

ownership of land but chiefly to a lack of mere honesty. There should be a real union between economics and ethics. "The one thing most needed in solving the problems of labor and capital and the relations of business to the general well-being is simple honesty in the dealings of men with each other and with the public" (page 8). "Persistently applied", he states in another place, "it [honesty] would be a solvent of all difficulty" (page 331). As to what honesty is in the difficult situations which abound in our industrial life Mr. Fiske is somewhat vague. Distribution, he says, should be made on the basis of productivity, but in cases of dispute as to the application of the rule he suggests nothing more fundamental than an "impartial tribunal upon which both sides to the partnership of labor and capital are represented, to fix the terms of apportionment" (page 330).

A handy manual dealing with technical education is that prepared by Professor F. W. Roman of Syracuse University, entitled *The Industrial and Commercial Schools of the United States and Germany: A Comparative Study* (New York, G. P. Putnam's Sons, 1916; xv, 382). Although somewhat sketchy in form, the book brings out its main points satisfactorily by considerable citation from original material and by statistical apparatus. The survey is comprehensive rather than detailed, and the conclusions, as would naturally be the case, fairly obvious though there is a little comfort to be got from the fact that we have achieved our industrial position in spite of the lack of such schools (page 362).

Mr. Joseph Husband has written a series of brilliant little sketches entitled *America at Work* (Boston, Houghton Mifflin Company, 1915; 111 pp.). The description of a ride in the cab of an express locomotive which is the subject of the essay entitled "Semaphore" is one of the finest and most convincing bits of word-painting of its kind. The description of Gary in the third essay is touched with genuine imagination. While the book is but slight, it holds high promise.

One of the striking aspects of our recent industrial development has been the tendency among large establishments to abandon the cities and locate in new towns established for their own purposes. The social problems occasioned by this movement are treated by Mr. Graham R. Taylor in *Satellite Cities* (New York, D. Appelton and Company, 1915; xviii, 333 pp.). The book consists of a series of articles originally published in *The Survey*, which set forth much interesting information concerning economic, social and political conditions gathered by visits to a large number of towns. A chapter is contributed by Jane Addams in which she analyzes the causes underlying the failure of

the famous Pullman experiment. Students of housing and city planning will find the volume very useful.

Those desiring a handy compendium of facts relating to the progress of the negro race in the United States will find it in the *Negro Year Book* (Tuskegee, The Negro Year Book Publishing Company, 1916; x, 470 pp.) edited by Monroe N. Work. The volume for 1916-1917 is the fourth annual edition. The greater part of the material consists of a revision of that published in the earlier editions, but there are over 100 pages of new matter, dealing mainly with recent events from the standpoint of their effect on the negro.

An evidence of scientific interest in the negro problem in the South is the establishment of the Phelps-Stokes fellowship in the University of Virginia for the special study of the negro problem. As a result of this fellowship two volumes have recently appeared. One is a study of *Rural Land Ownership Among the Negroes of Virginia* (Charlottesville, The University of Virginia, n. d; 110 pp.), by Samuel T. Bitling. The study is confined largely to Albermarle County. The author's conclusion is that the negro's problem is chiefly an economic one and that his best opportunity is in farming, where his lower standard of living than his white competitor tends to compensate for the superior efficiency of the latter. With the influx of immigrants with low standards of living, the negro will, however, be compelled to increase his efficiency in order to retain the economic advantage which he now enjoys.

The other volume, entitled *Lectures and Addresses on the Negro in the South* (Charlottesville, University of Virginia, n. d., 128 pp.), contains eight lectures by Southern men on various aspects of the negro problem. Though of varying merit, they are important as an index to what earnest Southerners are thinking about the negro. In discussing justice between the races Mr. Clarence Poe notes that the negro by reason of his lower standard of living is driving the white farmer from agricultural pursuits and affirms that to establish the economic equality of the white farmer the first step must be race-segregation in land ownership. Mr. William O. Scroggs, on the other hand, affirms that "the scheme of segregation is the most mischievous measure that has been proposed since the days of the old reconstruction." He insists that "if the whites suffer from the presence of masses of unskilled, low-standard colored labor, the obvious remedy is to take measures to increase its skill and raise its standards." Professor Ulrich B. Phillips shows that "in spite of the diminished efficiency of the general run of the negroes, the labor cost per pound of cotton is not so great [today] as it was in 1860, and that there is no tendency toward the unremitting enhance-