

F. W. SANDERSON.

MR. FREDERICK WILLIAM SANDERSON, headmaster of Oundle School, whose tragic death occurred on Thursday, June 15, at the close of an address to the National Union of Scientific Workers on "The Duty and Service of Science in the New Era," made a deep and lasting impression upon scientific education in this country. He had just concluded his address, and Mr. H. G. Wells, who presided, had described him as the greatest headmaster that ever lived, when he slid from the chair in which he was sitting, and a few minutes later died from heart failure. Mr. Sanderson, who was born on May 13, 1857, was 11th wrangler at Cambridge in 1882, and assistant master at Dulwich College from 1885 to 1892, when he was appointed headmaster of Oundle School, Northants, which he transformed from a small and relatively unknown institution to a great and leading educational power. No Public School in the kingdom possesses such laboratories and workshops, and in none is it possible for a boy to be better prepared for worthy citizenship in a modern community. In all subjects Mr. Sanderson introduced methods of instruction which are both effective and

stimulating. The practical method of teaching science is combined with lessons on the romance of the subject and points of contact with the action of Nature and the work of man in everyday life: library research is encouraged in connection with history and literature: English by reciting and acting an adapted play of Shakespeare's every term: languages by direct methods, and so on throughout the curriculum. Mr. Sanderson was not only an original thinker but also a tireless experimenter in educational methods, and his breadth of interest was so great that the classical and literary work at Oundle is as distinctive as that in science. The spirit of it all is that of education for service—creativity rather than personal possession—and Mr. Sanderson's last words were a plea for this uplifting principle in every school. Oundle remains a noble monument to his high ideals and their successful achievement.

WE much regret to see the announcement of the death, on June 18, of Prof. J. C. Kapteyn, foreign member of the Royal Society and professor of astronomy and mechanics in the University of Groningen, Holland.

Current Topics and Events.

DIRE experience, in the form of aerial disasters, is emphasising the fact that the new form of locomotion possesses points of difficulty, and that the complexity of the problems presented is unparalleled in any of the older branches of transport. In delivering the annual lecture in memory of Wilbur Wright before the Royal Astronomical Society on June 15, Mr. Alec Ogilvie dealt with some aspects of the problem, and his address contains the following striking paragraph: "It is not my wish to exaggerate the importance to the world's knowledge of aeronautical research of the Wright brothers, but it is my desire to lay the strongest emphasis on the lesson to be learnt therefrom—namely, that the whole basis of aeronautical progress rests on genuine research in the laboratory, on the development of mathematical lines of attack, and on full scale research work in the field, and cannot possibly rest only or even mainly upon technical development." The lecturer said that the national effort put into aerial research was now far below the pre-war standard, and that the importance of fundamental research is not grasped by those in authority in this country. It may be recalled that the Royal Aeronautical Society, to which Mr. Ogilvie was speaking, has taken an active part in bringing the views of scientific aviation to the notice of the Air Ministry, and is the accepted representative body for that purpose. Moreover, during the later stages of the war, when aviation was taking a leading part in fighting operations, Mr. Ogilvie was responsible to the Air Board for its new designs of aeroplane, and this lends additional interest to his statement that "our rapid technical development during the war period, in which we as a nation overtook both friends and enemies after starting a long way behind, was mainly due to the solid research work which was

done in the laboratories of this country between 1909 and 1914. It appears to me, however, that there is some danger that the real lessons of the past have not been understood and taken to heart." Mr. Ogilvie claimed for the Wright brothers a greater measure of praise for their demonstration of the firm structure of knowledge than for their superior skill and technique. The latter has hitherto been appreciated and the former neglected, but indications, still only straws, seem to point to a more even balance between research and technique in the immediate future of aviation.

THE Mount Everest expedition has made another new record in altitude. The *Times* announces that Messrs. Finch and Bruce with one Gurkha camped at 25,000 ft. for two nights and, employing oxygen, finally attained an altitude of 27,200 ft. This is 400 ft. above the record reached by Messrs. Mallory, Somervell, and Norton on May 21, and only 1800 ft. below the summit of Mount Everest. The *Times* also publishes a long despatch from General Bruce, giving details of the organisation of camps and transport on the Rongbuk glacier and Chang La (North Col). The route to the highest camp, at Chang La, was very trying, and unsettled weather added to the difficulties, but each camp was made self-complete with stores and equipment, the Chang La camp having food for ten British and a large number of porters, besides a full Alpine kit and the oxygen apparatus. It has been proved that up to 25,000 ft. a camp can be established without employing oxygen, and this gives considerable hope for the final assault on the summit. In the same despatch Mr. Mallory gives an account of the climb from Chang La camp to 26,000 ft. This altitude was reached without much more physical discomfort than