

from 1871 to 1914, and the facts concerning the war and the peace. Like the older portions of the work these new chapters are written in a clear and lucid manner and are easily assimilated. An interesting feature of the material from the standpoint of the student of political science is the special attention given to political developments. It is regretted, however, that the author has not revised the general bibliography at the end of the volume as there have been at least a few books of importance to the subject which have appeared since 1907.

A very useful volume on *Europe Since 1870* by Professor E. R. Turner of the University of Michigan has been issued by Messrs. Doubleday, Page and Company (pp. 580). This book is based on the second part of the author's *Europe 1789-1920*, but considerable additions have been made because of the opportunity for more detail and some portions are entirely new. The student of political science is impressed particularly by the emphasis upon governmental organization and developments in the different European countries, by the author's impartial attitude toward controversial matters, and by his readable style. As in the case of the earlier work on *Europe 1789-1920* the bibliographies at the end of each chapter are most helpful and there are a number of excellent maps.

*The Law of the Sea*, by George L. Canfield and George W. Dalzell, admiralty lawyers, has been published by D. Appleton and Company. This is the third volume of the series of manuals on training for the merchant marine projected jointly by the United States Shipping Board and the Federal Board for Vocational Education. The book presents the chief facts and principles in regard to the legal relations, rights, duties and obligations of ship owners, operators and seamen and the legal problems connected with the ownership of a vessel from the contract for its construction to sale and salvage. A summary of the navigation laws of the United States, the text of the Merchant Marine Act of 1920, and a table of cases cited in the text greatly enhance the usefulness of the book. This treatise should prove very helpful to owners or masters of vessels as well as to the student who may wish to acquire information concerning the main facts and principles of maritime law without attempting to acquire such a mastery of the subject as is possessed by an admiralty lawyer.

An English edition of *Le Déclin de l'Europe* by A. Demangeon, Professor of Geography at the Sorbonne, has been brought out by Messrs.

Doubleday, Page and Company under the title of *America and the Race for World Dominion* (pp. xiv, 234). This book as originally published in France has attracted considerable interest on the continent. Professor Demangeon's main theme is that an economic evolution is now in progress, due largely to the war, which will eventually lead to the shifting of leadership and domination in the financial and industrial world from the older countries of Europe to the peoples of America and Japan. "Depopulated and impoverished," questions the author "will Europe be likely to hold the economic ties that have been the foundation of her wealth? Will she continue to be the great bank furnishing the capital to new lands? . . . Will the equipment that transports from sea to sea the men and the products of the earth remain in her hands?" (p. xii) The forecasts and conclusions are based upon a very careful study and analysis of comparative economic data concerning the finances, sea power, and industry of the various countries, but the reader can scarcely refrain from feeling that the author has painted the picture darker than it really is.

*The World in Revolt: A Psychological Study of Our Times* (The Macmillan Company, pp. 256) by Dr. Gustave Le Bon, the well-known psychologist, and translated by Bernard Miall, is another work by a French writer which has been made easily accessible to American readers. The sub-title describes more accurately the character of this work, the main theme of which is found in the author's introductory statement that: "Psychological forces, in which moral activities are included, . . . rule over all the departments of national life and determine the destinies of people" (p. 3). Dr. Le Bon then proceeds to explain from a psychological point of view the causes and results of the World War and of the disturbances which have followed in its train, especially in Russia, Germany, and Austria. His conclusion is that "the only effective safeguard that any nation can possess is its social structure. Directly this fabric is shaken as a result of violent happenings, men lose the guiding principles which are needed for the orientation of their thoughts and actions" (p. 255). The individual traits most essential to the maintenance of the social structure and well being of a nation are listed by the author as solidarity, initiative, accuracy and continuity of action—aptitudes of character rather than of intellect.