
Review

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entailed industry and perseverance of no mean order. The work will form the basis for any further study of the history of globe-making for many years to come.

R. T. G.

Alpine Ski-ing at all heights and seasons.— A. Lunn. London: Methuen & Co. 1921. Pp. 116. *Illustrations and Diagrams.* 5s. net.

The Alpine Ski Guides. The Bernese Oberland.— Published on behalf of the Federal Council of British Ski Clubs by Messrs. King & Hutchings, Uxbridge. 1920. Vol. 2. Pp. xxviii. + 170.

The first of these volumes aims to impart a thorough knowledge of ski-ing, and is addressed mainly to those who have some experience in the use of ski. The author pays much attention to what he terms snowcraft, rightly believing that the ski-runner who takes an interest in the nature of the snow and the effects on it of atmospheric condition will double his enjoyment and reduce to a minimum the risk of accidents. The chapters on snowcraft and avalanches are good, but while Mr. Lunn is a sure guide on the effect of the föhn on snow surfaces he will need to revise his explanation of the föhn given on p. 64. A chapter on Arctic ski-ing would add to the interest of the book.

The second volume consists of itineraries for ski-runners between the Gemmi and the Grimsel. The tours are arranged in geographical sequence.

R. N. R. B.

14,000 Miles through the Air.— Sir Ross Smith, K.B.E., M.C., D.F.C. London: Macmillan & Co. 1922. Pp. 136. *Illustrations and a Map.* 10s. 6d. net.

With his brother, Sir Keith Smith, as navigator, and Sergeants Bennett and Shiers as mechanics, Sir Ross Smith won the prize of £10,000 offered by the Commonwealth Government for the first flight to Australia in not more than 30 days. This is now old history in the story of flying, the feat being accomplished at the end of 1919, and the gallant pilot has met his end in the more adventurous undertaking of a flight round the world. But he made history by the flight to Australia, and gained an immortal name. Darwin, in Northern Australia, was reached in 27 days 20 hours after the departure from Hounslow. Of this period only 135 hours had been spent in actual flying. The length of the daily flight was determined by the position of the aerodromes, and these naturally enough come in for most attention in the book. The Dutch authorities very kindly constructed several new aerodromes in the East Indies, with the result that the airmen seldom had to fly more than 500 to 600 miles at a stretch. The two longest flights, each 700 miles, both fell between Bandar Abbas and Delhi. One of the most difficult flights, and incidentally the most thrilling in the tale, was that from London to Lyons, a great part of which was above the clouds, in intense cold. The descent to Lyons through a gulf in the cloud, some 2 miles wide and 7000 feet deep, was a dramatic return to the world. Another exciting and difficult flight was through the clouds over Burma on the way to Bangkok. On the whole, however, the flight went smoothly, and the Vickers-Vimy machine behaved splendidly. The chief difficulties occurred in rising from some of the small aerodromes. Numerous aerial and other photographs illustrate the book, which, in spite of its unassuming style, must be regarded as a classic of air travel.

R. N. R. B.