

PROGRESS—Our Birthday.

Review of Three Years

OURSELVES.

WITH this issue PROGRESS enters upon the fourth year of its career. The time is propitious for a review of the short past—short, but long enough, we hope, to guarantee the length of days invariably associated with successful practice. Naturally one asks first why the journal has lasted so long. The only possible answer—an answer we confidently leave to our many readers—is that PROGRESS has done what it set out to do at the outset. We promised to supply a monthly journal of science, written on popular lines, devoted, *inter alia*, to industries and inventions and all things concerning the same, and such a journal we have supplied in six-and-thirty consistent numbers. From the first, moreover, we have aimed at good printing and first-class illustration. In these respects the journal speaks for itself. It has, however, not by any means been left to do so alone. Every notice, of the many laudatory notices we have from time to time received, has dwelt on the success with which this, our original intention, has been fulfilled.

Under such circumstances retrospects are always pleasant day dreams. Indeed, these are the only day dreams permissible to practical people. The real dreamers exercise their imaginations on the nebulous future instead of devoting their memory to the well-filled past. Our retrospect extends over a large field occupied by many subjects. Amongst these we remember numerous industries of the Dominion, extending up to twenty-six numbers—a fair proportion of performances for a journal published thirty-six times after promising to devote much of its space to industries. In addition, we have described the mining industry and the possibilities of the iron industry; we have told the story of several great industrial undertakings, among them the famous Singer factories and commercial connection. The railways of the Dominion have several times passed through these pages, the Northern Trunk one day, the Midland another, the Manawatu another, the Addington workshops another, the Otira tunnel another. Various harbours of our coasts, the work of the persistent well-advised local bodies of the Dominion, have been noticed. Most of the new

buildings of importance throughout New Zealand have been illustrated and described, the present and future of our forests have been discussed, and every patent applied for during the life of PROGRESS is recorded, and many of them have been specially illustrated and described. Among the latter are patents for engines, window frames, automatic electric "cut-outs," milking machines, cash registers, trolley heads, turbines, the newest electric batteries, and hosts of others too numerous to mention. The account we

given to commercial use at all; and we have followed it, keeping pace with the improvements of the machinery, bringing increased reliability, speed, and endurance, showing every phase from the uncertainty of the day when men could not rely on getting through any journey from anywhere to anywhere, to the present perfection of hill-climbing and road-endurance together with the increased dangers and difficulties illustrated by accounts of the many journeys, including the first Wellington-Napier, and the phenomenal journeys made through Siberia, and the not less phenomenal pace that has carried the mule averages many times well into the century and destroyed some lives and some machines. Of the coming of the Commercial Motor we have kept due count also. In short, whatever motorists do, even to the testing of their machines and the mending of their gear, that has found its way consistently into our pages.

In the department of engineering we have kept well up: for example, PROGRESS was the first to state correctly for the Dominion the cause of the great catastrophe of the cantilever bridge constructing near Quebec. PROGRESS went fully into the Parsons turbine, the Brennan monorail and gyroscope, besides describing, and, of course, illustrating, the experiments with the latter instrument at sea. PROGRESS has discussed the new marine invention of floating breakwaters—devoted space, much of it, to the harnessing of water for electric purposes. PROGRESS has told the marvellous story of the Atlantic Cable, doing justice to the genius of Lord Kelvin and the extraordinary pertinacity of Cyrus Field, and last, but not least, to the leading and commanding part played by the British Government in this most beneficial department. PROGRESS has often placed the subject of wireless telegraphy in its many lights before its readers, and has

followed the development of electric science with ardour, the last example being the description of the magnet at work in a steel foundry. PROGRESS has kept up with astronomy with various papers, among them a series on the subject of Partial Impact, papers on the last comet, and on the system of the universe from many points of view, and has published the valuable address of the Astronomer Royal, bringing the science up to date all along the line.



PROGRESS OFFICE (N Z. Insurance Buildings, Wellington)
Our Head Quarters. Whole of top flat occupied by Messrs. Baldwin & Bayward

published of the Patent Office emphasised the fact that the proportion of patent applications for patents to population in the Dominion exceeds that of any other country. It is at the same time official corroboration of the testimony PROGRESS has unswervingly borne from first to last to the eminence of the talent born and trained in the Dominion, practising therein.

We began our motoring section at the time when the motor was a hesitating quantity, unreliable in some respects, not