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Review

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Colonel Godefroy, with his expert knowledge, discusses the commercial and economic aspects of the project, and goes into detail with respect to the manner, cost and time required for construction. He believes that a narrow-gauge line could be built in eight or ten years with an expenditure of roughly £12,500,000. Colonel Godefroy, who is studiously moderate in his estimates, foresees great advantages to be gained by joining Mediterranean Africa with "nos Indes noires"; he does not however deal with the competition of sea routes, and it may be questioned whether the railway could carry merchandise from West Africa to the Mediterranean at rates as low as those charged by the shippers. The same doubt arises with respect to the proposed Tangier-Dakar railway, mentioned briefly and with approval by the author as enabling the journey from Paris to Pernambuco to be made in about ten days.

The map is clear and useful, but not quite what it should be. It shows some railways as in existence which are not yet built (*e.g.* the Tangier-Fez line); it does not show all the projected lines discussed by the author, and the Wadi Saura, frequently mentioned in the text, though marked, is not named.

F. R. C.

AMERICA.

The Illinois and Michigan Canal.— J. W. Putnam. Chicago: University of Chicago Press. 1918. *Illustrated*.

Dr. Putnam's study of the commercial connection of the Great Lakes and the Gulf of Mexico by way of the Mississippi and an artificial waterway includes an historical survey of the various plans and performances with the same end in view during the last hundred years. He points out that there was, a century ago, a great deal of public enthusiasm regarding canals, and that the coming of the railroad led to sudden and sustained decline of interest in such methods of transport until the present time, when economic pressure has brought about a revived sense of their potential importance. Not only labour troubles in the United States, but a growing realization on the part of the public that too much dependence is placed upon a single form of transportation, contribute to awakened consideration of waterways. The long distances of North America between thickly populated areas, the lack of good roads, and the increasing expenses of rail carriage render it a matter of public economy to take advantage of the water routes wherever they occur. The length of the Mississippi, the comparative ease with which the existing narrow channel between Lake Michigan and the Illinois River, a great Mississippi affluent, could be deepened for the passage of vessels of considerable size, are arguments in favour of this all-water system, so long discussed.

The author traces old negotiations, laments that, during many years, so much good money has been wasted upon "pork barrel" waterway schemes while this simple and obviously important work is neglected, describes the operation of the canal as constructed, and shows the effect upon economic conditions already brought about and in view if the suggestions for deeper canalization are carried out. He thinks that a 14-foot waterway is needed, and proposes the erection of state-owned electric power plants along the route.

L. E. E.

The Danish West Indies under Company Rule.— Waldemar Westergaard. New York: The Macmillan Company. 1917.

Dr. Westergaard had begun his researches into the early history of the Danish West Indies, a neglected chapter of colonial history, before the attention of Americans was drawn to the islands by their annexation to the