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Review

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Rugby schoolmaster, found himself in the fortunate position of being able to indulge in his favourite hobby of game hunting as often as three times a year. He made the most of his opportunities, and even if his book has little of geographical value, it will be of interest to those who find an appeal in the sport of hunting. Others might find the killing a little monotonous were it not for the author's enthusiasm for wild places and the many little touches of humour and studies of mankind which relieve the tales of the chase. A little more attention to the spelling of some names would not have been amiss: Gottenburg and Throndhjem do not look well. The hints on outfit and equipment by so experienced a traveller should certainly prove useful to those who aspire to follow in his footsteps.

R. N. R. B.

Wanderings of a Naturalist.— Seton Gordon, F.Z.S. London: Cassell. 1921. Pp. xiv. and 220. *Illustrations.* 15s. net.

This volume contains a series of essays contributed by Mr. Gordon, as occasion served, to various newspapers and periodicals, and now republished as a book. The author's wanderings are confined almost exclusively to the British Isles, and were undertaken mainly for the purpose of investigating the nesting sites and studying the habits of those of our birds which choose unfrequented localities in which to rear their young. The volume can hardly be considered a contribution to geographical science, although it contains "descriptions of the Northumbrian coast in winter, the Aran Islands west of the Irish coast, and a hill pass of the Pyrenees," yet it will be an acceptable addition to the ornithologist's library. It is illustrated by a number of very excellent photographs.

THE MONTHLY RECORD

EUROPE

Inland Navigation in North Italy.

ALTHOUGH in ancient times Italy led the way in developing works for inland navigation, she has somewhat lagged behind in modern times, and stands low among the European countries for the extent of inland waterways. This is largely due to the physical conditions of the country, which possesses few navigable rivers or rivers capable of canalization, but has, in the north at least, unusual advantages in the abundant water supply brought down by the Alpine rivers and the presence of natural reservoirs in which the supply can be stored for use when most needed. Of late years a serious attempt has been made to recover lost ground, and many projects have been set on foot both for improving the navigation of the Po and supplementing it by canals. It has been recognized that not only does the future of inland navigation in the plain of the Po depend on the perennial water supply from the Alps (that yielded by the streams from the Apennines on the other side of the basin being precarious and intermittent), but that the more the main line of water transport is displaced towards the northern edge of the plain the greater do the advantages offered become. Thus in course of time the idea of using the Po itself to any great extent has been given up, in view of the unstable character of the river-bed and the risks due to floods, and the idea has gained ground of a trunk system of canals joining Lake Maggiore with the Adriatic and serving all the most intensely industrialized areas of northern Italy, besides affording a new means of approach to Switzerland from Venice, which might thus compete with the ports