

Chapter VI, on a land of damned professors, proves a disappointment, not because of its account of the German system of education, but because the part which the professors in the German universities have played in the industrial development of Germany receives hardly more than passing mention.

In a chapter entitled *ohne armee kein Deutschland*, the author minimizes Germany's warlike intentions. Political geography provides a sufficient excuse for Germany's army and navy. The supposedly bellicose army, in an existence of over forty years, has done far more to keep the peace than any other one factor in Europe, except, perhaps, the British navy. Furthermore, the Germans want peace, but being the last comers into the society of nations, they mean to insist upon recognition.

In conclusion the author expresses the conviction that Germany is confronted with a grave internal danger arising out of the fact that its marvelous development of recent years has been artificial, because forced. It is not possible, merely through the natural development of its innate characteristics, for a nation to change in one generation, as Germany has changed. Consequently it is felt that there is little ground for the belief that the German nation is to save the world by Teutonizing it. The scarecrows of autocracy, bureaucracy, and militarism are not destined to live, much less to be transplanted to other countries.

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COMMONS, JOHN R. *Labor and Administration*. Pp. ix, 431. Price, \$1.60. New York: The Macmillan Company, 1913.

We should be very grateful to Professor Commons for this collection of essays and studies. Many of us who have been reading with great interest his suggestive articles in various magazines will re-read them in this volume, and will be glad, moreover, that the more recent ones are made so readily accessible in bound form. Among the twenty-two studies in the volume, there are a number that deal with the philosophy of the labor movement and of the labor conflict, such as the union shop, restrictions by labor unions, and the class conflict. Another of this group is one on unions and efficiency, in which for the first time the reasons for the hostility of organized labor to the efficiency movement are analyzed, and the need shown of adopting "methods that will recognize the mutability and solidarity of labor and convert this craving for harmony and mutual support, as well as the impulse of individual ambition, into a productive asset." In the volume are the remarkable studies of American shoemakers, the longshoreman of the Great Lakes and the musicians of St. Louis and New York. The first of these stands as one of the most interesting studies in economic history and it is a distinct gain to have it reprinted. The closing studies of the volume contain the results of the author's experience as a member of the Wisconsin Industrial Commission. He emphasizes not only the importance of the administration of labor laws, but the need for adequate administration. As Professor Commons is the originator of the Wisconsin experiment in this field and has been one of its first ad-

ministrators, these studies are of particular value. A sentence in the introduction truly summarizes the underlying thought of the essays: "Through them run the notions of utilitarian idealism, constructive research, class partnership and administrative efficiency—a programme of progressive labor within social organization." No person interested in economic or in labor history can afford to be without this volume.

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DEWSNUP, E. R. *Freight Classification*, 4 vols., pp. ii, 304; TRIMPE, W. A. *Freight Claims*, pp. 62; MORTON, J. F. *Routing Freight Shipments*, pp. 27; STROMBECK, J. F. *Reducing Freight Charges to a Minimum*, pp. 68. Chicago: La Salle Extension University, 1913.

In addition to the *Atlas of Railway Traffic Maps*, previously mentioned in THE ANNALS, the La Salle Extension University has issued the above-named treatises on freight classification, freight claims, freight routing, and reducing freight charges. They are among the various lessons of an extensive course on interstate commerce now being prepared under the direction of that institution.

The description of freight classification was written by Prof. E. R. Dewsnup of the University of Illinois. After describing briefly the past development of classification it outlines in full the present application of the Official, Southern and Western classifications, the manner in which classifications are made, and the rules contained in the classification books. Volume four contains in convenient form for the use of students a series of appendices explaining territorial and technical traffic terms, abbreviations used in traffic publications, and the application of the leading classifications.

The remaining lessons are briefer and are presented in a more technical form. Mr. W. A. Trimpe of the Chicago bar describes the nature and kinds of freight claims, how, by whom, and to whom they are presented, the forms and documents used in making claims, and the manner in which they are handled. The lesson on reducing freight charges to a minimum was prepared by Mr. J. F. Strombeck, president of the Strombeck-Becker Manufacturing Company. It points out the methods by which shippers may assure to themselves the lowest available freight charges. Mr. J. F. Morton, assistant traffic director of the Chicago Association of Commerce in the lecture on routing freight shipments briefly discusses the ways in which the proper routing of freight benefits shippers. Being especially designed to assist young men who expect to enter or have entered some one of the many branches of interstate commerce, these lessons though brief are essentially practical.

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DUNN, SAMUEL O. *Government Ownership of Railways*. Pp. vii, 400. Price, \$1.50. New York: D. Appleton and Company, 1913.

Mr. Dunn's book is a readable and clear presentation of issues that will confront the public in this country, if government ownership and management