THE AMERICAN MERCURY



THE SCIENCES

THE BUILDERS OF AMERICA.

By Ellsworth Huntington & Leon F. Whitney.

William Morrow & Company

85/8 x 51/2; 368 pp. New York

"The leaders of America evidently come in far larger proportions from homes where high moral and cultural standards prevail than from those of laborers, artisans and farmers," say the authors. "They come from the homes of the builders, especially the builders who are strong morally as well as mentally. No matter whether the strength of these homes is due to inheritance or training, . . . it needs no proof to show that the greater the proportion of children in such homes, the greater will be the number of valuable leaders. . . . Positive eugenics will increase the rarer, lovelier blossoms in the Queen's garden, and improve the commoner ones. . . . Thereby the world shall obtain rest from some of its weariness, and find joy in simple, happy, beautiful things that leave no sting behind them." A somewhat platitudinous book. It contains the usual tables, charts and graphs, a bibliography and an index.

THE MISBEHAVIORISTS.

By Harvey Wickham. Lincoln MacVeagh \$3.50 8 x 5 1/2; 294 pp. New York

A series of portraits of the leading current psychologists, together with an analysis of their gospels. Mr. Wickham write; in an amusing manner. His mottoes, chosen from the works of the "misbehaviorists" and printed under their portraits, are highly suggestive: Dr. John B. Watson-Give me the baby; Professor William McDougall-Are we trying to say something?; Dr. Sigmund Freud-He tells us his dreams; Albert Edward Wiggam—The Devil take the hindmost!; Dr. George A. Dorsey-We do not use the brains we have; Lewis Browne-Stranger than fiction; Will Durant-Almost an institution. A diverting book, with not too much fairness in it.

OLD MOTHER EARTH.

The Harvard University Press By Kirtley F. Mather. Cambridge \$2.50 8 x 5 ½; 171 pp.

The fifteen chapters in this book, originally prepared for broadcasting from one of the Boston radio stations, have been revised, extended and copiously illustrated with maps, diagrams and photographs. Dr. Mather, who is professor of geology at Harvard, explains in a popular and engaging manner the theories of the origin of the earth and of life on the earth; discusses evolution and its philosophy; compares the story of geology with the story of Genesis; describes the Pleistocene Age and the making of mountains at great length; and discusses earthquakes and the earthquake hazard in New England. The book is attractively printed, and has an index.

BIOGRAPHY

IRA ALLEN. Founder of Vermont. 1751-1814. By James Benjamin Wilbur.

The Houghton Mifflin Company \$12.50 9½ x 6; 2 vols; 544+570 pp.

It was the Green Mountain Boys, under the leadership of Ethan Allen from 1770 to 1775, who laid the foundation of Vermont, but the Republic of Vermont, which in 1791 became the fourteenth State, owed its existence to the statesmanship of Ira Allen and a few compatriots. His remarkable career as frontiersman, surveyor, soldier, statesman and business man is here recorded. Allen, it appears from the documents Mr. Wilbur presents, was a man of exceptional ability: in London, in 1797, part of the time confined in a debtors' prison for a small debt, he wrote from memory the best political history of Vermont ever written; and again, when confined in the worst prison in Paris during the Revolution, his letters to Tallyrand-published for the first time in these volumes-prove conclusively that it was he who wrote the documents upon which Vermont stood as a free republic for nearly fourteen years. The book is a first-rate piece of work. It contains many illustrations, an appendix of supplementary sources, a bibliography and an index.

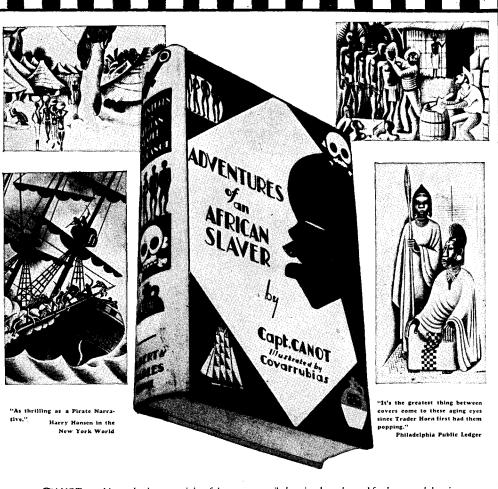
JOHN STEVENS. An American Record.

By Archibald Douglas Turnbull. The Century Company 9 x 6; 545 pp. New York

Colonel John Stevens of Hoboken lived in the years 1749-1838. He was an amazing man, and of the most varied interests. He built the first sea-going steamer, was the first to have a "steam carriage" run on rails in America, and inaugurated the first steam-ferry service in the world, from New York City to Hoboken. But what is more important, "he made the firstknown successful application of steam to . . . twinscrew propellers." He was also among the first, if not the first, advocates of elevated railways, public schools, and the modern water supply system. Toward the end of his life he also wrote a great deal on political economy and philosophy. Personally, he was somewhat odd. It was not impossible for him to

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ANOT met shipwreck, piracy, mutinies of slaves, rebellious crews; he fought, pitched naval battles with British cruisers; he was captured; he had hairbreadth escapes. On the slave coast, where he landed penniless from a slaver to seek employment, he became a petty king, his "Barracoons" stuffed with Negroes, with ivory, gold and grain.

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