

noted. A statement is prominently set forth that the book is not copyrighted and that "The Town Planning Committee of The American Institute of Architects desire to make the material . . . of value to the largest possible number of persons engaged in city planning or interested in the extension of the ideals of city planning. To this end, material may be reprinted in whole or in part in local newspapers or in bulletins of commercial or civic bodies, providing only that proper mention be made of 'City Planning Progress' as a source of information. If illustrations are desired, photographs will be loaned whenever available, without charge." Thus the volume serves not only as an up to date record of what has been done in American city planning, but as a propaganda document of the utmost importance.

The American Institute of Architects is to be congratulated on the wisdom, breadth and value of this volume, and the city planning fraternity owes much to George B. Ford, well known as the landscape architect in charge of the notable zoning and districting recently put in force in New York city, for his successful effort to promote the welfare of American communities.

J. HORACE MCFARLAND.

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PRINCIPLES OF AMERICAN STATE ADMINISTRATION. By John Mabry Mathews, Ph.D. New York: D. Appleton and Company. Pp. 533. \$2.50.

The modern trend toward research in public administration is well represented in Dr. Mathews' excellent work. The Columbia University studies have already given us a number of valuable monographs showing the centralization of administrative authority in particular states. The intensive studies made by the various state commissions on economy and efficiency, which reported two years ago, have also added to our knowledge in this field. The present author presents a broader treatment of the state administration as a whole, and in doing so he has produced what is in many respects a model text-book on the subject. After an

introductory chapter showing the growth of state duties and powers and a tendency toward centralization, the author divides the book into three parts on "The organization," "The functions" and "The reorganization of state administration" respectively. Under "Organization" the powers of the governor are traced historically to their present status; the position and authority of other state officials and boards are also presented, and the rules governing the state civil service, including the appointment and removal of officers, are considered. Under "Functions" there are two excellent chapters on taxation and finance and an adequate discussion of education, charities, public health and justice. There is also an excellent discussion of the methods and machinery provided to enforce state laws. The author here shows the urgent need for less law making and more law enforcement, and points out the impotence or unwillingness of the state to force local authorities to carry out the law. The only inadequate part of the book is that dealing with recently developed state powers, such as corporation control, public service commissions, labor legislation, agriculture, and the good roads movement. These should be much more fully presented. Local administration is not discussed except in its relation to the central authorities. Under "Reorganization," the author points out the needlessly complicated machinery of state government. He shows from the conclusions of the state efficiency commissions that there is an almost total lack of systematic organization and method. The state's work could be done more effectively without additional cost, by a modern business-like method of organization like that existing in the federal administration. This chapter also contains a strong plea for closer union between the executive and legislative powers.

The book is a description with some critical remarks, rather than a propagandist's argument for any form or system of state administration. Only the concluding chapter presents a series of proposals for reorganization.

It is written in a clear, readable style, the material is well organized and each chapter is accompanied by a well chosen list of references and readings. The volume will be found an admirable text for college use.

JAMES T. YOUNG.

University of Pennsylvania.

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BOLTON AS IT IS AND AS IT MIGHT BE.

By Thomas H. Mawson, Lecturer on Landscape Design, Liverpool University. Bolton: Tillotson & Son, Mealhouse Lane.

With a sumptuousness long characteristic of the published work of Thomas H. Mawson, but which in England must now be mainly associated with the days "before the war," there have been issued six lectures on "Bolton As It Is and As It Might Be." These were lately delivered by Mr. Mawson under the auspices of the Bolton housing and town planning society. At first glance the book, with its many photographs, its plans and diagrams, seems practically to constitute what in this country would be called a city plan report. In reality, it is rather more. The first three lectures, though written with special reference to Bolton, are entitled respectively, "What Do we Mean by Town Planning," "The Scope and Influence of Town Planning," and "Does Town Planning Pay?" The remaining lectures have to do especially with Bolton's traffic, recreational, and housing problems.

Already some of the land for the proposed park system has been given. Moreover, in his preface, Mr. Mawson extends particular thanks to Sir William Lever for effective co-operation. What that gentleman's interest in Bolton may mean to the town is suggested by the success of Port Sunlight. Of the quality of Mr. Mawson's own work there is no need to speak. The book is sufficiently recommended in saying that he has taken a particular interest in this study.

CHARLES MULFORD ROBINSON.

Rochester, N. Y.

STUDIES IN THE COST OF URBAN TRANSPORTATION SERVICE. By F. W. Doolittle, Director, Bureau of Fare Research. New York: American Electric Railway Association. 1916.

This book is a loose compilation of technical and semi-technical data relating to the problems of street railway operation so far as they pertain to service. Mr. Doolittle's studies have been made from the point of view of the operating man and will be of primary interest to such. The general student of public utility regulation may get a number of interesting suggestions from the book, and may find a good many facts recorded that would not be readily accessible to him elsewhere. We may, perhaps, illustrate the author's style and attitude by quoting a short paragraph from his chapter on "Psychological aspects of street railway service." "It has long been a matter of common knowledge," says he, "that there are no absolute physical standards of comfort. One individual may find limited standing room quite as comfortable as another finds a spacious seat. The same passenger may have radically different ideas in the morning and in the evening as to what constitutes a reasonable length of time which he should wait for a car." The book gives the impression of a great subject treated in a commonplace way. There certainly is no thrill in the style to lure the reader on, and no imagination in it to interpret the social philosophy of modern transit problems.

DELOS F. WILCOX.

New York City.

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DOCUMENTS ON COUNTY GOVERNMENT. Collected by the National Short Ballot Organization, 383 Fourth Avenue, New York. \$5.

The National Short Ballot Organization has done an admirable piece of work in bringing together in one volume practically all the more important and some of the less important documents bearing upon the subject of county government. It is