Tennessee legal profession in general apparently hoped, like the pious Governor Peay, that it would be ignored, shelved and forgotten. It was a sop to the mob; it need not be enforced. But there were two men in the state who saved the honor of their cloth by rising to do battle. The story of Judge John R. Neal, who first came to the aid of young Scopes, is already well known. There is also a member of the Memphis Bar, Robert S. Keebler, who addressed his fellow-lawyers in a spirited and searching attack upon the statute. The meeting ended in an uproar, and the president of the society reproved Mr. Keebler for "discussing a religious issue." His address is now being distributed in printed form by "friends of fair play and intellectual freedom"; it is a pertinent document in the present controversy.

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CORN AND CORN GROWING. By H. A. Wallace and E. N. Bressman. Des Moines; Wallace Publishing Company. 1925.

There have been hundreds of thousands of pages, possibly millions, published on the important subject of corn; to get the meat of this great mass of material extracted and boiled down into less than three hundred pages is a real feat. The authors of this book have kept their work intensely practical, so that it can fulfill a useful function as a farmer's handbook; yet they have not sacrificed the scientific side, for such subjects as the history and classification of corn, among the most difficult in all agricultural botany, are courageously attacked, and adequately treated. This is a book that should go into every library and school, indeed into every farmhouse, in the American corn belt.

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Concrete barrels, which are made without hoops, are being used on the Union Pacific Railroad.

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