

mittee paid their salaries. Some workers in charitable institutions and a number of visiting nurses have like commissions. At the police stations sixteen officers in plain clothes take care of the juvenile offenders.

From 2943 cases in 1903 the number increased to 7179 in 1904-5. Similar courts have been established in several other states, the best known being the court in Denver, which has gained a high reputation for efficiency.

A great influence upon all child-saving institutions in the United States is exercised by the National Conference of Charities and Corrections. Its influence tends towards centralization and greater efficiency of personnel.

In connection with an extensive review of Henry M. Boies's *Science of Penology* and C. R. Henderson's excellent *Introduction to the Study of Dependent, Defective and Delinquent Classes*, the author points out the close connection between science and everyday exigencies in American social policy. Theory and practice go hand in hand. In the author's opinion the results obtained must nevertheless be accepted with great reserve.

A chapter on the foundation of family law with special regard to the position of the child closes the book. The American child has an inalienable right to happiness and proper nurture. Parental power is abrogated for the child's benefit.

The whole book is very thorough, and is a much needed presentation of the progress accomplished in the care of children in the United States. Germany will, I trust, soon follow in some way along the same lines.

A valuable appendix is given consisting of a large collection of laws, decisions and opinions on the subject, mostly in English.

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*Nordamerikanische Eisenbahnen: Ihre Verwaltung und Wirtschaftsgebarung.* By W. HOFF and F. SCHWABACH. Berlin, Julius Springer, 1906.—xii, 377 pp., with map.

This is a report by two members of the Prussian railway administration of an investigation into the organization and working of American railways made at the request of the Prussian Ministry of Public Works. The authors made an extensive journey through the United States and have published a general survey of American railway conditions, to be followed soon by more exhaustive studies of individual railway systems.

We have had many accounts of this character by foreign travelers, but none that approaches this in thoroughness of detail and in comprehension of the practical problems of railway operation. Not without reason have railway officials been charged with a lack of appreciation of the railway problem from the public standpoint. Quite as fairly, however, may it be asserted that the American public fails to understand the administrative problems of the railway manager and their bearing upon the widely-discussed questions of rates and services. That a comprehension of these practical problems by the public would be helpful toward a sane solution of problems of public control is obvious. All the more surprising is it, therefore, that no work of any value has appeared in this country which treats adequately of the railway as an industry and that the first serious attempt of this kind should be made by foreign observers.

The book is essentially descriptive and comparative. Following the introductory chapters, which describe the route taken by the authors and contain general observations upon American transportation conditions, there are chapters upon the organization and management of railways, officials and employees, relief and pension systems, passenger and freight traffic, the Pullman, express, post and telegraph services, financial operations and problems, and a brief treatment of public control.

As the work is written for German readers, the comparative point of view is kept constantly in mind, and while one may disagree at times with the conclusions of the authors, one is compelled to recognize an honest endeavor all the way through to study the situation without preconceived opinions and to reach conclusions from an examination of the facts. It is hardly surprising, nor is it to be regarded as a serious fault, that the authors, educated in an environment of state ownership and management, and themselves a part of the railway administration, should attribute to their situation a freedom from certain ills to which our public is subjected; yet the fact that they draw no sweeping conclusions, but recognize the advantages and defects of the systems of both countries, is an evidence of their fair-mindedness. They recognize, for example, what the United States has accomplished in the increase of the train-load and the reduction of operating expense; but while conceding the possibility of some increase in the size of their cars, they, like the English railway managers, feel that conditions of traffic are so different in Prussia as to preclude an adoption of the American practice in its entirety. In fact they have evidence to show that in many instances the Americans themselves feel that they have carried their

practice too far, and that much of the irregularity of their service and many of their serious accidents are to be attributed to the craze for the huge train-load. They comment enviously upon the uniformity of equipment of American railways in general, and show how the insistence of each German railway administration upon individuality in this respect has interfered seriously with the development of through traffic.

In the matter of rates, the authors attempt to reduce the varying conditions of Prussia and the United States to a common basis, by taking into account passenger, freight and express traffic and the compensation for carrying the mails, and after a somewhat involved series of approximations and assumptions, reach the conclusion that not only are passenger rates lower in Prussia than in the United States, which is generally conceded, but that freight rates are also lower except in the case of through rates for the long haul. Although the value of the statistical result is doubtful, the computation is not without significance in revealing clearly the diverse conditions of the two countries and the difficulties of exact comparison. Of more value are the tables of comparative rates for different products which would tend to show that Prussian industries are as favorably treated by the railways as American industries in respect to their raw materials. In fact, a reading of this book leads one to ask whether, in our glorification of the low rate for the long haul, we have not carried our admiration to the point of fetishism and have not come to feel that there is some inherent advantage and even virtue in hauling goods a long distance. This would be a fair inference from some of our recent controversial literature. That the tendency is for rates to fall in Prussia is doubtless correct, but the statement that the opposite tendency is present in the United States is based on observations extending over too short a time to warrant its acceptance. The present movement is perhaps merely temporary.

As is usual in the writings of foreign visitors, our indifference to the safety of passengers and employees as shown in the primitive condition of our safety appliances is criticised, yet not more severely than by our own railway journals. We progress slowly in the expenditure of capital upon construction that does not reward us promptly by an increase in net income.

The authors reach the conclusion that in spite of certain deficiencies, the Prussian system is well adapted to its needs, and that Prussia has not perhaps more to learn from the United States than has the United States from Prussia.

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*Industrial Efficiency.* A Comparative Study of Industrial Life in England, Germany and America. By ARTHUR SHADWELL. London, Longmans, Green & Co., 1906.—Two volumes: xiii, 346; x, 488 pp.

These volumes are the record of a close study of a number of industrial centres illustrative of the two great branches of competing industries, textiles and metals. In Great Britain, Lancashire and the West Riding of Yorkshire are naturally selected for cotton and wool, but the choice of the Midland district round Wolverhampton as typical of the iron trade involves a considerable amount of unfairness. Dr. Shadwell explains that he did not choose the Clyde district or the north east coast of England because they are not only industrial but great port districts, producing a combination not to be paralleled in the other countries. But it is precisely in those two localities that the British iron industry exhibits its greatest vigor, whereas the Midlands suffer from difficulties of communication and the great firms are gradually moving to the sea-coast. The Rhineland, Westphalia and Saxony are the districts chosen in Germany; Massachusetts, Rhode Island, Pennsylvania and South Carolina in the United States.

The first volume opens with a chapter of "general comparisons." Admitting the difficulties and imperfections of generalizations and seeking to do no more than record his own impressions, Dr. Shadwell has, nevertheless, as was to be expected from so careful and clear-sighted an observer, come to some conclusions of much interest. What struck him most in America was the "frank, direct and straightforward intercourse between man and man," which he contrasts favorably with German formality and the suspicious and secretive habit of mind which he found prevalent in English industrial circles. Mutual distrust is a source of friction and a sign of weakness, but while in the author's opinion it is diminishing in England as between employers and workmen, it is increasing in America with regard to trade unionism and in Germany with regard to social democracy. On this point he agrees with many other observers who hold that an era of grave industrial conflicts is opening both in Germany and in the United States. Directness of character with the consciousness of strength which is behind it is the "fine flower of democracy," and implies a national force which, he thinks, will save the Republic despite the greed, the scramble for money and the local corruption which are sapping the public confidence. The hustling American he considers "rather a new thing," and he finds the old national addiction to "whittling" still latent in the predilection