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gradually improved and extended either so conveniently or so cheaply as a railway. It is cheaper to maintain, but, from drought in summer, ice in winter, and need from time to time for repairs under water, is often out of use entirely. A barge is, as Mr. Thompson says, a much less costly thing than an engine and a train of trucks. But, though it costs only one-tenth, it does only one-tenth of the work in a year, which Mr. Thompson omits to notice. Haulage cost in the two cases is probably not dissimilar, though—a fact which is of importance in a hilly country like England—canal efficiency decreases rapidly where changes of level are frequent and considerable. A railway can go where a canal cannot follow. A modern ironworks has railway trucks right through the yards and inside the sheds; a waterway in a similar position is impossible, so everything would have to be hauled on land to and from the barges. Finally, a railway can do everything that the canal can, and being able not only to carry, but to make a profit from passengers, parcels, mixed goods, &c., can afford to transport at a minimum profit the coal, bricks, &c., which must, in the case of the canal, unaided bear the whole cost of working, maintenance, and interest on capital.

A book which deals with the economics of inland water-carriage is so far lacking in English economic literature. It is to be hoped that London or Birmingham, or some other of the modern schools of applied economics, will some day supply the want.

W. M. ACWORTH

La Coopération. By P. HUBERT-VALLEROUX. (Paris: Victor Lecoffre, 1904.)

THIS small work of 225 pages gives a concise account of Cooperation in the chief countries of Europe; especially in France and England. The writer points out that though the word "cooperation" has been borrowed from England since 1863 to express this form of industrial association, yet that, before that date, in fact as early as 1834, the principle of workmen's associations had been established in France. There, as elsewhere, the idea emanated not from the working-classes themselves, but from some thinkers of the middle and upper classes. He assigns to M. J. P. Buchez the credit of having first given the idea a practical shape. His aim was to form groups of workers employing themselves by means of a small

capital either saved by themselves or lent by friendly sympathisers. One such association, that of working jewellers, was formed in 1834, but up to 1848 it found no imitators. Then, in the wake of the political movement, questions of social and industrial reform came to the front, and hundreds of working-class associations on the model of the jewellers sprang into being. Unfortunately a large number of them immediately turned to the State for the supply of the necessary capital, and with the inevitable result that what was easily got was speedily squandered. The Empire at first frowned on all such associations as nurseries of republican ideas, and it was not till 1864 that any further move was made. Then it was that M. Casimir Périer, father of the ex-President, called attention to the growth of the cooperative movement in England, and its essentially self-supporting nature. But, while availing itself of the experience gained in England, the French movement proceeded on its original lines. It still aimed at establishing societies of workers engaged in the same trade rather than those of consumers working in different trades. The production of some manufacture in common rather than the purchase of commodities in common was still the mainspring of cooperation, and in this respect the cooperative movement in France has in the main continued to follow a different development to that of Great Britain. For some years after the fresh start in 1864 the same mistake as that made in 1848 was repeated. Capital, though not advanced by the State, was borrowed on easy terms from a bank founded to help the movement, but the result was the same. Large sums of money were expended with little or no results. By painful experience the French cooperator has had to learn the lesson of the value of self-help as against either State-help or philanthropic subsidies. M. Valleroux points out (pp. 165—170) how great moral as well as economic benefits have been secured by the self-reliant spirit encouraged in the British working-class movement.

A. K. CONNELL

Women in the Printing Trades: a Sociological Study. Edited by J. RAMSAY MACDONALD, with a Preface by Professor F. Y. EDGEWORTH. (London: P. S. King and Son, 1904.) Investigators: Mrs. J. L. Hammond, Mrs. H. Oakeshott, Miss A. Black, Miss A. Harrison, Miss Irwin, and others.

THIS book is a painstaking account of the subject with which it deals; the description of trade processes is clear, and the collec-