The rice terraces at the summit of the mountain.

Savage Irrigation in Luzon

The Wonderful Rice Terraces of the Head-hunting Ifugaos

By Hamilton Wright

With Photographs by the Author

ALMOST every traveler in the Orient has seen or heard of the rice terraces in Japan, China, and the region of the Straits Settlements. The system of terracing is noteworthy for the unique attraction it lends to the landscape and because it illustrates how every available bit of land is used to advantage in densely populated regions. The most wonderful terraces in the Orient, however, have been seen by but few people, and are practically unknown. These are the rice terraces of the Ifugaos, a tribe closely akin to the Igorrotes, and living in the northern portion of Nueva Viscaya Province in the heart of Luzon. The Ifugao terraces greatly surpass the better known and more easily reached terraces of the Igorrotes near Baguio, the Simla of the Philippines, and, it is said, there is nothing in Java or the Andes that can compare with them.

From an industrial view point the Ifugao terraces represent the most colossal undertakings in the Philippines, and perhaps the most stupendous task ever accomplished by a thoroughly savage people. Viewing the terraces, one compares them with such works as the Pyramids or the great wall of China, or even with the Roman viaducts. In point of combined utility and engineering skill they compare in some respects with the Roman viaducts, although viewed in connection with the primitive condition of the people there is probably nothing comparable to them in the world. By way of contrast with like achievements of more civilized races, it should be mentioned that the Ifugaos are absolutely primitive, even lacking a system of writing and a well-defined religious belief. Their writing up to the time when the American school teacher invaded the country consisted of a few rude hieroglyphics scratched on a rock or in the sand.

Rice terraces near Banaue.

The figure in the foreground gives an idea of the magnitude of the structure. The walls are from 6 to 18 feet high.

Ifugao boys pulling passengers across a swift mountain stream on a bamboo ferry.

The finest of the Ifugao terraces lie along the sides of a steep canyon between the native settlements of Quiangan and Banaue in Nueva Viscaya Province. Here the Ifugaos have constructed these rice paddies like giant steps up the steep canyon sides to a height of 1,200 feet or more, and it is said they extend into a secondary range of hills, making the extension almost 3,000 feet. The distance between Quiangan and Banaue is about twelve miles, and is negotiated by a winding foot path that in some places will not allow two to pass. In one place the trail extends along the retaining wall of a rice paddy. This wall is 18 inches wide and there is a sheer drop of 70 feet below to the next paddy. The paddy varies from 8 to 40 feet in width and is approximately 300 feet long following the contour of the canyon. Some of the terraces, each of which is flooded with water before the rice planting in the early spring, are wonderful feats of engineering. At times they follow the contour of a canyon for as great a distance as half a mile without varying scarcely two inches, say, from a dead level. The retaining walls of each terrace are built to be about fifteen inches above the water level, and when the terraces are flooded it is seen that this condition has been precisely complied with. The retaining wall of each terrace forms one side of the rice paddy, and the hill or canyon on the other side. At the point where the paddy meets the canyon side, the retaining wall of the terrace next above begins, so that there is no canyon so steep that it does not present an unbroken succession of terraces. All retaining walls are perpendicular and built at right angles to the level of the earth.

In the art of intensive cultivation the Ifugaos have progressed far. They irrigate and fertilize in a single operation. Water

(Concluded on page 116.)

Marvelous terraced pyramid of the Ifugao savages in Nueva Viscaya Province, Luzon. Note the settlement and houses at the top of the pyramid.

SAVAGE IRRIGATION IN LUZON

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The time table shows five other good trains to Cleveland leaving at convenient hours.

Across the Atlantic by Aeroplane (Concluded from page 106)

treme views as to the type of machine best fitted to make the attempt. Some believe that extraordinary speed should be the chief consideration in the design since a speedy machine would lessen the time of transit and require less fuel on that account. Others believe that a slow, large-surface machine would be more reliable, since it would carry more weight per horse-power than the faster design. The writer believes that a happy mean of the opposed extremes will best subserve the end in view; that is, the machine should be sufficiently engined relatively to its resistance, so that a speed of fifty miles per hour will be insured in order to afford control in gusty winds. This speed is possible, together with a surface adequate to carry a very heavy load efficiently. In other words, if you increase an aeroplane's speed beyond sixty miles per hour, the resistance increases in such rapid proportion that weight has to be added to the aeroplane in greater proportion for long voyages, and in several directions, i. e., the greatly increased horse-power required in order to overcome the increased resistance due to the increase of speed requires extra weight in engine and fuel. The parts of the machine also should be heavier in order to stand the increased strains. On the other hand, a large-surface machine may be relatively inefficient by reason of its slowness and very dangerous by reason of sluggishness in control.

A machine of the general design shown in the illustration could have a span of one hundred feet and a chord of ten feet, could be propelled by five fifty-horse-power Gnome engines geared down to two tractor screws, could travel at fifty miles per hour, and carry 7,500 pounds of weight, 4,500 pounds of which would be a "useful load." This would allow the weight of two operators and one mechanic and sufficient oil and fuel to sustain the aeroplane at fifty miles per hour for thirty-six hours, or over a course of 1,800 miles in still air. Five fifty-horse-power Gnome engines could be fitted and all used at the same time to attain altitude with a full load. The fifth engine could be stopped by throwing it out of gear with a friction-disk clutch, and four engines would sustain the weight of the machine until sufficient of the fuel load had been consumed to lessen the angle of incidence and decrease the head resistance, when another engine could be stopped. In this way the power would not be wasted and every drop of fuel could be made to count for the end of the voyage. It might even be possible to sustain the machine with only two engines going after most of the fuel was consumed and if the aeroplane was at sufficient altitude to afford a slight assistance by gravity.

The sketch shows a portion of the fuselage inclosed and directly under the center of pressure, where sufficient oil and fuel could be stored in suitable tanks, so arranged as to leave a two-foot passage fore and aft from the cabin, just under the operator's cockpit to the engine room. The extreme width of the fuselage is eight feet, and affords six feet clear head room. The engines are placed on both sides of the inclosed central passage so that the mechanic would find each engine very accessible. Hence the engines will always be working in free air. The transmission could lead to a central shaft and thence by incased patent chain to the shafts of the two tractor screws. The friction clutch would enable the mechanic to throw any engine in or out of operation at will, so that the cleaning of the valves and spark plugs should be as simple a matter during the passage as it would be at rest. If anything special went wrong with an engine the mechanic could have the help of the operator "off watch," but as a matter of fact those of us who have used Gnome engines under the care of expert mechanics know that a 36-hour run for a fifty-horse-power Gnome engine clean and in otherwise good condition is no occasion for the least worry. I should really be surprised if with five engines it were necessary to clean one valve or one spark plug in the entire trip. In a machine so large as the one illustrated the passage fore and aft of the mechanic would hardly be perceptible to the control of the operator.

The resistance of such a machine should be quite low, since it has inclosed streamline form throughout and since the single row of struts in the center of pressure of the planes greatly reduces the wire and strut resistance common to most biplanes.

The aspect ratio is excellent, and the chord is not so deep that one need fear loss of square area lifting efficiency.

The controls of the aeroplane, although large, are all of the balanced type, so that there need be no concern as to the operator's ability to work them freely in gusty winds.

The writer until recently favored with Mr. Glenn Curtiss the use of a central boat or float, but he is now converted to the two-float type and believes that either of these floats would make first-class lifeboats in case of emergency and that the superstructure of the hydro-aeroplane should be readily detachable from the float. The lines of the floats should be for strength, lightness and speed; the flat-bottomed hydro-plane principle being superfluous where you have an aeroplane to lift your floats clear of the water.

If it became necessary to alight on the water in mid-ocean this could be accomplished in comparatively smooth water without extreme risk, and unless the seas were new and short the aeroplane could get into the air again with little difficulty.

It is practically certain that were an aeroplane of the type described to remain in the air for thirty hours pointed in the right direction and having an altitude of about 5,000 feet, the air passage of the North Atlantic Ocean would be accomplished. A height of 5,000 feet would furnish an atmosphere comparatively free from the gusty surface winds and clear of all fog, so that with a polaris instrument and a special azimuth table one would not need to depend on the compass for direction. The height would also give one an extended horizon (80 miles at 4,900 feet), so that there would hardly be a period on the passage over the steamship route to Europe when some vessel would not be within the 160-mile range of vision. Noting the direction of the vessel's course would also be a check on the navigator's other methods of finding direction.

Of course the large size of the aeroplane would make it conspicuous at 5,000 feet, and the steamers could report the aeroplane's progress and position by wireless.

A glance at a pilot chart for the North Atlantic Ocean during July and August will show there is a very dependable westerly movement of the upper air currents, and it is safe to rely upon a considerable increase of the aeroplane's speed over the North Atlantic course due solely to the wind currents.

A moonlight period could be selected for the trip, and the start made from St. Johns at daybreak.

On the whole one may reasonably conclude that the transatlantic aerial voyage by heavier-than-air machines is well worth considering, and we may wish success to the chairman of the Royal Aero Club, Roger K. Wallace, in his efforts to secure a £20,000 prize for the first aerial connection of England and America.

Savage Irrigation in Luzon

(Concluded from page 108)

deflected from mountain streams or arising from springs passes through decomposed vegetable matters, ashes, black alluvial soil, and manure, and is then conducted to the topmost rice terrace, carrying in suspension rich fertilizing matter which is evenly distributed. There is thus no part of a rice paddy which is not fertilized. From the topmost terrace the water flows through a gap in the retaining wall to the terrace next below, still carrying fertilizing matter in suspension. Most of the work in the paddies is done by the women, who wade about stirring up the sediment. Sometimes the rice straw of a harvested crop is covered over with dirt and allowed to rot. The result produces the finest rice raised in the Philippines, of great size, and it is claimed by experts, of practically perfect form. Ranchers in the west occasionally run an irrigating ditch through fertilizing matter, but the practice is not general.

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by the Ifugao warriors, who place the stones gathered in the ravine beds one above another somewhat in the fashion that a New England farmer builds a stone fence. They are provided with wooden spades, knives and spears, which they use as occasion requires. These implements are forged by themselves or else gained by trade from the Benguet Igorrotes. In some places they have carved down the rock which appears to be a sandstone or decomposed granite. One of the accompanying panorama pictures shows an isolated hill in the middle of the marvelous canyon referred to, carved into terrace form and surrounded by terraces on all sides. At the summit of the hill is seen an Ifugao settlement commanding a baronial view of the country. This pyramid rises probably eight hundred feet above the stream in the gorge below. The Singer Building in New York, if set in the gorge, would be practically lost to view. It would seem tiny in comparison with the work of the head-hunters, for the mountains are so sculptured that in places they seem almost to have been built up by artificial means.

The gorge here shown is densely cultivated throughout its entire length. Every ravine leading into it shows a succession of innumerable terraces. Until a few years ago each Ifugao settlement was in a state of feud with its neighbor. Settlements as close as two miles from one another were hostile. For generations the warriors of Quiangan and Banaue had engaged in raiding the opposing villages for heads. It is said that early in the last century the Spanish governor-general of the Philippines sent a detachment of troops to subdue these hillmen, but that the soldiers were decimated by the head-hunters, who lay behind their retaining walls and threw showers of spears at the invaders as they marched through the country in single file. Last year, according to Philippine Commissioner Worcester's report, there was no head taking reported among the 170,000 Ifugaos.

The photographs here shown were taken by the writer in an overland trip through Luzon between Manila and its northernmost port, Aparri. The railroad is left at Dagupan, the terminus of the Manila and Dagupan Railway, and thence the journey proceeds inland. Contrary to general opinion, the journey through the Cordillera Mountains is not hard or dangerous. It is filled with unique interest every moment and if made well in advance of the rainy season the streams are easily forded.

The Heavens in February

(Concluded from page 110)

surface can be calculated—or, at least, a value can be obtained which is probably not far from the truth. In this way Welles and Scheiner of Potsdam have calculated that the surface temperature of stars which resemble Sirius in spectrum is, on the average, about 10,000 deg. Cent. (The Sun's surface temperature is about 6,000 degrees, that of the electric arc a little under 4,000 degrees, and the hottest ordinary furnaces hardly reach 2,000 degrees.)

If this is true of Sirius, its surface would give out about eight times as much light per square mile as the Sun's does. As the total light of Sirius is twenty-four times that of the Sun, it would have three times the Sun's superficial area, and hence about one and three-quarters times the Sun's diameter. This would make its bulk about five times that of the Sun, and its density about half as great.

To get similar data for the faint companion is more difficult, as its spectrum cannot be observed, owing to diffused light from its brilliant neighbor. We may, however, make a rough guess as follows:

The companion of Sirius is almost equal to the Sun in mass. It is almost certainly not more than fifteen times as dense as the Sun (for this would make it denser than platinum) and probably not more than ten times as dense. On the latter hypothesis, its surface would be about one-fifth that of the Sun. But it gives out only $\frac{1}{100}$ as much light as the Sun, and hence must emit only $\frac{1}{500}$ as much light per square mile. According to physical theory, this would demand a temperature of about 3,000 degrees.

If on the other hand we assume that the companion equals the Sun in density

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