

duction containing merely a rapid survey of pre-Saxon remains. The body of the work is divided into four books of very unequal length: Book I, 1066-1272, Mediaeval England, 60 pages; Book II, 1272-1603, The English Nation, 102 pages; Book III, 1603-1760, The Antecedents of the Industrial Revolution, 49 pages; Book IV, 1760-1900, The Industrial Revolution and Its Consequences, 127 pages. This distribution of space sufficiently avoids the somewhat common error of over-emphasizing the earlier at the expense of the later periods.

The book is described in the subtitle as "A Study in Social Development" and accordingly many topics are treated which are not strictly economic in character. In particular, the interdependence of economic production and distribution and political ideas and institutions is well brought out. On the other hand, the physiographic background of economic development is practically ignored and the movements of population receive scanty consideration.

The author is a lecturer in Manchester University, and the book does credit to his scholarship. It has, however, pedagogical defects, chief among which is the philosophic discussion in the form of a "general survey" of each period before the facts upon which such general discussion is based have been treated, and a want of concreteness and vividness. A good example may be found in the treatment of "enclosures." The bearing of the "open-field" system upon the question of the servile or free status of Anglo-Saxon *villani* is considered on p. 3 of the introduction, before any description of that system has been given and before the meaning of "nucleated village" and "scattered homestead" has been made clear. The economic worth of open-field cultivation is appraised on pp. 41-43, where it is shown that the system possessed high resisting power against economic changes. Lastly, the effect of the enclosure movement between 1450 and 1600 is similarly appraised on pp. 114ff, but nowhere is there any vivid description of open-field tillage or of the process of enclosure itself, with its accompanying ruin and pauperization, though the materials for such description exist in the greatest abundance. It should be added that there are no maps, the bibliography is inadequate, and the index too brief to be of much use.

E. H. DOWNEY

THE UNIVERSITY OF CHICAGO

Railroad Freight Rates in Relation to the Industry and Commerce of the United States. By LOGAN G. MCPHERSON. New York: Henry Holt & Co., 1909. 8vo, pp. xi+441. \$2.25.

This is the first time that an attempt has been made at a comprehensive study of the rate structures of the United States and their effects upon industry and commerce. Mr. McPherson had exceptional opportunities for the investigation of this problem. For two years he traveled and studied, "visiting every part of the country, interviewing principal shippers, the representatives of commercial organizations, and the officers in charge of the traffic departments of the various railroads," and his results are now given us in this rather formidable volume. His findings are emphatically in favor of the railroads. Using his own language as far as possible, they may be roughly stated as follows: (1) In passing judgment upon the rate structures of this country, it must be

borne in mind that they have had to be adjusted so as to meet the requirements of an irregularly extending and rapidly growing population, industry, and commerce, and also to meet the requirements of return upon capital invested. (2) The unsymmetrical and irregular character of the development of the rate structures finds ample excuse when viewed in the light of these considerations. (3) The development has been in accord with the needs of commerce and industry and is continually being molded more closely to those needs. (4) The returns to capital have not been excessive and the achievements in the railroad industry compare favorably with those in other lines. (5) Most of the complaints that were once urged against the railroads (for example, the complaints in the Cullom report of 1886) can no longer be justly urged. Producer and consumer alike receive substantial justice. (6) "Any radical or abrupt modification of the existing rate structure, or any attempt to substitute for it another scheme of rates of apparent mathematical symmetry, could not but react injuriously, not only upon the railroads, but upon industry and commerce, and, therefore, militate against the national welfare."

Few would be inclined to dissent from these conclusions and Mr. McPherson has rendered service in furnishing much new data upon this vexed problem. Particularly interesting and valuable are chap. 6, dealing with the effect of the transportation charge upon prices; chaps. 7 and 8, describing the various rate structures; chap. 19, containing an analysis of complaints made since the Hepburn Act took effect; and chap. 22, giving a survey of the present attitude of different sections and cities toward the rate adjustments which they have. These chapters contain material difficult, if not impossible, to find in any other work.

One regrets to have to record defects as well as merits. The work is not fortunately arranged. This is very noticeable despite a serviceable index and a detailed table of contents. The author has been too impatient of footnotes and references, using none in the entire book, although their use would have shortened and at the same time have strengthened his work. Indeed it may be said that the author has not profited as he should from the labor of others. The student would have appreciated the use of statistical data in many places where they could have been used to great advantage in bringing out the shifting of industry, commerce, and population. Yet it must be remembered that Mr. McPherson is not writing primarily for the student but for the railroad man and the "general public." To all, however, this book will be useful.

L. C. MARSHALL

THE UNIVERSITY OF CHICAGO

Misery and Its Causes. By EDWARD T. DEVINE. New York: Macmillan, 1909. 12mo, pp. xii+274. \$1.25 net.

This book, like two of the volumes which have preceded it in the "American Social Progress Series," presents to the wider public a series of lectures originally prepared and delivered on the Kennedy Foundation. In manner, consequently, it is simple and quick of appeal, and pleasantly spontaneous, despite the evidence it bears of deep and far-reaching search for the causes of misery as they reveal themselves to none but patient workers. In matter, it