Influence of the Great War upon Shipping by J. Russell Smith

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The general state of the weather depends, also, on the temperature and humidity of the air currents which may be partly independent of the pressure distribution, although these factors interact to some extent with the pressure conditions. On pp. 81 and 82 the nocturnal radiation fogs of river valleys are discussed as "summer fogs." Though such fogs may be summer rather than winter phenomena in the United States, they are very definitely winter occurrences in the damp northern climate of the British Isles. There seems to be a typographical error on p. 70, where, in the explanation of the diurnal range of pressure, "a forced *afternoon* compression of the atmosphere" ought apparently to read "morning."

L. C. W. B.

GENERAL

Influence of the Great War upon Shipping.— J. Russell Smith. New York : Oxford University Press. 1919. Pp. x. + 357. 6s. 6d. *net*.

This book is one of the Preliminary Economic Studies of the War prepared and published under the auspices of the Carnegie Endowment for International Peace. It was written in 1918, during the war and under the handicap of war-time restrictions on publication of certain information. Hence large parts of the book will require revision and extension when we can have fuller access to information and see the facts in a truer perspective. The chapters likely to be of most interest and importance now are: I. "The Organization of World Shipping before the Great War;" V. on "Government Aid to Shipping" in all the important maritime states; and XI. "Shipping Policy after the Great War." Chapter i. gives a lucid account of the liners, and groups of lines and "conferences," in their relations to various classes of traffic and to the tramp steamers. Here the author has a note on the coal export of Britain, which he regards as "a kind of by-product of the tramp steamer traffic" (p. 7); but his statement that "Rather than fruitless ballast, any owner would choose to take coal at less than cost" (p. 6) is open to question. Coal taken at less than cost would be ballast, and would probably be carried only in ballast quantities, whereas it was, in fact, taken in full cargoes. The discussion serves to emphasize the great importance of export coal to British oversea trade, since it enables Britain, in normal times, to fill the holds of outgoing as well as incoming tramps, and so obtain lower freight rates than if one voyage was made in ballast.

In chapter xi. Prof. Smith writes of possible developments after the war. We are still in the period of reconstruction which he predicted, in which shipping policies are largely undecided; but since we are, unfortunately, still far from having attained freedom from fear of war, it is safe to say that shipping will not be left to the free play of competition. Each important maritime state will take steps to maintain, under its own flag, such a minimum amount of shipping as its government decides is necessary. It is difficult to resist the author's conclusion that a policy of state-aided shipping, if developed by the leading Powers on a large scale, may end by driving privately owned trading ships off the seas and greatly increasing the waste involved in voyages made by empty ships. In his concluding chapter the author gives a clear statement of the fact that the world is now an economic unit, made so by the trade developed in the last hundred years. The day when any people could be self-sufficing is gone. It can only return if modern civilization is broken up and men thrown back to the isolation, poverty, and lower standards of living of the past. Prof. Smith is optimist enough to assert, "In 1787 the United States was virtually thirteen independent commonwealths, and the physical and intellectual task of

making the people of those thirteen governments function as one government in 1789 had greater difficulties than the task of making the United States of the world out of the ten leading Powers in 1920" (p. 345). This ignores the existence of differences of language, traditions of hostility, memories of war and oppressions, jingo nationalisms, and such differences of government as those between the sacred, paternal, autocratic monarchy of Japan and a democratic republic. America had none of these difficulties. In spite of the greater ease of physical communications to-day, it is safe to say that such difficulties as these will postpone the appearance of the United States of the World for a considerable time.

C. B. F.

Geography of Commerce and Industry.— R. S. Bridge. London: Hodder & Stoughton. 1920. Pp. viii. + 264. 4s. 6d. net.

This book is one of the widely advertised "New Teaching Series." It is built up on the plan of regarding the world as the economic unit, and dealing with specific countries or regions in relation to that unit: in doing so it rightly emphasizes the vital importance of transport and the great trade routes. It is an unfortunate result of the form in which trade statistics are collected and published that such works as this are almost compelled to give more attention to foreign trade than to trade within a customs boundary, although for nearly all countries the internal trade is in fact much greater than the external. Yet on p. 328 the author writes that "Exports are the main thing, as always."

While the plan of the work is excellent, the execution leaves much to be desired. The diagrams are not numbered, nor is there any list of them. On p. 217 the author speaks of "a rough diagram . . . ; it need not be drawn to scale." The few which are given certainly accord with this view. They are rough and inaccurate. The diagram of ports of the U.S.A. on p. 218 is altogether misleading as to relative positions and distances—*e.g.* Chicago-Duluth (*ca.* 400 miles) is shown equal to New York-Washington (*ca.* 220 miles)—while that of the N.E.R. on p. 121 is simply grotesque. Diagrams, however rough, should be accurate, or they are worse than useless. The text, in too many places, shows a similar neglect of accuracy. In discussing the influence of climate on crops (ch. iii.) no distinction is made between annual and perennial plants: the list of railways serving the port of Hull (p. 91) omits the N.E.R. and the L. & Y.R.: on p. 119 the Durham and Northumberland coal-field is put down as two distinct industrial centres; and the mileage of the N.E.R., which the author takes as his type of railway system, was 1734 in 1911, not 493, as stated in the table on p. 117. Some of the errors may be misprints, but they are so numerous as to destroy the value of the work, in spite of the excellence of its general plan. It is to be hoped that it will be submitted to a complete revision and correction by a competent geographer at any early date, and so be made into a really useful work.

C. B. F.

Human Geography: The World.— J. Fairgrieve and E. Young. London: Geo. Philip & Son. 1920. Pp. 224. 3s. net.

This book is an introductory survey for young children. Its order of presentation is not logical but "psychological," and this sometimes leads to a mixing of facts which produces a misleading impression, as in chapter iii., where facts relating to the Forest and Grassland peoples are attributed, without discrimination, to the Indians of the Plains. The book is interestingly written, and will probably appeal to the children for whom it is designed; but first impressions should be based on clear statements of facts.

C. B. F.