

BOOK NOTES

The English translation of Gide and Rist's *History of Economic Doctrines* (Boston, D. C. Heath and Company; xxiii, 672 pp.) has been made from the second edition by Mr. R. Richards of the University College of North Wales, under the direction of the late Professor William Smart. Although the book begins only with the Physiocrats—thus neglecting entirely the rich economic literature of the seventeenth century and the first half of the eighteenth—it will no doubt soon take the place in English that it has achieved for itself both in the original French and in the German translation, as distinctly the ablest and most interesting history of economics in existence. Its French origin and predilections are naturally visible throughout, but it tries to be fairly comprehensive and pays considerable attention to German literature. The American writers fare less well. A few pages each are devoted to Walker and Clark; the other writers referred to several times in the notes are Fisher, Patten, and Seligman. Carver, Fetter, and Seager receive one reference each and no mention at all is made of Taussig, Davenport, Moore or Adams. The misprints of English names that used to mar French books are very rare. We have noticed only one (page 349), where MacWickar is mentioned.

The scientific preparedness which is so distinctive a mark of the Teutonic nations is again in evidence in the most recent work on the probable future and closer economic relations between Germany and its allies, *Die wirtschaftliche Annäherung zwischen dem Deutschen Reiche und seinen Verbündeten herausgegeben im Auftrage des Vereins für Socialpolitik*, (München und Leipzig, Duncker und Humblot, 1916; xiv, 403 pp.; x, 496 pp.). The work is published by the Union for Social Politics and is edited by Professor Heinrich Herkner of Berlin. In the first volume we find valuable and interesting discussions on the relations between Germany and Austria-Hungary by such prominent economists as Spiethoff of Prague, Schumacher of Bonn, Knapp of Strassburg, and Ballod of Berlin, taking up the problems of preferential tariffs and various sides of agricultural production. In the second volume we find articles by Eulenburg of Leipzig, Schiff of Vienna, and Von der Leyen of Berlin, on the industrial, labor, and transportation relations. Finally, there is a series of articles on the possible economic relations of the future between Germany and Turkey,

and between Rumania and the Central Powers. All the contributors seem to be convinced of the fact that a serious economic struggle is impending after the resumption of peace and that Germany's salvation lies in the direction of a close union with the other Central European states.

Some twelve years ago there appeared the first volume of a three-volume work on economics from the Catholic point of view by Father Heinrich Pesch. The remaining volumes, together with the second edition of the first volume, have now been published under the same title as the original work, *Lehrbuch der Nationalökonomie* (Freiburg im Breisgau, Herdersche Verlagshandlung; volume i, 2d ed., 1914, xii, 580 pp.; volume ii, 1909, x, 808 pp.; volume iii, 1913, xi, 946 pp.). The work has several merits. It is written in a clear and fluent style. It discloses a wide acquaintance with modern economic literature, including also the American. It is not extreme in any of its conclusions and it is marked by general sobriety of judgment. While there is nothing especially new in the work for American readers, it will form a very convenient lexicon of both theoretical and practical economic problems regarded primarily from the social point of view.

The aim of the Cambridge industrial and commercial series, of which Mr. George F. Bosworth's *Ships, Shipping and Fishing* (Cambridge, at the University Press, 1915; 86 pp.) is the first issue, is to familiarize the school children of England with the industrial and commercial history of their country, to enable them to realize the progress of the United Kingdom in industry and commerce and "the responsibilities borne by the citizens of the first of all nations." It was an excellent idea to begin the series with a book on ships and shipping. The story of the evolution of ocean carriers and of the royal navy, accompanied as it is in Mr. Bosworth's primer by the story of the Cinque Ports, of the port of London and the other great ports of the United Kingdom, will enable a prompt test to be made of the general plan of the series; for if the interest and romance of ships and ports as unfolded by Mr. Bosworth does not at once appeal to school children it is not much use attempting to interest them in books on mining and manufacturing. Mr. Bosworth's book has this interest for educationalists in this country. It is an admirable example of the best kind of writing that is now being done for school children in England.

Mr. J. C. Stamp's *British Incomes and Property* (London, P. S. King and Son, Ltd., 1916.; xvi, 537 pp.) is a book embodying an enormous amount of painstaking parliamentary, legal and statistical research—especially statistical—and unquestionably it will be of much practical