groups among the people. That is to say, the book would reflect the social center inspiration which has become nation-wide and has resulted in nation-wide organization during the past year. But this inspiration has not yet expressed itself in definite results and the book, though written from an anterior standpoint, is descriptively up-to-date.

Mr. Perry deals, sympathetically and accurately, with three main developments of the public schools: (1) special classes and formal instruction after school hours; (2) recreational activities after school hours in the school building, especially for young people; (3) the use of the school building as a civic center, of which the Rochester experiment is the noteworthy example. Mr. Perry's method is to describe vividly and fully a typical activity along one of the above lines and then to mention the significant developments of similar kind both in this country and abroad.

A good sense of proportion is evident throughout the book; its author has evidently certain broad theoretical principles which he keeps carefully in hand, but his selection of material is made always from the standpoint of the inquiring mind interested in a local problem of school development. As a handbook of comparative research this volume is quite necessary to any student of American school problems.

JOHN COLLIER.

New York.

HIGHWAY ENGINEERING. As presented at the Second International Road Congress, Brussels, 1910. By Arthur H. Blanchard and Henry B. Drowne. New York: John Wiley and Sons. Cloth; 6 x 9 ins.; pp. 299. \$2.

The first International Road Congress was held at Paris in 1908, and the second at Brussels in 1910. At the latter there were 2118 members from 38 countries in attendance and 124 papers and reports were presented and discussed.

The authors of this book have rendered a valuable service by compressing into 300 pages the meat of the 2200 pages of official *Proceedings*, published by the Permanent International Association of Road Congresses (Albert Neahieu, Secrétaire-Général des Bureau Exécutif de l'Association Internationale Permanente des Congrès de la Route, Paris, France). Among the many topics discussed at the Brussels Congress these may be named: economics and materials of highway engineering; road foundations and drainage; gravel, water-bound, and bituminous-bound macadam; brick, concrete, stone block and wood block pavements; street maintenance, including cleaning, watering, and removal of snow and ice; road signs; public service conveyances; highway bridges; and automobile tires. Special mention should be made of the few pages on "Dust Prevention by the Use of Palliatives" and the "Conclusions Adopted by the Congress." The papers and discussions under each topic are arranged by the country of the participant, and the names of the participants are given. These names include a number of well-known American highway engineers.

While the proceedings as a whole were conducted by engineers, and for engineers, a large part if not all of the contents of the volume before us is well within the easy understanding of any intelligent person and would be of interest and value to municipal and state officials and to public-spirited citizens generally who desire to be informed on road and street construction and maintenance.

M. N. BAKER.

Montclair, N. J.

CHILDREN'S GARDENS FOR PLEASURE, HEALTH AND EDUCATION. By Henry G. Parsons. New York. Sturgis and Walton Company.

Teachers, settlement workers, village and civic improvement associations will