

heritable influence in Europe appears in the present royal family of Great Britain. Over a hundred portraits are introduced, in which there appears physical inheritance accompanying the mental. It appears also that there is a clear correlation of mental and moral qualities. Moral improvement tends to mental. The morally superior survive, and the inheritance of moral and mental excellence yields the optimistic augury of "the necessary progress of mankind." (*Mental and Moral Heredity in Royalty*. By Frederick Adams Woods, M.D. Henry Holt & Co., New York. \$3, net.)

*Novels of
Edith Wharton*

The fact that seven volumes of novels and stories by Mrs. Wharton have now been brought forth in a uniform and pleasing edition is simply another testimony of the fact that her work in fiction has been recognized by the general reading public as it deserves to be. One can hardly fail to notice, in looking over this set of books as a whole, that Mrs. Wharton's talent and power touch life and literature in a surprisingly varied number of ways, and that her ability is far from being restricted to a single class of subjects or to a single manner of writing. The illustration by Walter Appleton Clark is for the most part superior to that which appears in our day in novels. (*The Novels of Edith Wharton*. Uniform Edition. *The Valley of Decision*. *The Descent of Man*. *The Greater Inclination*. *The House of Mirth*. *Crucial Instances*. *The Touchstone*. *Sanctuary*. \$1.50 per volume for the first four; \$1.25 for the others. Charles Scribner's Sons, New York.)

*Sex and
Character*

Here we have an "Athanasius against the world," but in a notorious rather than a noteworthy sense. The author, Otto Weininger, divides the female sex into the "mother type" and the "prostitute type," and in "the ethical point of view" places the latter "higher," regarding maternal love as "not true love . . . not of moral origin." In his view woman "is merely non-moral." She is characterized by "shamelessness and heartlessness." Only man has a "share in ontological reality." "Women have no existence and no essence; they are not, they are nothing." It does not surprise us to be told that such a philosopher died by his own hand at the age of twenty-three. It does surprise us to find him taken seriously and even praised by newspapers in Germany, where his work

has passed through six editions. It is there said to be scientific, but his statement that "modern psychology is essentially womanish" is enough to stultify that claim. And now it has been thought worth while to put this preposterous charlatanry into an English dress! (*Sex and Character*. By Otto Weininger. G. P. Putnam's Sons, New York. \$3, net.)

*Some Trinitarian
Forgeries*

These "forgeries" consist in erroneous translations of Biblical texts. Trinitarianism is, in the author's view, a "poisonous" and "bloody" doctrine. His argument is certainly handicapped by its rancor. But he makes some good points. Why should the Bible Society continue to print the famous passage about the Three Witnesses in heaven (1 John v. 7), now universally acknowledged to be a late interpolation? (*Some Trinitarian Forgeries Stated by a Monotheist*. The Grafton Press, New York. \$1, net.)

*Under Togo
for Japan*

Mr. Stratemeyer in his latest boys' story takes some of his former characters to the Far East and places them, without much regard for probability, in the forefront of the Battle of the Sea of Japan, so that the reader at times wonders whether Admiral Togo or Larry Stryker was the real hero on that occasion. Like the author's other stories, this makes no pretense at literary finish but has action in abundance. It will probably please most boys. (*Under Togo for Japan*. By Edward Stratemeyer. Lothrop, Lee & Shepard Company, Boston. \$1.25.)

*The Works of
Theodore Roosevelt*

The third and fourth volumes of the President's Addresses and State Papers of Theodore Roosevelt bring these papers down to the last Message of the President, December 5, 1905. We do not recall any other President whose state papers and public addresses have been of such a character as to call for publication in popular form for general reading. Mr. Roosevelt's intensity of conviction and popular sympathy, his masterful nature showing itself in his athletic style, and his high moral ideals combined with practical common sense, make these volumes valuable as literature as well as important as a part of the history of the country. We cannot understand how the publishers should have given them to the public without any table of contents. (P. F. Collier & Son, New York.)

Letters to The Outlook

SHIP SUBSIDIES

When you speak of the important bill for the restoration of the American merchant marine, which has just passed the National Senate, as "totally vicious in principle," you use strong and bitter language, and I think you owe those American citizens who differ with you the privilege of a temperate reply.

Let us take a specific instance: There are no American steam lines, no regular and efficient communication of any kind, between our ports and the chief ports of South America. American Ministers, consuls, merchants, and travelers unite in declaring that we can never have adequate trade with our neighbors until we offer transportation facilities equally as good as those provided through national aid by Europe. President Roosevelt, who approves this shipping bill and urges its immediate passage by the House of Representatives, says significantly in his recent message to Congress:

It cannot but be a source of regret and uneasiness to us that the lines of communication with our sister republics of South America should be chiefly under foreign control. It is not a good thing that American merchants and manufacturers should have to send their goods and letters to South America via Europe if they wish security and despatch.

The chief British steamship service to South America was created by a subsidy of \$1,350,000 a year—and another subsidy of \$200,000 has lately been given to create a new British cargo line to the West Indies. All the maritime world has found that regular and efficient steam communication cannot be secured at first without national assistance. Germany of recent years has given a subsidy of \$1,330,000 to a new line to Asia and Austria. Italy, France, and Japan subsidize everything afloat. The United States is the only nation which leaves its ocean carrying to the chance, half-hearted work of foreigners.

A majority of Congress agrees with President Roosevelt that this is "not a good thing"—that it is "a source of regret and uneasiness." The Outlook, on the other hand, protests that National aid to mail lines and to cargo ships, after the fashion of the pending bill, is "totally vicious in principle."

Is it "vicious" to offer a subvention of \$300,000 for an American steam line to Brazil, and \$375,000 for a line to Argentina?

Is it "vicious" to grant aid to lines of cargo ships, which, in the words of President Roosevelt, "are of even more importance than fast mail lines, save so far as the latter

can be depended upon to furnish swift auxiliary cruisers in time of war"?

Is it "vicious" for the United States to endeavor to provide for its merchants, manufacturers, and farmers mail and freight facilities on the great trade routes of the world at least equally as good as those provided for their foreign rivals by the subsidies of foreign governments?

Is it "vicious"—"totally vicious in principle"—for the United States to seek by National subventions to create a naval reserve of auxiliary ships and seamen, the lack of which has just helped to ruin Russia and the possession of which has helped to save Japan?

On sober second thought, is it not manifest that The Outlook, in its hatred of protectionism, has urged the free-trade theory to its *reductio ad absurdum*? If Great Britain can consistently expend \$1,500,000 a year on steamship subsidies to South America, cannot the United States, whose national rights and interests there are far larger, spend at least half as much? Nor can the terrible Dingley tariff be invoked—for while the British Government "taxes" South American coffee and cocoa, 98 per cent. of our imports from Brazil and more than 80 per cent. from all South America are free of duty.

HARVEY D. GOULDER,
President the Merchant Marine League.

[The Outlook did not say that the bill in question was totally vicious. What it did say was this: "The Outlook has repeatedly recorded its belief that the theory that the whole people may be taxed to provide bounties for a comparative few carrying on one particular business is totally vicious in principle, and here reasserts the belief and applies it to the measure now in question." To any one who reads the entire paragraph it is perfectly obvious that the application to the bill did not include disapproval of mail contracts in which the service rendered is a fair return for money paid, nor for other payments in which there is a direct and positive compensatory advantage, nor was the question of a naval auxiliary reserve touched upon.—THE EDITORS.]

STREET RAILWAYS: BOSTON AND GLASGOW

In view of the great discussion that has been recently taking place in regard to municipal operation and ownership of street railways, I would like to give a few figures