

national governments. With regard to governmental action, Dr. Eliot apparently takes the position of the "new nationalists." Matters calling for collective action through governmental regulation, such as "big business" and the conservation of natural resources, must, he thinks, be attended to by whatever branch of government has "range and power enough" effectively to supervise them. (p. 109.)

Though admitting the necessity of government regulation, Dr. Eliot would not take the further step towards the socialization of government ownership and operation of industries and public utilities. But the reasons which he assigns for not doing so do not seem to be altogether satisfactory. He maintains, for example, that "it is well to have many different employers competing with each other for good service, rather than a single employer, the government." (p. 110.) But since in a monopoly there is, *ex hypothesi*, only one employer, and since competition for good service between different industries is negligible, this reason would seem to have little weight. A much stronger reason, viz., the difference in the ends sought to be attained by government and by industrial enterprises, and the incompatibility of attempting to attain both ends by the same machinery, Dr. Eliot alludes to only by implication.

The central idea of the lectures, developed with admirable skill and effectiveness, is that, although individualism as such must be abandoned, the collectivism which takes its place is not destructive but constructive, and that collective action, though narrowing the limits of individual action, tends to make safer and more certain the exercise of individual rights within those limits. As thus presented, collective action is not necessarily anti-individualistic, but conservative of the true spirit of individualism.

The book gives evidence of clear vision, a mind thoroughly open to the meaning of facts, in whatever direction they may lead, and a constant effort to bring theory into harmony with fact.

J. M. MATHEWS.

The fact that the West Indies lie so close to the United States, and that our country is so immediately concerned with the conduct of affairs in certain of them, gives peculiar interest to all happenings of moment in those islands. In March, 1909, Sir Robert W. Boyce, Professor of Pathology in the University of Liverpool and Dean of the Liverpool School of Tropical Medicine, was sent by the British Secretary of State for the Colonies to investigate an epidemic of yel-

low fever then present in the Barbados. Professor Boyce took advantage of this mission to visit other of the British West Indies for the purpose of studying health conditions there as well as in the Barbados. The results of his investigations have been published in a handsome volume entitled *Health Progress and Administration in the West Indies*. (New York: E. P. Dutton & Co. 1910. Pp. xv, 328.) This account, by a competent observer, of his personal observations of health conditions and of the efforts that are being made to combat disease in the different islands, furnishes a welcome addition to our knowledge regarding the progress of preventive medicine in these countries in whose sanitary condition we are vitally interested. With what has been done by our own government to improve health conditions in Cuba and Porto Rico we are already familiar, or we can readily secure the information from official reports. The information given in the present volume is all the more valuable since it relates primarily to islands concerning whose affairs equally full data are not available. A map, and numerous well-chosen illustrations of hospitals, drainage systems, and other sanitary works, and copies of health regulations and ordinances, add materially to the attractiveness and value of the work.

*Railroad Administration*. By Ray Morris, Managing Editor of the *Railway Age Gazette*. (New York: D. Appleton & Co. 1910. Pp. x, 309.) This work constitutes the initial number in Appleton's Railway Series, edited by Prof. Emory R. Johnson. Its title is misleading. Little or no attempt is paid to the administrative problems and methods involved in operating railways. The bulk of the work is devoted to a description of the two types of railway organization—the divisional as exemplified in the New York Central Railroad, and the departmental as exemplified in the Pennsylvania Railroad. Numerous charts are inserted showing the bureau and service organization, under each of these systems, in individual railways in this country and in Europe. *Railway Organization* would therefore have been a much more accurate title. A carefully written work either on the subject of railway organization or on that of railway administration, or better still on both subjects, critically examining the peculiar problems of business management presented by railways and the various ways in which the different roads of the country have sought to meet such problems, would have been extremely timely in view of the sharp way in which public attention has been directed to this