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Review

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making the people of those thirteen governments function as one government in 1789 had greater difficulties than the task of making the United States of the world out of the ten leading Powers in 1920" (p. 345). This ignores the existence of differences of language, traditions of hostility, memories of war and oppressions, jingo nationalisms, and such differences of government as those between the sacred, paternal, autocratic monarchy of Japan and a democratic republic. America had none of these difficulties. In spite of the greater ease of physical communications to-day, it is safe to say that such difficulties as these will postpone the appearance of the United States of the World for a considerable time.

C. B. F.

**Geography of Commerce and Industry.**— R. S. Bridge. London: Hodder & Stoughton. 1920. Pp. viii. + 264. 4s. 6d. net.

This book is one of the widely advertised "New Teaching Series." It is built up on the plan of regarding the world as the economic unit, and dealing with specific countries or regions in relation to that unit: in doing so it rightly emphasizes the vital importance of transport and the great trade routes. It is an unfortunate result of the form in which trade statistics are collected and published that such works as this are almost compelled to give more attention to foreign trade than to trade within a customs boundary, although for nearly all countries the internal trade is in fact much greater than the external. Yet on p. 328 the author writes that "Exports are the main thing, as always."

While the plan of the work is excellent, the execution leaves much to be desired. The diagrams are not numbered, nor is there any list of them. On p. 217 the author speaks of "a rough diagram . . . ; it need not be drawn to scale." The few which are given certainly accord with this view. They are rough and inaccurate. The diagram of ports of the U.S.A. on p. 218 is altogether misleading as to relative positions and distances—*e.g.* Chicago-Duluth (*ca.* 400 miles) is shown equal to New York-Washington (*ca.* 220 miles)—while that of the N.E.R. on p. 121 is simply grotesque. Diagrams, however rough, should be accurate, or they are worse than useless. The text, in too many places, shows a similar neglect of accuracy. In discussing the influence of climate on crops (ch. iii.) no distinction is made between annual and perennial plants: the list of railways serving the port of Hull (p. 91) omits the N.E.R. and the L. & Y.R.: on p. 119 the Durham and Northumberland coal-field is put down as two distinct industrial centres; and the mileage of the N.E.R., which the author takes as his type of railway system, was 1734 in 1911, not 493, as stated in the table on p. 117. Some of the errors may be misprints, but they are so numerous as to destroy the value of the work, in spite of the excellence of its general plan. It is to be hoped that it will be submitted to a complete revision and correction by a competent geographer at any early date, and so be made into a really useful work.

C. B. F.

**Human Geography: The World.**— J. Fairgrieve and E. Young. London: Geo. Philip & Son. 1920. Pp. 224. 3s. net.

This book is an introductory survey for young children. Its order of presentation is not logical but "psychological," and this sometimes leads to a mixing of facts which produces a misleading impression, as in chapter iii., where facts relating to the Forest and Grassland peoples are attributed, without discrimination, to the Indians of the Plains. The book is interestingly written, and will probably appeal to the children for whom it is designed; but first impressions should be based on clear statements of facts.

C. B. F.