Review: Coast Economy

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be employed upon a trading voyage: the chief instruments are, of course, the charterparty and the bill of lading, and specimens of these documents are included in a pocket at the end of the book. Lloyd's, and all that Lloyd's means, is explained in Chapter III., and the rest of the book is devoted to importing and exporting, with special reference to the new circumstances which affect ships when war is declared. The reader owes much to Mr. Owen for the clarity and completeness of his exposition, but the geographer, we repeat, is in his debt for the excellence of the first chapter, which should be read by all teachers of geography.

- (2) 'Die Grundlagen der Schifffahrtsstatistik. Ein kritischer Beitrag zur Wertung der Handelsflotte und des Seeverkehrs des Deutschen Reiches. By Dr. Walther Vogel. ('Veröffentlichungen des Instituts für Meereskunde an der Universität Berlin.' Heft 16. September, 1911. Re-issue: Heft 1. Historisch-volkswirtschaftliche Reihe.) Pp. 154. *Diagrams*.

This re-issue of an important communication concerning shipping and sea traffic permits us to call attention to the value of the volume on account of both its parts. The first part contains a summary of the official publications dealing with shipping, a statement of the various methods of measurement employed in the case of merchant ships, and of the errors which may arise from these methods. The second part consists of an attempt to lay bare the progress which has been made in connection with the German mercantile marine since 1874.

All those students of geography or of economics who have attempted to make comparative studies of the merchant fleets of the great trading nations will have experienced difficulty in finding a common measure which will furnish a basis for comparative statistics. Part I. of Dr. Vogel's book will be of immense help in the case of future studies of this kind. It does not remove the difficulties, but it makes the student's path easier.

The statistical inquiry into the growth of German shipping is admirably illustrated by means of diagrams, from one of which we gather almost at a glance the great disproportion which has always existed between the use made of Hamburg and Bremen and the use made of the other German ports. In addition to this disproportion we note that most of the other ports have suffered decline steadily during three decades, and that the out-ports of the Elbe and Weser do not yet hold a high place in regard either to number of ships or of tonnage. From a second diagram it becomes clear that in the cases of the United Kingdom, Denmark, Sweden, and Norway the bulk of the German trade is still in the hands of ships flying the foreign, *i.e.* non-German flag, *e.g.* in the case of German trade with the United Kingdom half the tonnage is under the British flag, and a third is German.

B. C. W.

COAST ECONOMY.

'Coast Sand Dunes, Sand Spits, and Sand Wastes.' By G. O. Case. Pp. 162. 1914. 5s. *net*.

'The Use of Vegetation for reclaiming Tidal Lands.' By G. O. Case. Pp. 36. London: St. Bride's Press. 1913. 2s. *net*.

The first of these volumes is a most useful little book crammed with facts culled from all parts of the world and well illustrated with photographic reproductions and diagrams. Numerous references to other works are given. Mr.

Case discusses the formation and distribution of sand dunes and the devastation caused by them when they move inland, and then goes on to consider protective works and the reclamation of sand wastes. If we have one criticism to offer it is that the book is too condensed. There is certainly not a superfluous paragraph. The author particularly advocates the construction of protective coast dunes to prevent inland sand drift, and to allow existing areas of sand waste to be reclaimed and converted into woods. On this subject the book expands a little.

The second volume is a reprint of several articles which appeared in *Engineering* last year. It is very slight, but gives a useful summary of the subject.

EDUCATIONAL BOOKS.

- (1) 'The Teaching of Geography and History.' (Pp. 132. 1s. *net.*) (2) 'Our Island History.' (Pp. 320. 2s.) (3) 'The Modern British State.' (Pp. 270. 1s. 9*d.*)
By H. J. Mackinder. London: Geo. Philip & Son. 1914.

The first of these three books redeems a promise made by Mr. Mackinder that he would indicate the lines along which the teacher should lead his pupils in the early stages of geography before use is made of books, and a second promise that he would provide a teachers' commentary upon the volumes in his series 'Elementary Studies in Geography and History.' It suffices to say that Mr. Mackinder has redeemed his promise in a book which is at the same time stimulating and practical.

In 'Our Island History' Mr. Mackinder endeavours "to give a sense of the stream of time, so that the present may be realized as the outcome of the past." The stream rises in Julius Cæsar, and passes many well-known landmarks until it reaches St. Augustine, when it receives tributaries from Scotland and Ireland, and flows on by Alfred, William I., and Edward I., and becomes a flowing current through the spacious Tudor times till it reaches Oliver Cromwell and Dutch William; it then trickles onwards *viâ* Walpole and Nelson to end at George Stephenson.

'The Modern British State' "aims at giving a description of the social organism which is known as the United Kingdom," and succeeds in a striking and novel fashion in introducing the pupil to the study of civics.

'A Laboratory Manual for Physical and Commercial Geography.' By R. S. Tarr and O. D. von Engel. New York: The Macmillan Co. 1913.

This manual has been prepared for use in the high schools, the normal schools, and colleges of the United States. There is a series of lessons, for each of which is provided a statement of the purpose of the exercise, a list of the apparatus required, and one or more pages on which there are printed questions each followed by a space in which the reply may be written. The complete set is so arranged that the separate pages may be withdrawn from the stout paper covers and used, and then rebound in the order in which the exercises have been completed. The subject matter is comprehensive, and, although the exercises upon the topographical maps refer entirely to portions of the United States contoured maps, British teachers will find much that is suggestive and helpful in this manual.