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volume this is translated into a 5 per cent. duty on imports, including food and raw materials without any exception whatsoever. The incidental benefits of this project would be that the Free Trader and Tariff Reformer would meet half-way, and that it "might settle our Irish difficulty," since the preference of 5 per cent. would "compensate them for not having Home Rule." But this alluring poll tax only pays for certain services, and no considerable amount of contribution can practically or theoretically be expected from it. Services rendered include more than personal safety. "Surely those who take the most [of the national dividend] most profit by the co-operation of their fellows, and probably benefit at a progressive rate"; and so we are led to progressive taxation as the logical outcome of the principle of "services received." The author here almost succeeds in effecting a reconciliation between the faculty and benefit theories, as well as between Free Trade and Protection, Unionism and Home Rule. In the application of his doctrine there are many details almost as interesting as his poll tax, but on the whole the book contributes nothing of importance to theory or practice.

STANLEY H. TURNER

The Trading Enterprises of Manchester. By DOUGLAS KNOOP.
(In *Die Gemeindebetriebe in Frankreich und England*.
Leipzig: Duncker and Humblot, 1910. Pp. 78.)

MR. KNOOP'S clear and concise article is one of a long series, dealing mainly with German towns, published by the *Verein für Socialpolitik*, and deserves not only to be widely read but to serve as a model for similar accounts of the activities of other British towns. Without disparaging the books of sturdy advocates and severe critics of municipal trading, we certainly need more careful analysis, impartial description, and elucidation of the many important problems of price, profits, debt-management, wage policy, and the like, which arise in the operation of these enterprises. Mr. Knoop does not trouble himself about the desirability of municipal trading, nor does he even criticise the details of policy; he is content to explain the origin, growth, present position, price system, and financial results of each of the enterprises, and it is only when this has been done for a large number of cities that we shall be able to realise the wide differences of practice from place to place. As this is apparently the only article in the series which treats of the United Kingdom, it

would have been useful to foreign readers if the author had explained that great variations exist among our towns; that while Manchester charges a higher price for gas outside the city boundary than within it, Glasgow is forbidden to do so; that while Manchester applies large sums from the profits of the gas-works in relief of rates, Glasgow must devote the profits exclusively to the undertaking itself. Many other differences of equal moment could be drawn between these two cities alone. But Mr. Knoop's article amply fulfils the promise of his English title even though it is scarcely adequate to the German one. It is an excellent and orderly statement of the facts from which the reader is free to draw his own conclusions.

After dealing with the enterprises *seriatim*, sections are devoted to general remarks upon financial results, selling policy, the contrast between municipal and private trading, and the attitude of the civic authorities to the question of trading. In only one case—tramways—is the transference from private to municipal management sufficiently recent to permit of any contrast, and it is shown that more rapid and cheaper facilities have been provided, that the position of employees has been greatly improved, that the contributions in aid of rates have been much higher than when the tracks were leased to a private company, while a substantial depreciation fund has been accumulated in addition to the sinking fund. To what extent the facilities might have been improved and cheapened, or the rent paid by the company raised, if the policy of municipalisation had not been adopted it is, of course, impossible to say; but Mr. Knoop, perhaps unintentionally, conveys the impression that all the improvement is attributable to the change from private to municipal operation.

The selling policy of the enterprises is admirably described, and we wish that considerations of space had not prevented its expansion. It would have been interesting to learn, for instance, the reasons for differential charges within and without the boundaries. The problem of halfpenny fares, which has recently been much discussed in a number of cities, is carefully considered. They exist on a few routes in Manchester, but "statistical inquiries show that 35 per cent. of the penny passengers travel only a mile or less, and it is estimated that the adoption of one mile halfpenny stages would have the effect of transferring 50 per cent. of the penny passengers to the halfpenny class, and would result in a reduction in revenue of £107,020 per annum. To make up for this loss of revenue, fifty-one millions of additional halfpenny passengers would have to be carried per annum, which

alone would necessitate a large increase in the number of cars, and consequently increased working expenses and fixed charges, for the same revenue." The Tramways Committee consider that even half-mile halfpenny stages on the main routes would cause loss of revenue. The experience of other towns lends considerable support to this view, but where the tramways are yielding a high profit the question may be raised whether it is better to apply a given sum to relief of rates or to reduction of fares and improved facilities. It is not very easy to give a positive answer, yet circumstances are conceivable where even halfpenny stages which absorbed some of the profit would be more socially beneficial than a slight relief of rates. The consumers' surplus would be very large if these statistics are trustworthy.

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Housing Reform: A Handbook for Practical Use in American Cities. By LAWRENCE VEILLER. (Russell Sage Foundation: New York Charities Publication Committee, 1910.) Price \$1.25.

MR. VEILLER, who was Secretary of the Tenement House Committee of the New York Charity Organization Society, Secretary of the Tenement House Committee of 1900, and first Deputy-Commissioner of the New York Tenement House Department created to carry out the recommendations of that Committee, speaks with peculiar authority upon the housing question in American cities, and his book is a welcome addition to the publications of the Russell Sage Foundation.

To English readers it is particularly interesting, both because of the likeness and the unlikeness of the American problem to that with which reformers are struggling in English towns. Here, as in American cities, we have not only to clear away and improve the bad conditions which are the legacy of past ignorance and neglect, but the far more important, if less obvious, task of preventing such conditions from coming into existence again. We have to work out the problem of urban housing; the type of building best suited to different kinds of towns and different grades of occupiers; the bye-laws and building regulations which will effectively prevent bad conditions and yet not hamper building enterprise; the methods of management by which those who are not socially educated enough to treat their dwellings properly may become worthy tenants of decent houses. On all these problems, and the many issues with which the housing reformer