Handbook of Commercial Geography by G. G. Chisholm

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Συρία; the history of Phœnicia (considered as a Syrian coast region); the beginnings of Arabic influence in Syria through the Idumæans; the Nabathean kingdom in Edom; the Jews immediately before and after Nehemiah; the Samaritan schism; the problem of Scythopolis; the province-divisions formed by Seleukus Nikator; the boundaries of Syria and Egypt under the Seleukids and Ptolemies; the Hellenizing policy pursued by Alexander's successors in Syria by means of city-foundations; the history of the Jewish people after Alexander; the monarchy of Hyrkanus, Aristobulus, and Alexander Jannæus; and the establishment of the Roman province of Judæa; form the chief divisions of a most interesting and valuable monograph.

It is to be hoped that Dr. Sieglin's plan of publishing the most important of the ancient historico-geographical texts, as well as a series of studies upon the chief problems of ancient and of early mediæval geography and geographical history, will meet with cordial support. Nothing more useful could well be imagined than the full list of his 'Quellen und Forschungen zur alten Geschichte und Geographie.' Up to the present, besides the two we have noticed here, four other essays have appeared, respectively devoted to old Persian history, to the history of the first discovery and exploration of Britain, to the history and topography of the Austrian lands under the Romans, and to the island of Eubœa. More than twenty other similar studies are now ready, or nearly so, and we trust that this number may be at least doubled.

GENERAL.

WATER IN LANDSCAPES.

'Light and Water.' By Sir Montagu Pollock, Bart. London: George Bell. 1903. Pp. xii., 115.

This work is explained in the sub-title as 'A Study of Reflexion and Colour in River, Lake, and Sea.' The proper reflection (to follow the convention of most printers' chapels) of objects in water is frequently missed, as the author points out, even by great artists. Naturally, it follows a fixed series of laws. In this book are shown very clearly by diagrams the precise effects observed in still water from different elevations, and then the various orders of reflection given by various forms of ripple, from the hurrying waves thrown up by a brisk breeze, to the slow oily swell which stands next to a condition of absolute calm. The different standard forms are shown in beautiful photographs; in one appears the effect of flattened rings familiar on a slow-moving, leaden surface of water; in others, the difference between the narrow sun-streak, with the sun low and the sea calm, and the wide streak, with the sun high and water rough, and so on—a series as excellently selected as reproduced. Even when the author passes from the forms of reflection to colour, the half-tone reproductions are of value in showing differences of shade. In a note on the colour of water, setting forth the selective absorption theory as generally preferred to that of selective reflection, the author quotes a long and interesting dialogue, "substantially in accordance with modern ideas," from a rare anonymous work of Sir Humphrey Davy, 'Salmonia, or Days of Fly-fishing,' published in 1828.

O. J. R. H.

COMMERCIAL GEOGRAPHY.

'Handbook of Commercial Geography.' By G. G. Chisholm. 4th Corrected Edition. London: Longmans. 1903.

A general description of a book well known to every student of economic geography is unnecessary; it is sufficient to note that in the main design and

arrangement of the work there is no change. It remains essentially a book of reference, needing for its correct appreciation a previous acquaintance with the general principles of geography. But the new edition is of great interest for purposes of comparison. It provides an index to the progress of geographical method, and to the change in the relative values of different regions and groups of geographical and economic phenomena. From this point of view the modifications and additions are of the highest importance. In the latest, as compared with the earlier editions, there is more tendency to emphasize the purely physical basis of commercial and economic changes. This tendency appears in the general treatment of climatic conditions and in the increased space devoted to communications, past and present, in their relation to physical features. Another factor in economic development, which has been somewhat neglected by writers on geography, receives from the author more adequate treatment. Brief sketches are inserted of the significant facts in the history of important regions. In most cases these additions are essential to the attainment of a correct perspective, though they are not without value as a relief to the general reader from the severer technicalities of the subject. The digressions on the present conditions and future prospects of certain commodities, in relation to the demand of the world, serve a like purpose.

The chief modifications and additions are best illustrated by following the grouping of countries adopted by the author. In the section dealing with the British Isles, more space is given to the question of railway communications in relation to physical features and the possible development of other means of internal transport. The bearing of the export of coal on the shipping trade is discussed, and the agricultural position in Ireland receives a brief notice. In view of present controversies, the new map of the coal and iron districts of Great Britain will be found of service. The present economic situation is illustrated by historical references to the growth of British trade and policy in earlier periods.

On the Continent, the significance of the waterways of France, Holland, and Belgium, as factors in commercial development, is well brought out; while the importance of geographical position is illustrated from the early history of Marseilles. The sections dealing with the German Empire are enlarged considerably in the recent edition. The elaboration of the German system of waterways is shown in a new map, while the relative value of Hamburg and other seaports is thoroughly discussed both from the historical and the geographical standpoint. Increased space is also given to the coal and iron regions of Central Europe, as bearing on modern industrial changes. A special map is added. Turning to the south, we find the relations of Italy with South Germany discussed with reference to the problem of Alpine communications. The renewed importance of the Italian cities is, perhaps, sufficient justification for a somewhat detailed discussion of their early history. This portion of the book offers many excellent illustrations of the essential physical bases of economic prosperity. The recent revival of interest in the commercial possibilities of the near East is responsible for large additions. The sketch of the ancient commerce of Asia Minor and Arabia, with the account of present railway projects, will be of great value to the student. In the far East, attention will naturally be directed to the sections dealing with the Russian conquest of Siberia, the Chinese system of government and treaties, the coal of Shansi, the railways and cotton mills of China, and the part which may fall to this region in the industrial growth of the world. On all these points there are substantial and important additions.

The main modifications in the treatment of Africa are confined to the southern portion; but recent developments in the Sudan and Nigeria are not omitted, and attention is directed to the commercial relations of Egypt with India in the past.

As regards South Africa, there is a general expansion of the historical notes, together with a broader treatment of the climatic conditions and of the character of railway communications, as determined by physical features. But, on the whole, there seems to be less change in this part of the book than in that dealing with Europe and Asia. The same may be said with regard to most of the American continent. The chief modifications have reference to Eastern Canada and the adjoining regions of the United States. The climate and mineral wealth are discussed at greater length, and a new map illustrates the coal and iron deposits of the whole area. On the economic side, there are notes on the currency and tariff history of the United States and the wider problem of the effect of tariff changes on British commerce.

In general, the author has confined his alterations to those regions in which recent economic changes have been most important, or which may, in the near future, be the scene of remarkable developments. Considerations of space must inevitably preclude any expansion of the work as a whole. In one direction the method adopted may be open to criticism, according to the ideas of the critic as to the limits to be observed by the geographer in dealing with economic questions. There is a considerable amount of purely economic discussion; at any rate, questions are dealt with which have no very definite reference to geographical principles. The economist may object that this constitutes an invasion of his special sphere, and, as a matter of construction, tends to overload the book with extraneous matter, thus obscuring the real geographical framework. Such criticism would apply more particularly to the mass of statistics in the appendix. Doubtless these, discreetly handled, may be useful for purposes of illustration; but the average reader is inclined to assume that the figures, as they stand, have a definite meaning, and may be used as a basis for argument. His conclusions are likely to be inaccurate, and may even distort his conception of those geographical principles which are a far safer basis for scientific argument than statistical abstracts in unskilled hands.

A. J. S.

HAKLUYT'S VOYAGES.

The Principal Navigations Traffiques and Discoveries of the English Nation. In Twelve Vols.' Vols. 1-4. Glasgow: MacLehose. 1903.

This excellent reprint places for the first time in the hands of students of the history of travel a handy working copy of the famous collection of Hakluyt. Such an edition has long been a desideratum, as the reprints hitherto issued had been far too cumbrous for convenience of study. It may be remembered that the Hakluyt Society, to which we might naturally have looked for the performance of this service, contemplated the issue of such a popular version a few years ago, and had actually made a beginning with the work, when, on the announcement of the present edition, it was, no doubt wisely, decided to discontinue the undertaking. However we may be inclined to regret that the work has not the support of the prestige and authority of the Hakluyt Society, it is certainly the case that Messrs. MacLehose's version admirably fulfils the purpose for which it was intended, viz. the placing within the reach of the general public the exact text of the great collection which occupies so unique a position as an authority on the early beginnings of British enterprise beyond the seas.

It is, of course, the second and more complete edition of 1598-1600, the text of which forms the bulk of the present issue. But in its modern form the work cannot be said to be simply a reprint of that edition, for its value to students has been enhanced by the addition of certain features from the original edition of