

Latest Secrets of Air Will Be Shown at Big Exhibition; Captured German 'Planes on View

Giant American 'Plane Built by U. S. Will Be Feature at Garden

30 Newest Types Ready for Public

Machines Used by Allies and Some Captured Are To Be Exhibited

The winged craft that soared the skies carrying the knights of the air to victory are to be placed on public view for the first time since the war.

More than thirty different types of the aircraftman's art will be displayed at the annual aeronautical exposition, which is to open on March 1 and continue until March 15. So extensive are the exhibits that the 69th Regiment Armory has been leased in addition to Madison Square Garden.

The exposition is under the direction of the War and Navy departments and the Manufacturers' Aircraft Association. It is the first to be held since the signing of the armistice, and will be the largest and most important the world has ever seen. Every civilized country that has participated in aircraft production will be represented.

The most famous machines in the world will be shown to the public for the first time.

Captured German Machines

They embrace the greatest examples of aircraft construction of the United States, Great Britain, France, Italy and Germany. The most interesting feature of the German exhibit is that it is entirely involuntary.

By far the largest and most interesting craft to be exhibited is the United States Navy's F. 5 L. This giant flying boat is one of the most beautifully proportioned aircraft ever placed on view. It is also one of the most powerful in the world. It is absolutely the latest word in naval aircraft and few people have had the privilege of seeing it. It is to occupy a position of honor at the exposition and will be readily accessible for observation.

This gigantic craft of the air has a wing spread of 103 feet 9 inches. It is 49 feet 4 inches high. When fully loaded it has a weight of 13,000 pounds, but even in this condition can climb 2,625 feet in 10 minutes.

Its power plant consists of two twelve-cylinder Liberty motors, drive it forward through the air at the almost incredible speed of three miles a minute.

British Fighter Coming

Perhaps the most interesting machine at the exhibition is the famous British fighter, the S. E. 5. The airplane that wrested the supremacy of the air from the Germans and was one of the turning points in the war.

This remarkable instrument of aerial war, the German aviator said: "The S. E. 5 can dive straight down with power on, attaining a speed of 250 miles an hour without damaging it."

The American pilots who used this fighting plane in the war declared it has "a wonderful zoom and climbing turn."

Its average climbing speed is about 10,000 feet in 12 minutes; 15,000 feet in 18 minutes, using a "viper" engine of 180 horsepower. Its average speed, straight flying, is 135 miles an hour, but it can go as fast as 142 miles an hour.

The particular S. E. 5 to be shown at the exposition is of the first type to be introduced to the war. It has a cockpit straight up in the air. At the time of its entry into the war no other single-seater could use its armament for that purpose. Many weeks passed before the German pilots discovered the movable Lewis gun installed on the upper wing. The pedestal of the gun was so arranged that the pilot could readily maneuver his machine and at the same time fire in any direction.

Special Gun to Shoot Down

For firing downwards the aeroplane was equipped with a fixed Vickers-Maxim gun synchronized to fire through the propeller.

There will also be seen in juxtaposition the great British Handley-Page and the French fighting Spad—the giant and pigmy in aircraft.

The Handley-Page is the type of machine in which René Fonck, the French aerial fighter, achieved his fame as the Ace of all Aces. Practically all of the hundred German airplanes destroyed by the allied forces were shot down in flames from his Spad. Nungesser, Madon and Douchy, other aces of France, also won their palm leaves in Spain.

The Spad on view at the exposition is the recognized standard French pursuit airplane. It can fly 118 miles an hour at an altitude of 16,000 feet. At lower altitudes it can easily make 130 miles an hour. The heavy Hispano-Suiza motor used in this plane enables it to reach a tremendous "zooming" speed when diving down upon an enemy.

In addition to supervising the placing of the great Caproni, the captain will superintend the exhibition of the S. V. A. fighting plane—the type his father used.

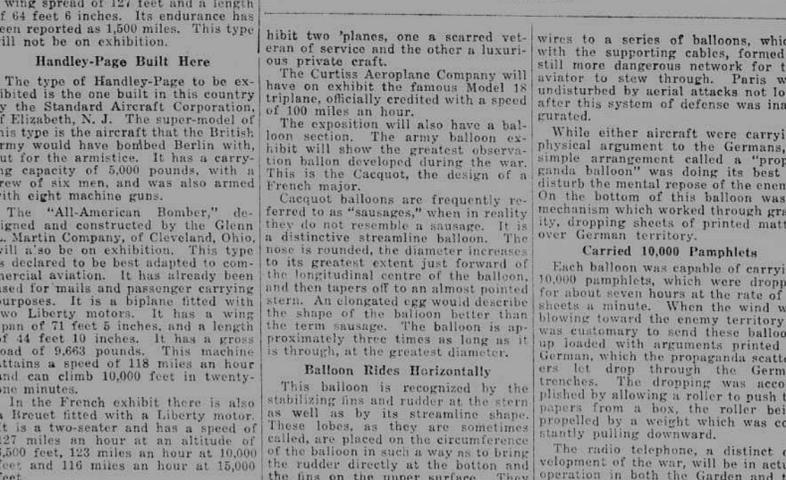
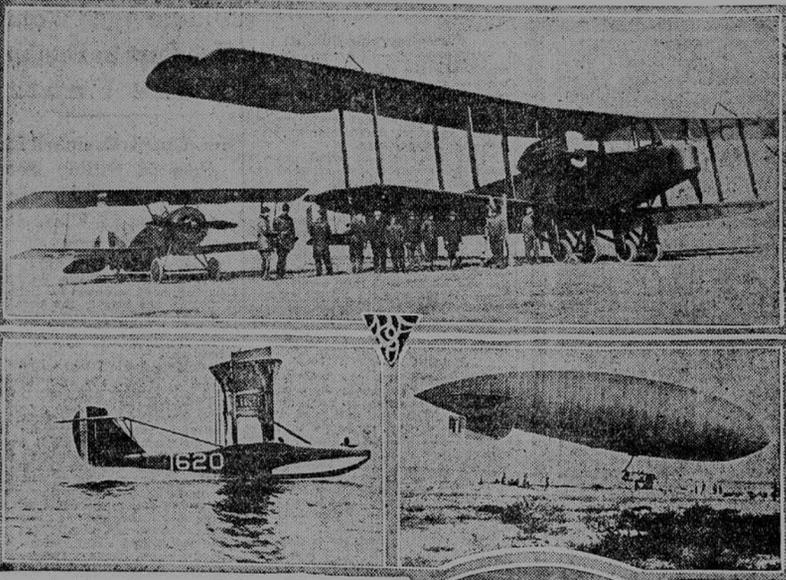
It was in one of this type of aircraft that the elder D'Annunzio led a squadron from the Italian front to Vienna and back—a distance of 600 miles—in six hours without stop or casualty. The route of this world famous flight lay over the Alps. Since then this type of machine has flown from Turin to London.

The S. V. A. is fitted with an Isotta Fraschini engine of 270 horsepower, a 300-horsepower Fiat. It has a climbing record of 6,500 feet in four and one-half minutes.

Italy Owns the Caproni

The giant Caproni triplane—the most remarkable of the large machines at the exposition—is the property of the Italian government, and was sent to this country for inspection and demonstration. This particular machine is equipped with three Liberty motors, in place of the usual Isotta Fraschini, or Fiat, or Caproni triplane and was the first used on the Italian front in 1916.

TO BE SEEN AT THE AERO SHOW



Americans Buy Random Impressions of Current Exhibitions

Of Current Exhibitions To Act as Job Crisis Grows

Emergency Programme Is Fizzle; Plans for Public Work at Standstill

Hope in Kenyon Bill

Lane's Land Scheme Dead; Railways Inactive; Road and Harbor Bills May Die

WASHINGTON, Feb. 22.—With this week's official report on the unemployment situation certain to show a considerable increase, and reports to the Department of Labor showing simultaneously an increasing number of strikes and strikers, while Congress makes no progress with any sort of emergency legislation and little even on the ordinary bills involving public works, the industrial situation is viewed gloomily by officials who have been endeavoring to dam the rising tide of discontent and unemployment.

About the time demobilization began, a shining programme of what could easily be done to tide over the readjustment period was put forth Washington. It was admirable in many respects and the carrying out of any of its features would have contributed markedly to the attainments of industrial stability. Here it is of the some things that then seem easy to do, that have not been done, and speaking generally, are not likely to be done.

Launching of Secretary Lane's ambitious scheme for the reclamation of various sorts of lands to provide work and homes for soldiers.

Great public roads programme, state and national, involving according to various measures, all the way from \$200,000,000 to \$1,000,000,000.

Public building programme to be boomed.

Railways to undertake a big programme of permanent improvements.

Kenyon bill for a board of public works with \$100,000,000 to spend and \$300,000,000 to be loaned.

State and local highways and other public works to start in with zest.

Kenyon bill for a board of public works with \$100,000,000 to spend and \$300,000,000 to be loaned.

As a result of all this work on paper nearly every unemployed man in the country seemed to stand a chance of having at least two jobs.

The facts are that a special encouragement is to be given to Secretary Lane, that there will be no appropriations for public buildings, that the rivers and harbors bill may fail, that the railways are doing nothing, that the states and municipalities are losing up very slowly, that the postoffice bill with its good roads appropriations for \$200,000,000 to be expended in the next three years will probably pass, but that its funds will be available only in time to help out in the next cycle of unemployment—about eight years hence. It is perhaps not an exaggeration to say that the prospects now are that less than normal amounts will be expended.

Hope Lies in Kenyon Bill

Friends of relief action now look to the Kenyon bill as the last hope. It provides \$100,000,000 which may be expended in an emergency for construction which Congress has authorized. Beyond that it authorizes the War Finance Corporation to lend \$300,000,000 to the governments of political subdivisions of the United States.

The optimists now believe that even the comparatively modest Kenyon bill will be of great help. They say it will be an industrial and commercial program, that it will give a primer to a dry pump. Once the government starts spending the \$100,000,000 on public works, they see an endless chain of sequences that will grow.

The railways could do more to promote the right sort of a national psychological state, the specialists say, than in any other field. They have presented to the House a bill for the Federal Railways, Walker D. Hines, agrees with them. From every section of the country comes the lament that the railways are not doing their job.

Mr. Hines says: "I don't think there is anything in this country of greater importance at the present time than to resume the improvement of work which was necessarily held up by the war. Not only does the public need the improvement, but it is of the highest importance to give the employment right now to the men who have been unemployed. It is the sense of beauty that explains the culture aforesaid. He had an enchanting conception of form, and as a draftsman a weird kind of intermittent power. His line, often erratic, is sometimes powerful, sometimes exquisite, especially in his portraits. From the black magic, if we may so describe it, in which he chiefly dabbled he occasionally passed to moods of poignant sweetness. His "Brunhilde," for example, is a wonderfully romantic head. The exhibition to which we refer will exert an authentic spell upon every connoisseur of the bizarre, incomplete but unmistakably original spirits in art."

Victims of War Will Be Retrained by U. S.

WASHINGTON, Feb. 22.—The gates of hope are open for the young men who seem to be hopelessly handicapped by the loss of limbs and other disabilities—marks of the great battle which they have fought for humanity. It is the purpose of this country to help them to use the remainder in a way more efficient than before. Veterans of this war will not be social cripples and dependent pensioners, but rehabilitated, self-reliant and self-respecting men. That was the purpose of the framers of the vocational rehabilitation act passed by Congress last June and carried into effect by a government agency, the Federal Board for Vocational Education at Washington.

Every man discharged from army or navy should know of the opportunities offered him. Friends should point out to him that if he is entitled to compensation from the bureau of war risk insurance he is entitled also to the services of the Federal Board for Vocational Education. The board will assist him in finding suitable employment, and if he is hindered by his physical condition from carrying on successfully his former occupation the board will give him such a course of training—agricultural, industrial, commercial or professional—as is suited to his needs and preferences.

The MacDowell Club opened its gallery last week with an exhibition by a group of artists. Specially interesting in the collection are three portraits by Leon Kroll—"Leo Orstein," "Orstein's Father" and "Werner's Sister." They are handled in an imaginative manner, but show much character. George Bellows also shows two strong portraits, though rather

Americans Buy Random Impressions of Current Exhibitions

Of Current Exhibitions To Act as Job Crisis Grows

Emergency Programme Is Fizzle; Plans for Public Work at Standstill

Hope in Kenyon Bill

Lane's Land Scheme Dead; Railways Inactive; Road and Harbor Bills May Die

WASHINGTON, Feb. 22.—With this week's official report on the unemployment situation certain to show a considerable increase, and reports to the Department of Labor showing simultaneously an increasing number of strikes and strikers, while Congress makes no progress with any sort of emergency legislation and little even on the ordinary bills involving public works, the industrial situation is viewed gloomily by officials who have been endeavoring to dam the rising tide of discontent and unemployment.

About the time demobilization began, a shining programme of what could easily be done to tide over the readjustment period was put forth Washington. It was admirable in many respects and the carrying out of any of its features would have contributed markedly to the attainments of industrial stability. Here it is of the some things that then seem easy to do, that have not been done, and speaking generally, are not likely to be done.

Launching of Secretary Lane's ambitious scheme for the reclamation of various sorts of lands to provide work and homes for soldiers.

Great public roads programme, state and national, involving according to various measures, all the way from \$200,000,000 to \$1,000,000,000.

Public building programme to be boomed.

Railways to undertake a big programme of permanent improvements.

Kenyon bill for a board of public works with \$100,000,000 to spend and \$300,000,000 to be loaned.

State and local highways and other public works to start in with zest.

Kenyon bill for a board of public works with \$100,000,000 to spend and \$300,000,000 to be loaned.

As a result of all this work on paper nearly every unemployed man in the country seemed to stand a chance of having at least two jobs.

The facts are that a special encouragement is to be given to Secretary Lane, that there will be no appropriations for public buildings, that the rivers and harbors bill may fail, that the railways are doing nothing, that the states and municipalities are losing up very slowly, that the postoffice bill with its good roads appropriations for \$200,000,000 to be expended in the next three years will probably pass, but that its funds will be available only in time to help out in the next cycle of unemployment—about eight years hence. It is perhaps not an exaggeration to say that the prospects now are that less than normal amounts will be expended.

Hope Lies in Kenyon Bill

Friends of relief action now look to the Kenyon bill as the last hope. It provides \$100,000,000 which may be expended in an emergency for construction which Congress has authorized. Beyond that it authorizes the War Finance Corporation to lend \$300,000,000 to the governments of political subdivisions of the United States.

The optimists now believe that even the comparatively modest Kenyon bill will be of great help. They say it will be an industrial and commercial program, that it will give a primer to a dry pump. Once the government starts spending the \$100,000,000 on public works, they see an endless chain of sequences that will grow.

The railways could do more to promote the right sort of a national psychological state, the specialists say, than in any other field. They have presented to the House a bill for the Federal Railways, Walker D. Hines, agrees with them. From every section of the country comes the lament that the railways are not doing their job.

Mr. Hines says: "I don't think there is anything in this country of greater importance at the present time than to resume the improvement of work which was necessarily held up by the war. Not only does the public need the improvement, but it is of the highest importance to give the employment right now to the men who have been unemployed. It is the sense of beauty that explains the culture aforesaid. He had an enchanting conception of form, and as a draftsman a weird kind of intermittent power. His line, often erratic, is sometimes powerful, sometimes exquisite, especially in his portraits. From the black magic, if we may so describe it, in which he chiefly dabbled he occasionally passed to moods of poignant sweetness. His "Brunhilde," for example, is a wonderfully romantic head. The exhibition to which we refer will exert an authentic spell upon every connoisseur of the bizarre, incomplete but unmistakably original spirits in art."

Victims of War Will Be Retrained by U. S.

WASHINGTON, Feb. 22.—The gates of hope are open for the young men who seem to be hopelessly handicapped by the loss of limbs and other disabilities—marks of the great battle which they have fought for humanity. It is the purpose of this country to help them to use the remainder in a way more efficient than before. Veterans of this war will not be social cripples and dependent pensioners, but rehabilitated, self-reliant and self-respecting men. That was the purpose of the framers of the vocational rehabilitation act passed by Congress last June and carried into effect by a government agency, the Federal Board for Vocational Education at Washington.

Every man discharged from army or navy should know of the opportunities offered him. Friends should point out to him that if he is entitled to compensation from the bureau of war risk insurance he is entitled also to the services of the Federal Board for Vocational Education. The board will assist him in finding suitable employment, and if he is hindered by his physical condition from carrying on successfully his former occupation the board will give him such a course of training—agricultural, industrial, commercial or professional—as is suited to his needs and preferences.

The MacDowell Club opened its gallery last week with an exhibition by a group of artists. Specially interesting in the collection are three portraits by Leon Kroll—"Leo Orstein," "Orstein's Father" and "Werner's Sister." They are handled in an imaginative manner, but show much character. George Bellows also shows two strong portraits, though rather

Americans Buy Random Impressions of Current Exhibitions

Of Current Exhibitions To Act as Job Crisis Grows

Emergency Programme Is Fizzle; Plans for Public Work at Standstill

Hope in Kenyon Bill

Lane's Land Scheme Dead; Railways Inactive; Road and Harbor Bills May Die

WASHINGTON, Feb. 22.—With this week's official report on the unemployment situation certain to show a considerable increase, and reports to the Department of Labor showing simultaneously an increasing number of strikes and strikers, while Congress makes no progress with any sort of emergency legislation and little even on the ordinary bills involving public works, the industrial situation is viewed gloomily by officials who have been endeavoring to dam the rising tide of discontent and unemployment.

About the time demobilization began, a shining programme of what could easily be done to tide over the readjustment period was put forth Washington. It was admirable in many respects and the carrying out of any of its features would have contributed markedly to the attainments of industrial stability. Here it is of the some things that then seem easy to do, that have not been done, and speaking generally, are not likely to be done.

Launching of Secretary Lane's ambitious scheme for the reclamation of various sorts of lands to provide work and homes for soldiers.

Great public roads programme, state and national, involving according to various measures, all the way from \$200,000,000 to \$1,000,000,000.

Public building programme to be boomed.

Railways to undertake a big programme of permanent improvements.

Kenyon bill for a board of public works with \$100,000,000 to spend and \$300,000,000 to be loaned.

State and local highways and other public works to start in with zest.

Kenyon bill for a board of public works with \$100,000,000 to spend and \$300,000,000 to be loaned.

As a result of all this work on paper nearly every unemployed man in the country seemed to stand a chance of having at least two jobs.

The facts are that a special encouragement is to be given to Secretary Lane, that there will be no appropriations for public buildings, that the rivers and harbors bill may fail, that the railways are doing nothing, that the states and municipalities are losing up very slowly, that the postoffice bill with its good roads appropriations for \$200,000,000 to be expended in the next three years will probably pass, but that its funds will be available only in time to help out in the next cycle of unemployment—about eight years hence. It is perhaps not an exaggeration to say that the prospects now are that less than normal amounts will be expended.

Hope Lies in Kenyon Bill

Friends of relief action now look to the Kenyon bill as the last hope. It provides \$100,000,000 which may be expended in an emergency for construction which Congress has authorized. Beyond that it authorizes the War Finance Corporation to lend \$300,000,000 to the governments of political subdivisions of the United States.

The optimists now believe that even the comparatively modest Kenyon bill will be of great help. They say it will be an industrial and commercial program, that it will give a primer to a dry pump. Once the government starts spending the \$100,000,000 on public works, they see an endless chain of sequences that will grow.

The railways could do more to promote the right sort of a national psychological state, the specialists say, than in any other field. They have presented to the House a bill for the Federal Railways, Walker D. Hines, agrees with them. From every section of the country comes the lament that the railways are not doing their job.

Mr. Hines says: "I don't think there is anything in this country of greater importance at the present time than to resume the improvement of work which was necessarily held up by the war. Not only does the public need the improvement, but it is of the highest importance to give the employment right now to the men who have been unemployed. It is the sense of beauty that explains the culture aforesaid. He had an enchanting conception of form, and as a draftsman a weird kind of intermittent power. His line, often erratic, is sometimes powerful, sometimes exquisite, especially in his portraits. From the black magic, if we may so describe it, in which he chiefly dabbled he occasionally passed to moods of poignant sweetness. His "Brunhilde," for example, is a wonderfully romantic head. The exhibition to which we refer will exert an authentic spell upon every connoisseur of the bizarre, incomplete but unmistakably original spirits in art."

Victims of War Will Be Retrained by U. S.

WASHINGTON, Feb. 22.—The gates of hope are open for the young men who seem to be hopelessly handicapped by the loss of limbs and other disabilities—marks of the great battle which they have fought for humanity. It is the purpose of this country to help them to use the remainder in a way more efficient than before. Veterans of this war will not be social cripples and dependent pensioners, but rehabilitated, self-reliant and self-respecting men. That was the purpose of the framers of the vocational rehabilitation act passed by Congress last June and carried into effect by a government agency, the Federal Board for Vocational Education at Washington.

Every man discharged from army or navy should know of the opportunities offered him. Friends should point out to him that if he is entitled to compensation from the bureau of war risk insurance he is entitled also to the services of the Federal Board for Vocational Education. The board will assist him in finding suitable employment, and if he is hindered by his physical condition from carrying on successfully his former occupation the board will give him such a course of training—agricultural, industrial, commercial or professional—as is suited to his needs and preferences.

The MacDowell Club opened its gallery last week with an exhibition by a group of artists. Specially interesting in the collection are three portraits by Leon Kroll—"Leo Orstein," "Orstein's Father" and "Werner's Sister." They are handled in an imaginative manner, but show much character. George Bellows also shows two strong portraits, though rather

Americans Buy Random Impressions of Current Exhibitions

Of Current Exhibitions To Act as Job Crisis Grows

Emergency Programme Is Fizzle; Plans for Public Work at Standstill

Hope in Kenyon Bill

Lane's Land Scheme Dead; Railways Inactive; Road and Harbor Bills May Die

WASHINGTON, Feb. 22.—With this week's official report on the unemployment situation certain to show a considerable increase, and reports to the Department of Labor showing simultaneously an increasing number of strikes and strikers, while Congress makes no progress with any sort of emergency legislation and little even on the ordinary bills involving public works, the industrial situation is viewed gloomily by officials who have been endeavoring to dam the rising tide of discontent and unemployment.

About the time demobilization began, a shining programme of what could easily be done to tide over the readjustment period was put forth Washington. It was admirable in many respects and the carrying out of any of its features would have contributed markedly to the attainments of industrial stability. Here it is of the some things that then seem easy to do, that have not been done, and speaking generally, are not likely to be done.

Launching of Secretary Lane's ambitious scheme for the reclamation of various sorts of lands to provide work and homes for soldiers.

Great public roads programme, state and national, involving according to various measures, all the way from \$200,000,000 to \$1,000,000,000.

Public building programme to be boomed.

Railways to undertake a big programme of permanent improvements.

Kenyon bill for a board of public works with \$100,000,000 to spend and \$300,000,000 to be loaned.

State and local highways and other public works to start in with zest.

Kenyon bill for a board of public works with \$100,000,000 to spend and \$300,000,000 to be loaned.

As a result of all this work on paper nearly every unemployed man in the country seemed to stand a chance of having at least two jobs.

The facts are that a special encouragement is to be given to Secretary Lane, that there will be no appropriations for public buildings, that the rivers and harbors bill may fail, that the railways are doing nothing, that the states and municipalities are losing up very slowly, that the postoffice bill with its good roads appropriations for \$200,000,000 to be expended in the next three years will probably pass, but that its funds will be available only in time to help out in the next cycle of unemployment—about eight years hence. It is perhaps not an exaggeration to say that the prospects now are that less than normal amounts will be expended.

Hope Lies in Kenyon Bill

Friends of relief action now look to the Kenyon bill as the last hope. It provides \$100,000,000 which may be expended in an emergency for construction which Congress has authorized. Beyond that it authorizes the War Finance Corporation to lend \$300,000,000 to the governments of political subdivisions of the United States.

The optimists now believe that even the comparatively modest Kenyon bill will be of great help. They say it will be an industrial and commercial program, that it will give a primer to a dry pump. Once the government starts spending the \$100,000,000 on public works, they see an endless chain of sequences that will grow.

The railways could do more to promote the right sort of a national psychological state, the specialists say, than in any other field. They have presented to the House a bill for the Federal Railways, Walker D. Hines, agrees with them. From every section of the country comes the lament that the railways are not doing their job.

Mr. Hines says: "I don't think there is anything in this country of greater importance at the present time than to resume the improvement of work which was necessarily held up by the war. Not only does the public need the improvement, but it is of the highest importance to give the employment right now to the men who have been unemployed. It is the sense of beauty that explains the culture aforesaid. He had an enchanting conception of form, and as a draftsman a weird kind of intermittent power. His line, often erratic, is sometimes powerful, sometimes exquisite, especially in his portraits. From the black magic, if we may so describe it, in which he chiefly dabbled he occasionally passed to moods of poignant sweetness. His "Brunhilde," for example, is a wonderfully romantic head. The exhibition to which we refer will exert an authentic spell upon every connoisseur of the bizarre, incomplete but unmistakably original spirits in art."

Victims of War Will Be Retrained by U. S.

WASHINGTON, Feb. 22.—The gates of hope are open for the young men who seem to be hopelessly handicapped by the loss of limbs and other disabilities—marks of the great battle which they have fought for humanity. It is the purpose of this country to help them to use the remainder in a way more efficient than before. Veterans of this war will not be social cripples and dependent pensioners, but rehabilitated, self-reliant and self-respecting men. That was the purpose of the framers of the vocational rehabilitation act passed by Congress last June and carried into effect by a government agency, the Federal Board for Vocational Education at Washington.

Every man discharged from army or navy should know of the opportunities offered him. Friends should point out to him that if he is entitled to compensation from the bureau of war risk insurance he is entitled also to the services of the Federal Board for Vocational Education. The board will assist him in finding suitable employment, and if he is hindered by his physical condition from carrying on successfully his former occupation the board will give him such a course of training—agricultural, industrial, commercial or professional—as is suited to his needs and preferences.

The MacDowell Club opened its gallery last week with an exhibition by a group of artists. Specially interesting in the collection are three portraits by Leon Kroll—"Leo Orstein," "Orstein's Father" and "Werner's Sister." They are handled in an imaginative manner, but show much character. George Bellows also shows two strong portraits, though rather

monotonous in color, of "Amadeo Herraras" and "The Artist Lundberg." John Sloan is represented by five canvases. His "Nude" is well drawn, and the flesh tones are charmingly expressed. In "The Red Jacket," however, he is surprisingly crude in color. Bernhard Gussow is still intrigued with the cubistic movement and shows six of these rather puzzling canvases. Two characteristic paintings by Robert Henri are shown—"Hawaii and Navaho" and "Junia in Blue." In the first he paints superbly the rather startling color combination of dusky yellow flesh tones against a rich red blanket. In "Waiting" Reynolds Beal achieves a charming effect of vivid color scintillating in brilliant sunshine. Other artists exhibiting are Mary L. Alexander, Gifford Beal, Clarence Chatterton, Florence Mix, Rex Slinkard and Challa Millet.

The contents of the residence of Sir Walter Palmer, Bart, at Ascot, Berkshire, England, have recently been brought to this country and are now on exhibition at Clarke Art Rooms, 5 West Forty-fourth Street, prior to their sale by auction on the afternoons of Thursday, Friday and Saturday of this week. The collection is rich in Chippendale, Sheraton and Hepplewhite period furniture, Dutch marquetry and other pieces. Some fine old Worcester china, Waterford glass and English crystal glass are shown, together with a collection of over seventy snuffboxes. A special feature of the sale will be a collection of old colored engravings and sporting prints, the gem of which is "The Sportsman's Return," engraved in color by W. Ward. Other prints include examples by Morland, Aiken, Kaufman, Holbein and Bartolozzi.

At the Ehrich gallery there is a group of ten or twelve Colonial portraits, paintings by fathers of the American school. Copley's polish and his firm linear habit are well shown in his "Baron Newhaven of Carrick." The even more solid traits that belonged to him come out in the handsome "John Wentworth," and there are two smaller uncatalogued heads by him which give solidity to the show. The "Portrait of a Lady," by Ralph Earl, is a stiff but still attractive canvas, in conception as amusing as a Goya. There are examples, variously quaint and sleek, of John Woolston, Joseph Badger, Jeremiah Theuss and Jeremiah Paul. The "Colonel William Perkins" of Edward Savage is the most modern canvas in the group. In suavity of style it might have been modelled upon Gainsborough. These portraits have an artistic as well as an historical interest, but they have a serious rival in the show upstairs, in the print gallery, of the etchings and lithographs of Odilon Redon.

There has long been a cult for this mystical Frenchman, some specimens of whose work in colors may be recalled from our celebrated Armory show. As his presence there might indicate, he was always affiliated with the independents. He occupied, indeed, a place apart, and aloof. He was a man of imagination, not very steadily controlled. There was in him something of the decadent. It only needed a slightly morbid macabre turn to his art to have made him another Pellican Rops. As a matter of fact, he dreamed nobler dreams than any the Belgian diabolist ever knew. The trouble was that he kept them too much dreams, too inchoate, nebulous and impenetrable to the observer. Just before the war M. André Mellerio made a monumental illustrated catalogue of his prints for the Societe pour l'Etude de la Gravure Française. It is a fascinating book, over which we have often pored in sympathy, but it leaves the secret of Redon's genius baffling, which is just what the Ehrich exhibition does. It is plain enough that he was moved to composition by the writings of Poe, Flaubert and others. It is plain that he made strange flights of his own. But his designs remain mysterious, unilluminated by the legends they bear, significant only of a rather gloomy mind moving with a sense of beauty amid fantastic thoughts. It is the sense of beauty that explains the culture aforesaid. He had an enchanting conception of form, and as a draftsman a weird kind of intermittent power. His line, often erratic, is sometimes powerful, sometimes exquisite, especially in his portraits. From the black magic, if we may so describe it, in which he chiefly dabbled he occasionally passed to moods of poignant sweetness. His "Brunhilde," for example, is a wonderfully romantic head. The exhibition to which we refer will exert an authentic spell upon every connoisseur of the bizarre, incomplete but unmistakably original spirits in art."

WASHINGTON, Feb. 22.—The gates of hope are open for the young men who seem to be hopelessly handicapped by the loss of limbs and other disabilities—marks of the great battle which they have fought for humanity. It is the purpose of this country to help them to use the remainder in a way more efficient than before. Veterans of this war will not be social cripples and dependent pensioners, but rehabilitated, self-reliant and self-respecting men. That was the purpose of the framers of the vocational rehabilitation act passed by Congress last June and carried into effect by a government agency, the Federal Board for Vocational Education at Washington.

Americans Buy Random Impressions of Current Exhibitions

<