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two Powers both to India and ourselves. Their strength numerically in Europe would be in the proportion of about 4 to 1 of that available for Imperial defence if Great Britain depended on her own and her Colonial resources alone. The consideration of the Empire in alliance with other countries is obviously beyond the scope of the book, which, within its own geographical limits, offers the reader many most valuable suggestions and deals with an intricate subject in a most attractive way. It is a book to be not merely read but studied.

T. H. H.

Principes de Géographie Humaine.— The late P. Vidal de la Blache. Paris : Armand Colin. 1922. Pp. viii., 328. *Four coloured Maps and two in black and white.*

In reviewing this work it is essential to bear in mind not only that it appears posthumously, but that it was left by the author incomplete. We do not know even the whole plan of the book. Prof. E. de Martonne, under whose care the volume has been published, has found himself obliged to append as fragments certain pages—on the formation of races, on the spread of certain inventions (the plough, the wheel, draft animals), on modes of life and the domains of civilization, on the town—for which he has found it impossible to find the place in the chapters approximately complete. Prof. de Martonne thinks that the author if he had lived would certainly have treated the subject of towns at length. One would also have much liked to have had from Prof. de la Blache a considerable chapter on the difficult subject of political geography, though it should be mentioned that the text as it stands has provision for many considerations of the kind that Prof. Brunhes gives in his chapter on “Political and Historical Geography.” The volume as issued, after a short introduction on the “Meaning and Aim of Human Geography,” is divided into three parts, entitled respectively “The Distribution of Man over the Globe,” “The Forms of Civilisation,” “Transport” (*La Circulation*). It is obvious that these divisions must overlap one another, and that much of what is said in an earlier division anticipates what falls to be stated also in a later division. Probably if the author had lived he would have eliminated some of these repetitions—would have made up his mind as to the most appropriate part of his work in which to introduce certain observations. In any case, the convenience of the division will be generally recognized. As to the meaning and aim of human geography the author is quite clear, though on this, of course, he can have nothing new to say. The aim is to show the nature of influences connected with place on human life and evolution, but no one recognizes more fully or more insistently than he the fact that social organization, however primitive, must always be taken into account in connection with such influences (pp. 33, 39, 97–8, 114, 115–6, 121, etc.). Geography lays down conditions, in some cases absolutely limiting conditions; it offers opportunities. But man as a social being must make the best he can of the conditions in given circumstances—must do his best to turn opportunities to his advantage. The importance of opportunity, especially when more or less suddenly presented to people who had been trained under harder conditions, to turn such opportunity to account, is again and again emphasized (pp. 57–8, 80, 93, etc.). But, however great the opportunities may be, however extensive and varied the equipment of a society for utilizing those opportunities, “the emancipation from the immediate environment (*le milieu local*) is never so absolute as our citizen eyes would lead us to believe” (p. 121). As Prof. Brunhes puts it, “we never free ourselves entirely from terrestrial facts” (*‘Geog. hum.,’* 2nd edit. p. 609).

On the general value of Prof. Vidal de la Blache’s work the present

reviewer would heartily endorse what is said by the editor in his brief introduction. He has, he thinks, made more notes from this volume of points to reflect on than from any other work of equal size, and probably any other geographer would have a similar experience. Among these points room may perhaps be found to mention the following: the great and varied importance of the invention of fire (pp. 28, 31, 56); the value of the work of herbivores as an aid in providing man at the expense of the forest with free spaces to occupy (p. 32), the importance of which has recently been so strikingly enforced by Miss Newbigin in her presidential address to section E of the British Association; the special advantage of Europe over other parts of the world in providing opportunity for the mutual operation of a combination of geographical features not found elsewhere (p. 214); the geographical importance of natural facilities for the construction of roads (p. 225) and the laying of railways (p. 240); the slowness with which men came to appreciate the geographical significance of railways—the St. Simonians excepted (p. 246); the influence of modern developments in navigation in depriving continental regions of their superiority (p. 229); the influence of navigation and fishing in bringing about local fusion of races (pp. 264–5). One of the maps in black and white illustrates the geographical distribution of the cultivation of the chief cereals and the rearing of sheep, the other “the urban periphery of the arid regions.” The coloured maps at the end of the volume illustrate respectively the distribution of population, the distribution of materials derived from the vegetable kingdom, that of materials from the animal kingdom, and that of constructive materials and the different forms of construction. There is an excellent analytical index in addition to an index of authors cited. We now have two excellent works on Human Geography from France, one of which has undergone an extensive re-elaboration, and one in English from America. There is still abundant room for another.

G. G. C.

A Commercial Geography of the British Empire.— L. W. Lyde. London: Methuen & Co. 1922. Eleventh edition. Pp. 146. 3s. 6d.

Prof. Lyde has largely rewritten this edition of his well-known school book, omitting some of the purely physical sections of the introduction to the original work. No writer of text-books can make them more interesting or informative than Prof. Lyde. He lays stress on the really important economic aspects of each country, and is courageous in his omissions of what does not appear to him to be essential. In such a sketch there are bound to be statements open to criticism. That “Australia has no mountains of any really serviceable height” is an unfortunate expression when the influence of the eastern highlands on the rainfall is considered. “The islands of the Arctic Archipelago have shores admirably adapted for shipping, soil of great natural fertility, and abundance of mineral wealth: but the climate makes the islands quite unfit for human habitation.” Here is a contentious statement that certainly requires explanation. But the book as a whole is admirable, and if used in conjunction with some more general book, deserves wide acceptance.

R. N. R. B.

Water Resources: Present and Future Uses.— Frederick Haynes Newell. Yale University Press (London: Oxford University Press). 1920. Pp. 310. *Illustrations from Photographs.* 20s. net.

The author of this book is Professor of Civil Engineering in the University of Illinois, and he published the work as a contribution to the post-war reconstruction so greatly needed, but in many countries so little undertaken. He points out the importance of the conservation and utilization of water for many