

KEEP FIT BY BREATHING

THE WAY YOU BREATHE AFFECTS YOUR RESISTANCE TO 'FLU, COLDS AND COUGHS,

By Captain W. P. Knowles, M.C., M.A., D.Sc.

On the way you breathe depends the way you live. The importance of the breathing-process, of respiration, is now fully acknowledged. At last a message of hope can be given to all those who have been fearing another winter of cold and fog, of damp and "smog."

Breathing correctly aids those who suffer from so many ailments, including asthma, bronchitis, catarrh and even nervous troubles. A sweeping claim? The proof lies in the fact that over 20,000 people have tried a course of correct breathing with speedy benefits in health and a new zest in life.

Here is an actual example of the thousands of letters of appreciation and gratitude which I treasure so highly:—

"It was with something like desperation that I applied for your course of exercises.

I had had asthma since childhood, and doctors could do but little for me. Three months ago I started your method of Correct Breathing, and as lesson followed lesson so the attacks of asthma became less severe, until three weeks ago they ceased altogether. To me, this seems miraculous."—Leslie J. Crockford, 43 Chickereil Rd., Weymouth, 17 2 49.

Since my early years I have devoted myself to the study of the respiratory processes. Now at 62 my vigour and youthfulness are frequently the cause of comment, but the greatest joy to me is the way in which the principles of correct breathing are becoming known, bringing hope, health and happiness to thousands all over the world. Now this winter I want thousands more to avoid the illnesses and the depression that can be prevented by correct breathing.

This famous scientific English System,

"BREATHING THE KNOWLES WAY"

is devised by Capt. W. P. Knowles, M.C., M.A., D.Sc., London.

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BOOKS

Theodolite and Coach

EARLY NEW ZEALAND ENGINEERS, by F. W. Furkert, revised and edited by W. L. Newnham; A. H. and A. W. Reed, 37 6.
HIGH NOON FOR COACHES, by J. Halket Millar; A. H. and A. W. Reed, 16 -.

(Reviewed by A.M.)

THESE books have this vital link of history, that the surveyor and the engineer came before the road and ultimately made it fit for the coach to run on. *Early New Zealand Engineers* places the beginning of engineering in New Zealand at 1820. Even if we take 1840 as a starting point, the first coach did not reach New Plymouth from Wanganui till 1871, and Mr. Millar's fascinating story of the Newman coaching era begins with the arrival of the first coach at Murchison from Nelson in 1879. The following year, 1880, is the end of the period covered by the summary of public engineering in the Furkert volume.

Between these dates an astonishing amount of work was done. For the engineer New Zealand has been a nightmare of difficulties and a paradise of experience. These natural conditions, the men who overcame them, and our academic training, have given New Zealand engineers a very high reputation abroad. When we consider the country's development in 114 years, we should never forget what the surveyor and engineer, often combined in one man, have contributed. The late F. W. Furkert collected a mass of biographical material; but, bent on recording facts rather than on finish, he died before he could put his matter in order. This left his reviser, W. L. Newnham, with a hard task, but in the ultimate interests of history, Mr. Furkert was wise. The years take a terrible toll of fugitive records, and in such a case it is better to have a mass of facts, however bare, than a carefully constructed but limited record.

We have here 85 pages of a history of provincial and central engineering, and 220 pages of biographies of engineers born not later than 1865. Surveyors who were not engineers, such as Percy Smith, are excluded. In this valuable compilation are men in high positions whose names are well known throughout the country, relatively obscure county engineers who ran big dis-

tricts on very little money, and men in private practice. Very properly Professor R. J. Scott is included, who was responsible for the course at the Canterbury College Engineering School, a course which, "in its comprehensiveness, broadness and insistence on essentials, is equalled probably only by that of Cambridge in the English-speaking world."

The portraits, and illustrations of engineering works, are excellent. All concerned, including the New Zealand Institution of Engineers, are to be congratulated on a book of reference in which students will always quarry.

The story of horse-coaching east, west and south from Nelson lends itself much more to literary treatment. With his love of the subject, industrious gathering of facts, and a readable though somewhat conventional style (marred by such expressions as "equine charges" and "mine host"), J. Halket Millar has made a good job of the telling. It is nearly all the story of the Newman family, who pioneered the service to Murchison, became the chief proprietors in the district, and, taking up motor transport, have established themselves in the North Island also. We need more histories of coaching, and there could not be a better illustration of the industry than the success of Tom and Harry Newman. They were horse-masters and horse-lovers, and from the choice and breaking in of the horses, to the polish on the coach bodies, they watched every detail with scrupulous and unceasing care. It could be a tough and dangerous business. There were flooded rivers to drive through. The Buller could be about the wickedest river in the country. Punters were used to ferry coaches and waggons, and they might list or break away. Mr. Millar has made his story human through interviews with drivers, grooms and passengers, and sketches of roadmen and other characters. "Only just in time" we may say of many of these recollections, and Mr. Millar deserves thanks for their capture. The pictures are admirable; but with so many routes and names, the lack of a map is serious. This should be remedied if the book reaches the reprint it deserves.

AT TOP OF PAGE: *The Hawk's Crag, Buller Gorge road, in the coaching days*

N.Z. LISTENER, JUNE 4, 1954.