"You may rail at tainted money, by the soul of all that's funny,
You may sneer at the old miser man or kill him with a look;
But what about the borrower who always makes us sorry, or—
What about the grouchy man who won't return a book?"—Selected.

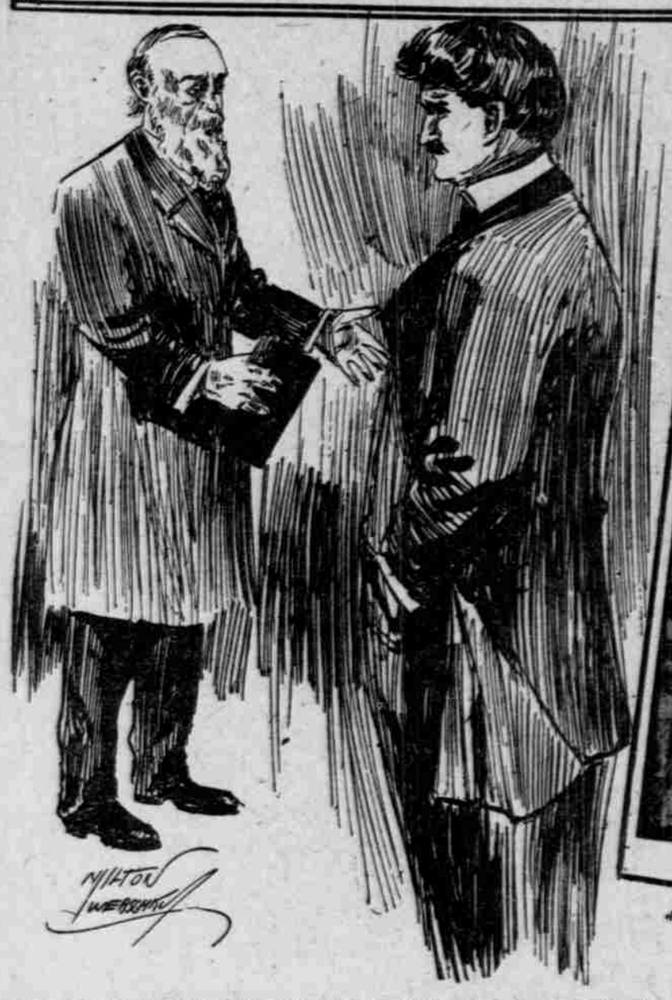

ILLUSTRATION FROM "THE PLEASANT TRAGEDIES OF CHILDHOOD" BY FANNY Y. CORY

Government Regulation of Railway Rates, by Hugo Richard Meyer, assistant professor of political economy in the University of Chicago. $1.50. The Macmillan Company, New York City.

Shall the United States Government regulate railway rates? Professor Meyer practically says: "No." The question is one that affects every person in this country, and as it will occupy a large part of the time of Congress at the coming session, an authoritative and thorough presentation of the subject will be of decided interest to readers the country over, including those who usually do not take part in discussions dealing with economic matters.

President Roosevelt in his characteristic fashion has taken the decided stand that the Government shall regulate railway rates, and has given his reasons for this belief. Senator Elkins, chairman of the committee on interstate commerce of the United States Senate, says that the proposal for Government regulation of railway rates is the most important legislative problem that Congress has dealt with in 40 years.

In taking the position of an individualist when he insists that the state does not conserve the public welfare by intervening in the regulation of railway rates, Professor Meyer states he has arrived at this conclusion after 12 years' study of the question in this and other countries. Professor Meyer was born in Cincinnati, O., in 1866, and attended the public schools in that city for a few years. In 1877 he went with his parents to Germany, where he remained for five years. His father then removed to Denver, Colo., and young Meyer prepared for Harvard in the Denver High School. There he was graduated in 1884 and passed the entrance examination for Harvard in the Fall of the same year. He remained in Denver, however, and secured a position as clerk in one of the local banks. He gave up his position in 1888 and entered Harvard, subsequently graduating with the class of '92. He then attended the Harvard Graduate School, and remained there four years. His active life began as an instructor of political economy in Harvard University, in which capacity he served from 1897 until February, 1903. In that year he was appointed by Governor Bates, of Massachusetts, one of three commissioners to report on the advisability of amending the laws of that state governing the exercise of the right of eminent domain by cities in making public improvements.

One of the political managers in Denver decided, in the Fall of 1903, to circulate a series of leaflets, attempting to convince the people that municipal ownership was not wanted in the West. Mr. Meyer had studied the conditions in Europe, and had convinced himself that municipal ownership was not likely to prove a success in this country. He undertook writing the greater part of the 32 leaflets against municipal ownership, which appeared weekly and extended into March, 1904. January 1, 1905, Mr. Meyer was appointed assistant professor of political economy at the University of Chicago, and has since remained in that position. Mr. Meyer is among those who began the study of economics with a strong bias in favor of socialism, but came out with a strong belief in individualism. He has studied socialism in Australia and the working of municipal ownership of state railways, gas and electric light plants in Great Britain. He has paid special attention to the regulation of railway rates in the United States, Germany, France, Austria, Hungary, Russia and Australia.

In the present book, "Government Regulation of Railway Rates," Professor Meyer gives his studies of his varied experiences in this and other countries. He argues the question to the extent of 486 pages, with a business skill not usually ascribed to what one may call a "cloistered" thinker. Reduced to a few words and eliminating a mass of "ifs" and "buts," Professor Meyer is of the opinion that general Federal control of railway rates would not be beneficial, because in European countries where the state has taken control or partial control of the railroads, the question has largely become one of politics, and shippers have been driven instead to develop waterways. He explains that one of the principal reasons which caused the Prussian government to assume the ownership of its railways was the complaint of discrimination in favor of competitive points, which is one of the arguments put forward for Government regulation of rates in the United States. According to Professor Meyer the remedy in Germany has proved to be far worse than the cure. He makes the point that the conflicts between various producing centers intent on securing or preserving advantages in relation to common markets have thrown the question of railway rates into German politics, and that in many instances important legislative measures—for example the commercial treaty with Russia—have only been passed by paying the price of concessions in rates to politically powerful sections of the country.

He notes that the fixing of rates on distance basis has hampered the industrial development of Germany, notably by the fact that all heavy and bulky freight is transported by water instead of by rail, and that it is possible to ship grain economically by rail only 125 miles. This is all very well in a densely populated country, where canals are numerous, but what shall we say of the condition existing in a new country where navigable rivers and canals are rare or unknown?

In Australia the author finds that the system of government regulation has centralized trade to a remarkable degree in three large cities of the country, instead of developing the trade of every section, as has largely been the case in this country.

After reviewing the course of government regulation abroad, Professor Meyer takes up the question in relation to the United States. In an interesting review of the decisions of the Interstate Commerce Commission he shows that these decisions if they had been enforced, would have brought about results similar to those found abroad. Only the limitations of the law and its strict interpretation by the Supreme Court have prevented the serious retardation of trade in the past.

Had the railways of the United States been under effective control of the Federal Government in the 70s and the early 80s, writes Professor Meyer, we should have had each one of the several groups of Senators and Representatives from New York, Pennsylvania and Maryland making different demands upon the Federal administration; and we should have had them making their support of administrative measures and policy—conditional upon the recognition of their claims with regard to the differentials. The extraordinarily difficult situation in which the administration would have been placed is apparent. New York would have demanded unconditional abolition of the differentials, Pennsylvania would have demanded one set of differentials, and Maryland would have insisted upon another.

In Continental Europe the regulation of railway rates by public authority has reduced the railway manager largely to a man who sits in his office and orders his subordinates to run trains back and forth. In America the absence of restriction upon the railway manager—beyond that imposed by the common law—has allowed the American railway manager to become the most powerful single factor in our National life for the discovery and the development of the resources of our country, and the promotion of trade and industry. To promote the settlement of vast stretches of unoccupied lands, and to find ever new resources to develop within the territory already occupied, has for half a century been the main business of the American railway manager. The imagination displayed by the American railway manager in discovering potentialities of industry and trade, and in converting those potentalities into actualities, has been equal to the highest flights of imagination of the great inventors and scientists; while the boldness with which he has sought to realize his "visions" has rivalled that of the great soldiers and statesmen.

What, in short, does Professor Meyer say as to the outlook? He thinks that Government regulation of railroads should be limited to the exercise of what may be called police powers. That is: to the prevention of unfair discrimination and the disregard of the safety or the rights of individuals and communities.

One may or may not agree with the author's sweeping condemnation of government rate-making, but everyone who aspires to a clear understanding of this difficult question will admire the scholarly skill with which Professor Meyer has presented his side of the case. His book is largely a review of conditions, and in addition we should have liked to have had a real message as to what should actually be done to remedy existing evils in the dispute between the railroads and the plain people. If not government regulation, what?

President Roosevelt has said:

I believe with equal firmness that it is out of the question for the Government not to exercise a supervisory and regulatory right over the railroads; for it is vital to the well-being of the public that they should be managed in a spirit of fairness and justice toward all the public. . . But in my judgment the most important thing to do is to give this administrative body power to make its findings effective, and this can be done only by giving it power, when complaint is made of a given rate as being unjust or unreasonable, if it finds the complaint proper, then itself to fix a maximum rate which it regards as just and reasonable, this rate to go into effect practically at once, that is, within a reasonable time, and to stay in effect unless reversed by the courts.

S. M. M.

The Age of the Reformation, being volume XI of "A History of All Nations," in 24 volumes, by Martin Philippson, Ph. D., formerly professor in the Universities of Bonn and Brussels. Lea Brothers & Co., Philadelphia.

So long as the clergy alone knew how to guide intellectual weapons; the so-called kingly knight fighting in his mailclad suit alone decided the issue of battles; and so long as classical literature lay as dormant as the hopes of the common people to rise in their might to be something higher than their plebeian fathers ground under the iron heel of a robber aristocracy—the dawning of that world-wide event, when liberty of conscience began and called the Reformation, was well-nigh hopeless.

But with the application of gunpowder, the creation of infantry which taught the world that the days of the mailed knight had gone, the eventful changes made by the Crusades, the discovery of America, the invention of printing, and the translation of the Bible and New Testament, came the reign of blood from which emerged liberty and two different kinds of theology. The Reformation began, and the reformers made their mistakes, such as killing the wrong people, and often destroying beautiful abbeys and cathedrals for the mere sake of destruction, but, to say the least, their work has received the stamp of approval from many millions of human beings. It is natural that those theologians opposed to the spirit of the Reformation should denounce it as a crime.

Taking the period of 1450-1519 as a start, Dr. Philippson writes of the Reformation in a most liberal and just spirit. Yet he calls a spade a spade, and there must be those who disagree with his teaching. But this is the penalty awaiting all historians. The latter must write truth as they see it. The present volume of 482 pages is in every way equal in point of value to its distinguished predecessors. It has the same ripe scholarship, wealth of accurate information, and pictures of historic and priceless documents. It will add luster to any library, whether or not the whole set of 24 volumes be taken.

In Germany, curiously enough, as Dr. Philippson shows, the work of the Reformation was rather the work of the common people than any one King, while in England it received its greatest impetus from King Henry VIII and Queen Elizabeth. In fact, if Henry had not been sharply reproved by Rome as to the number of his wives, the cause of the Reformation in England would probably have been held in check for a number of years. The author shows that Luther was the logical outcome of centuries of religious, literary and popular opposition to Catholicism, and that Philip II bore the chief part in Catholic reaction. In short, the different periods of the great struggle are treated in two divisions: the Reformation under Charles V, and Calvinism and the Counter-Reformation.

Pages of powerful writing are those which describe the massacre of St. Bartholomew and the destruction of the Spanish Armada—which latter, by the way, was not so much caused by Elizabeth's navy as by the hurricanes of the Almighty and wretched Spanish seamanship. To Queen Elizabeth, Dr. Philippson thinks, is due the fact that the two great Protestant powers—England and the Netherlands—took their place beside the great Catholic states of France and Spain, and that the Protestant element assumed a preponderating position in general European politics. Of the magnificent poetical, dramatic and scientific literature which flourished in her reign, and that of her successor, he speaks in terms of proper admiration. Shakespeare he acknowledges as the greatest dramatist of all times, and Francis Bacon as the father of modern scientific methods.

Here is Dr. Philippson's tribute to Spain:

The support of large fleets and armies and the wasteful wars she carried on in all parts of the world, drained Spain more and more of her gold and population. The campaign in the Netherlands alone, up to Philip's death, had cost the Spanish treasury over 110,000,000 ducats, equivalent to $520,000,000, more than four times the treasures brought annually from Mexico and Peru. Twice—in 1575 and 1596—the state was actually bankrupt and the King arbitrarily lowered the rate of interest on the public debt nearly one-half.

Self-government and Puritanism are the two elements out of which English freedom was formed.

This is an interesting side-light on the Stuart dynasty in Great Britain:

James, the first of the Stuart line in England, was quick to anger, easily lost his self-control and then cursed and swore in a most unroyal manner. He was not fond of state affairs, and readily left the management of them to his favorites. Englishmen felt that their King had no sympathy with the religious and political aspirations of the immense majority of his subjects. Here is the key to the understanding of the whole destiny of the Stuart dynasty in England. All its representatives always preferred their own advantage to that of the nation. To secure their slightest personal aims the Stuarts never hesitated to enter into treasonable relations with the hereditary enemies of England, first with the Spaniards, and then with the French. Yet at first it seemed as if those Stuarts were called to do great things for Europe.

It was wise of Dr. Philippson to write "those Stuarts." The late Queen Victoria was as much a Stuart as James II or "Bonnie Prince Charlie," and she proved to be one of the wisest rulers this world has ever known. Her son, King Edward, also a Stuart by descent, will do well if he largely follows his mother's footsteps. The earlier Stuarts erred because they believed in the divine right of kings. This period in the world has passed, notwithstanding Emperor William of Germany.

From the Yalu to Port Arthur, by Lieutenant-Colonel Oliver Ellsworth Wood, United States Artillery, and late American military attache, Tokio. With maps. Franklin Hudson Publishing Company, Kansas City, Mo., and the J. K. Gill Co., Third and Alder streets, city.

A distinguished contribution to the military annals of the United States Army, showing that our soldiers when occasion arises can write as skillfully as they can fight.

The author, Lieutenant-Colonel Wood, returned from Japan last May, and since that period has been assigned to duty at Vancouver Barracks. The publishers of this purely military history of 252 pages, the Franklin Hudson Publishing Company, are the largest publishers of military books in this country. For a period of nearly four years, Lieutenant-Colonel Wood was the American Military Attache at Tokio, and prior to the outbreak of the Russo-Japanese war had unusual opportunities for observing military conditions in Japan and her preparedness for war. As the world well knows, it was at the close of the China-Japan war in 1895 when, at the instance of Russia and other jealous European powers, Japan was compelled to relinquish her grip on Port Arthur and then began to prepare—secretly, quietly and systematically—to seek vengeance on Russia, her chief enemy.

It should be pointed out at the outset that "From the Yalu to Port Arthur" is merely an epitome of the first period of the great struggle which has just closed in the Far East, and is to a degree the compilation of the official reports of movements and operations which were daily issued by the Imperial Japanese War Department, together with other reliable information obtained from various sources. Through the courtesy of the Japanese military authorities, Lieutenant-Colonel Wood was enabled to reach Dalny before the surrender of Port Arthur, and was the first foreign officer to enter that city after the capitulation. The maps in this book are the work of an expert Japanese cartographer who did not understand a word of the English language. Some idea of the labor in this connection may be appreciated from the fact that the names of places, etc., originally in Japanese, Korean, Chinese or Russian, were first translated into English and properly spelled, and then back into Japanese—so that the patient Japanese cartographer could place them properly on the map, but with English selling. It is a wonderful achievement. The carefully arranged chronological tables, at the beginning of the book, enable the reader at a glance to find the date of any operation or engagement.

Other writers, notably "O," have attended to the lurid, word painting of the campaign, a style more or less familiar to magazine and newspaper readers. It has been reserved for Lieutenant-Colonel Wood to write this admirable war history, intended for military students, but in such shape as to attract the general reader. It is a calm, scholarly, dispassionate account, such as a soldier would write with the purpose of treating both combatants with absolute fairness. After reading fragmentary accounts of the war, from day to day, it is a pleasure to become acquainted with such an able military history. Those of us who intimately know books written by staff officers on the Franco-German and British-Boer wars, rejoice to meet with an equally able book in "The Yalu to Port Arthur." It has long been a complaint in this country that the art of military history has been too much neglected by officers serving in the United States Army—perhaps Washington, D. C., has been largely to blame—but here is a striking instance of literary talent in a purely military man, put to good use. It is one of the notable books of a busy season and ought to be largely bought.

"The naval history of the Russo-Japanese war should be written by a naval man," very sensibly states Lieutenant-Colonel Wood, and this is so. He therefore confines his records to a specified center of land operations, but makes reference to naval operations when land and sea forces co-operated. Here are a few extracts:

The conclusions drawn are that today the Japanese army has no superior in many vital points. The discipline is superb, and the men render absolute, instant obedience to their officers, who are studious, well informed, and keenly observant in regard to all details. No confusion in an emergency, no boisterous commands, or unnecessary speech mark their every action. They are each a part of a great and complete system, well organized and well administered. Every Japanese in uniform, from the Field Marshal to the newest conscript in the ranks, exhibit an unquestioned loyalty and devotion to Emperor and country that is marvelous to contemplate, and this is the keynote of discipline. There is but one conclusion—such men with such officers are invincible.

Cossacks: It is interesting to hear the first Japanese appreciation of the Cossacks. An officer of rank is reported as saying that in their habits Cossacks differ from any other people he ever met. They live more like savages than civilized beings. They prefer to bivouac in the open to sleep under cover, and their power of endurance in covering long distances is remarkable. It is with regard to intelligence and courage that this officer denies them any praise. At Chong-Ju, they had all the advantages of position, but they made no attempts to utilize them. They are far from being courageous, as has been repeatedly proved.

Liaoyang: It was an immense achievement to capture this position under such conditions—an achievement which establishes beyond all question the superiority of the Japanese soldier to the Russian. But it was an achievement which could not have been accomplished by any signal results like those accomplished at Sedan, when the French were taken by surprise and exposed to the attack of a greatly superior enemy in the unfortified open. The defeat at Liaoyang is crushing as it stands. The Russians have absolutely no excuse.

Here is a lesson to profit by—and the whole management of the investment of Port Arthur by the Japanese is full of profitable lessons. Our textbooks on strategy and the art of war will have to be re-written if we are to gain anything from the Russo-Japanese War. Since the days of Sevastopol no other siege of like magnitude has occurred, and the siege of Port Arthur will go down to history as the greatest the world has ever seen. Every step taken by the Japanese was a bloody one, costing many gallant lives (shall we ever know how many?), but the pre-arranged plans were carried out, regardless of losses. They knew what they had to do—and did it. The one singular thing was that the Japanese gunners never once saw their target at Port Arthur, their fire having been directed from observation points far away. Never before in the history of the world has such target-practice been witnessed.

Love, a Mosaic Essay, compiled by Paul Elder. 50 cents. Paul Elder & Co., San Francisco.

Issued in an oblong format, the page being set in large-faced Casion old style, and printed in mass with rubricated captions, this little book of 16 pages is most welcome with its gentle message of peace, love and home. The frontispiece shows a detail of "Mother and Child," a study of wonderful, rapt beauty, after Toulmouche. The book is well termed a mosaic essay, for it is solely made up of extracts about love by some of the greatest thinkers this world has ever known: Jesus, Thomas a Kempis, Emerson, Shakespeare, St. Paul, Henry Ward Beecher, Carlyle, Lew Wallace, Eugene Field, Richter, Owen Meredith, Plato, Henry Drummond, Lord Bacon, Longfellow, etc. The cover and supplementary pages display poetical selections from Byron, Scott, Tennyson and Leigh Hunt's well-known "Abou-ben-Adhem." The first of these little brochures issued was "Friendship," "Nature," "Success," and now comes "Love," the sale of the series approximating 100,000 copies. No time is wasted as to what is the noblest and best love—husband and wife, mother and child, or between lovers. But all pure love is represented in the different selections, which are arranged with skill. "Love" ought to be in every home. Would that its influence could be infectious, like disease!

One Hundred and One Entrees, by Mae E. Southworth. Cover design by Spencer Wright. 50 cents. Paul Elder & Co., San Francisco.

The enterprising publishers describe this cookbook as a "Gustatory classic." Webster defines the word "gustatory" as meaning "pertaining to or subservient to the taste." All the same, the word is seldom used, but although it doesn't have a mellifluous sound, there is no doubt that it harks back to a very necessary department, that which has to do with something to eat. Nobody was ever yet found who could get along without food and plenty of it. Those of the race who thought differently generally made the acquaintance, sooner or later, with the undertaker or cremator.

This useful little book is issued in an attractive oblong format, rubricated throughout. Those of us who dipped into the joys of the "One Hundred and One Sandwiches," will give a kindly reception to the "One Hundred and One Entrees," making the sixth in the series. The classifications treated are: Oysters, fish, meat, vegetable, game, fowl, mushroom, egg, cheese and sweet, with an appendix for manuscript notes. The book is not a funny one. It is really and truly a serious cookbook, and will be eminently useful, both in the home circle and in that wider sphere where rules the professional caterer. The index is in convenient form.

Heroes of Iceland, adapted by Allen French. Illustrated by E. W. D. Hamilton. $1.50. Little, Brown & Co., Boston.

The rugged fighting spirit of Iceland in Mr. French's book, which is adapted from Sir George Webbe Dasent's translation of "The Story of Burnt Njab," the great Icelandic Saga.

Twenty-four chapters are written, consisting of as many stories telling of heroic deeds and of the change of faith from heathenism to Christianity of our Norse ancestors, for who shall dispute the fact of the Norse or Viking strain in the Anglo Saxon blood? Many curious customs are described, such as the atonement, which consisted of a well-known scale of prices for the slaying of men, from thralls and house—carles up to men of position. "Two hundred in silver" was the regular fine for the killing of any man of consequence, and three times that sum for a triple killing. A dramatic point is well told in describing the change of religious faith, for instance, one Thorgeir and his brethren secured converts by force and baptized them.

Here is one of Thorgeir's speeches when he took oaths and pledges from his converts:

This is the beginning of our laws that all men shall be Christian here in the land and believe in one God the Father, the Son and the Holy Ghost; but they shall leave off all idol-worship, not expose children to perish and not eat horseflesh. It shall be outlawry if such things are proved against any man.

The Schoolhouse in the Woods, by A. G. Plympton. With illustrations from drawings by Clara E. Atwood. Little, Brown & Co., Boston.

Children who love the woods and the nature studies they teach us, and find friends in our kin in fur and feathers, will find pleasure in this little book of 272 pages relating to a picturesque country school.

The schoolhouse was built on a lonely country road far from a human habitation. Behind the school was a delightful wood and the air around was filled with the balsam of the pines, where the teacher took the children into Nature's treasure-house. The teacher was an ideal one and had the rare gift of making goodness fascinating and developing all that was good and noble in her pupils. Two pupils shine out from the mass, Rosalia, whose ancestors were the aristocratic Ludlows, and Sally, who was a little colored girl and who wouldn't join the Look-for-the-Good Club. The pictures of child life are given with remarkable sympathetic skill, reminding one of the purposeful touches of Louisa M. Alcott.

Pleasant Tragedies of Childhood, by Fanny Y. Cory. $1.50. Harper & Brothers, New York City.

Sweet are the memories of childhood, and well has it been remarked that those who do not intimately know children miss a good deal of the life that's worth living. We were all children once, and it would undoubtedly be better if some of us were big children now, and good ones at that.

One of the cleverest and most gifted artists in America is Fanny Y. Cory, and her book, made up of drawings and verse under the title of "Pleasant Tragedies of Childhood," is a great credit to her sympathetic insight of a child's character and artistic ability. The verses, which are most amusing and piquant, are contributed by Burgess Johnson. The motif chosen for illustration is chiefly the autobiography of a baby, from the time that his mother inadvertently sticks a safety-pin into one of his legs. The little fellow's quaint observations are most amusing. Opposite each picture is a verse. One of the latter:

It's raining—raining hard as cats an' dogs.
It always did when days we planned for
came.
I wish that we were ducks or little frogs.
Then we could have our picnic just the same.
It seems sif little children's pleasure days
Could be put off in such a lot of ways.

A present of this book to one of a family of children will earn the enthusiastic approval of all the children who see it.

Under the Lilacs, by Louisa M. Alcott. $2. Illustrated by Alice Barber Stephens. Little, Brown & Co., Boston.

A new illustrated edition of a girl's favorite classic, bright, wholesome and entertaining. "Under the Lilacs" is the story of Ben Brown, who, with his performing dog, Sancho, ran away from circus life and found a home with Bab and Betty in the old house 'under the lilacs." The boys and girls are real flesh and blood children—not mischievous imps whose sole aim in life is to play hateful tricks. The excellent drawings of Alice Barber Stephens add to the material value of the book.

An Alphabet of History, words by Wilbur D. Nesbit and pictures by Ellsworth Young. 75 cents. Paul Elder & Co., San Francisco.

Bound in Rhinos boards; set in art, old-style type and printed with illustrations over tint upon hard-pressed manila; this amusing pictorial history book as a supplementary reader, can be recommended. Historical and otherwise important personages are told about from A to Z, and both pictures and verse are excellent. The plan followed is a good one, and young students will be aided in fixing in their minds important facts of history. Here is one of the verses attached to the picture of William Kidd, the sea rover:

Oh, William Kidd was a pirate then
Three centures ago.
If he should come to life again—
Yo ho, my lads, yo ho,
The chances are that he would just
Get out and organize a trust—
He knew the way to raise the dust
Three centuries ago!

The Seven Seas, by Rudyard Kipling. $2. Illustrated. D. Appleton & Co., New York City.

A new edition of a famous book of poems, undoubtedly issued for the Christmas market and to satisfy the demand still alive for anything that Kipling writes. The present edition is of the de luxe description with handsomely decorated cover, artistic table of contents, and full-page illustrations usually depicting stirring action. Each page is beautified by a study in green suggesting marine life. As for the poems, they are of world-wide reputation and speak for themselves. A charming gift for those of artistic tastes.

The Seats of the Mighty, by Sir Gilbert Parker. $2. D. Appleton & Co., New York City.

An earlier edition of this novel telling of the storming of Quebec and the glory of Montcalm and Wolfe, had much to do with making increased literary reputation for this typical Canadian author. With a cover in blue and gold and full-page illustrations in color, this new edition is also issued for the Christmas market as a gift-book, and will be highly appreciated by those lucky enough to find it in the presents Santa Claus sends them. As a story "The Seats of the Mighty" was and is an immense favorite.

Jack and Jill, by Louisa M. Alcott. $2. Little, Brown & Co., Boston.

Rarely has one of Miss Alcott's famous stories of boys and girls appeared in better dress than the present volume of 324 pages. In typographical appearance, heavy paper and full-page drawings, the book is decidedly attractive. The illustrations are by Harriet Roosevelt Richards. Fathers and mothers of the present generation know the high ideal reached by the Alcott books, and the strong, sensible, sane views of life they teach. "Jack and Jill" is one of the best and will make a valued Christmas present for young folks.

Shipwrecked in Greenland, by Arthur R. Thompson. $1.50. Illustrated from photographs. Little, Brown & Co., Boston.

A story of adventure on the Greenland and Labrador coasts, and which cannot fail to be popular with young people. A party of boys, with a sea captain and an older young man, find a drifting steamer, the Viola, not far from St. John's, Newfoundland, and set out to rescue her passengers, which include the members of a scientific expedition. The tale is told in a racy, interest-compelling manner, and one of the best word pictures is a description of a visit to Eskimos' villages.

Teddy Sunbeam, by Charlotte Grace Sperry. Pictures by Albertine Randall Wheelan. In beveled boards. $1. Paul Elder & Co., San Francisco.

Nineteen alluring parables for little housekeepers, made up of short stories simply but brightly told about the familiar articles in a home. The little book also tells of the healthful, cleansing influences of Teddy Sunbeam's rays, and teaches practical recipes for order and system. Teddy drying out the spot in the silk dress, fighting the microbe band, on the warpath against dusty sweeping, and other lines—he will be sure of an amused audience.

J. M. Q.

LIBRARY AND WORKSHOP.

"My Mamie Rose" has just gone into its fourteenth edition.

* * *

"Shakespeare: The Man," by Walter Bagehot, published by McClure-Phillips, has been adopted this year as a textbook in the courses on Shakespeare at Vassar College and Mount Holyoke College.

* * *

Captain A. T. Mahan's important new contribution to American history, "Sea Power in Its Relations to the War of 1812," has just been published in two volumes, by Little, Brown & Co., Boston. Captain Mahan will sail for abroad later in the month.

* * *

Charles Scribner's Sons will publish directly "Outdoor Pastimes of an American Hunter," by Theodore Roosevelt; "Essays in Application," by Henry Van Dyke; "A History of Egypt," by James Henry Breasted, and "The Fairy Godmother-in-law," by Oliver Herford.

* * *

Mrs. Humphrey Ward has recently returned from a trip to Munich, where she has been to consult with Albert Sterner, the artist, over the illustrations for her new novel, "Fenwick's Career," which is to appear serially in The Century, beginning in the November issue.

* * *

In issuing paper editions of "The Next Great Awakening" and "The Times and Young Men," two of Dr. Josiah Strong's latest books, Baker & Taylor Co. announces that 300,000 of Dr. Strong's books have been sold. The first one, "Our Country," enjoyed a tremendous run, and all of his volumes since have been in wide demand.

* * *

The Williamsons' motor romance, "The Princess Passes," if anything, is increasing in popularity as the months go by. Henry Holt & Co. are just printing the eighth large edition of this book, which in its first seven months has sold more than five times as many as the same authors' "Lightning Conductor" did in its first season.

* * *

The Century has secured the right to print photographs of the objects found in the famous discovery in Egypt made last Winter by Theodore M. Davis. The objects include a carved golden chair, a golden chariot with shafts and pole, an exquisite golden mummy case, and many other articles of greater value than have been found for many years in an Egyptian tomb.

* * *

Henry Holt & Co. will soon issue a droll book, "The Wizards of Rye-town," by A. C. Smedley and L. A. Talbot. While this fairy story is originally intended for children, its humor, which the publishers' readers assure them has a charm similar to that of the famous "Alice in Wonderland," reinforced by Miss MacGregor's quaint and amusing illustrations, is liable to amuse children of an older growth as well.

* * *

George Barr McCutcheon's "Nedra" is going off with the same swish of popularity that greeted "Graustark," and it naturally holds the place of honor in the Fall catalogue of Dodd, Mead & Co. It is a highly exciting story of elopement, flirtation, shipwreck, marital entanglements and a happy ending. Of a much finer literary quality is Florence Morse Kingsley's "The Resurrection of Miss Cynthia." It is the story of how a straight-laced New England girl broke away from her narrow groove when the doctor told her she had only one year to live. The book is said to be delightful, amusing, pathetic and altogether superior to the ordinary run of fiction.

* * *

Miss Helen Nicolay, daughter of John G. Nicolay, joint author with John Hay of the authorized life of Lincoln, has written a boys' life of Lincoln, which is to appear in St. Nicholas during the coming year. While the work is founded on Messrs. Nicolay and Hay's history, yet it has much new material which is of special interest to young folks. It will be fully illustrated, and one of the leading features of St. Nicholas during the coming year.

* * *

"The Man From Red Keg," by Eugene Thwing, author of "The Red Keggers," is another virile and wholesome story of American country life. Amelia E. Barr is on hand again with one of her novels of unfailing interest. It is called "Cecilia's Lover," and is laid in modern New York. A new mystery story with a plot that would have floored Sherlock Holmes is promised in "The Mystery of June 13," by Melvin L. Severy. A most unusual sea tale, entitled "The Edge of Circumstance," by Edward Noble, is said to be a fascinating story for men.

* * *

Judge Penfield, who has been sent by President Roosevelt to South America to investigate our trade relations with that country, will find his report somewhat forestalled by a little book just published, "A Commercial Traveler in South America," by Frank Wilborg. Two years ago, in order to straighten out business tangles, Mr. Wilborg, representing the firm ofAult & Wilborg, ink manufacturers, of Cincinnati, made an extended tour, taking in all the important cities of South America. His aim was to make a study of business conditions, and he interviewed many businessmen. The results of his trip he has embodied in several valuable chapters of his volume.

* * *

A noteworthy announcement comes from McClure-Phillips, who state they will soon publish George Edward Woodberry's new volume, "The Torch." In this new book Professor Woodberry appears ever more than in the past as an interpreter of the vital relations existing between human life and literature, and of literature as the embodiment of what is best in life. The brilliant essays which compose this volume were delivered first as lectures before the Lowell Institute, and deal in the main with race power in literature. The underlying idea is that as one race brings literature to perfection and transmits to it the most vital qualities of its civilization, that race may die, but it will find a younger and sturdier fellow ready to take the torch of enlightenment and carry it on. The chapters deal specifically with "Man and the Race," "The Language of All the World," "The Titan Myth," "Spencer," "Milton," "Wordsworth" and "Shelley."

* * *

Helen Leah Reed has written in "Amy in Acadia," the first volume of a second series of the popular "Brenda" books. Readers of the latter stories will remember Amy as one of the minor characters surrounding Brenda. In the new book she is the chief personage, although almost as important are two younger girls, one from Chicago, the other from Plymouth, who make the tour of Acadia with Amy and her mother. Acadia itself, the publishers, Little, Brown & Co., say, "is a fine background for a story, with its beautiful scenery and historic associations in which French and English have almost equal parts; and Amy and her friends have some interesting experiences among the descendants of the exiled Acadians in the romantic region of Clare." Miss Reed is a Canadian by birth, though she has lived most of her life in Boston. The scene of her new girl's book is laid partly in Annapolis County, Nova Scotia, where her grandfather held various government positions.

* * *

A valuable addition to the list of volumes of sport is John Gilmar Speed's "The Horse in America." It gives an interesting historical account of the various breeds of animals characteristic of the United States and what has been done toward their development, with especial stress upon the most famous representatives of each. The romance and sentiment connected with the horse have especially appealed to Mr. Speed, and his accounts of the careers of great heroes and heroines of the turf are not only thorough and accurate, but charmingly and spiritedly written. There are valuable practical chapters on "How to Buy a Horse," "The Stable and Its Management," "Training vs. Breaking," "Riding and Driving." Mr. Speed has spent a lifetime with horses. He is a practical breeder and trainer, and his expert assistance has frequently been sought by the United States Government in developing special types of horse for the Philippines and the Army.

* * *

The novel that stands at the head of the McClure-Phillips list is "My Friend the Chauffeur," by Mr. and Mrs. Williamson, the authors of the "Lightning Conductor." It is an automobile story, full of vivacious humor, with the dramatic climax in the attempted kidnaping of a young woman by a fortune-hunting Italian count. The book has gone into its third edition in a week. A more serious novel is "The Work of Our Hands," by Mrs. H. A. Mitchell Kearys, author of "He That Eateth Bread With Me." Its underlying theme is the responsibility of wealth. Its heroine is a sweet young woman who marries a millionaire and tries to make him realize that money is to assist people with, not to use in crushing them. "The Pang Yanger," by Dr. Elma A. Travis, is a dramatic love story set in a breezy Catskill atmosphere. Peter Rosegger's "I. N. R. I.: A Prisoner's Story of the Cross," is a curious book in which a condemned man writes his idea of the life of Christ.

* * *

Longmans, Green & Co.'s only new book of adult fiction this Fall is Stanley J. Weyman's "Starvecrow Farm. They have begun the issue of "The Political History of England" in 12 large volumes by as many English university professors under the editorship of Rev. William Hunt, of Trinity College, Oxford. An important monograph by W. H. Wilkins on "Mrs. Fitzherbert and George IV." will for the first time make public all the facts concerning the marital relations of these two persons. Andrew Lang will put forth a scientific study, "The Secret of the Totem," and Rider Haggard's report on his recent investigation of the Salvation Army in America and elsewhere is just out. It is illustrated with photographs taken by Miss Angela Rider Haggard, who acted as her father's private secretary throughout the journey. Mr. Lang's new Christmas book, "The Red Book of Romance," and Miss Upton's "Golliwogg's Fox Hunt" are the only juvenile volumes on this firm's list. Among the many solid works is a six-volume "History of Diplomacy in the International Development of Europe," by David J. Hill, minister to Switzerland.

* * *

"Commander McTurk," Cutcliffe Hyne's latest creation, whose career is now being exploited in the Popular Magazine, certainly meets with some fearful and wonderful adventures—even more interesting to read about, perhaps, than those of Mr. Hyne's previous well-known character, Captain Kettle. In the November issue McTurk holds up some ocean greyhounds on the high seas, just to demonstrate how easy it is—and comes near being hanged as a pirate for his pains. There is a vast assortment of other reading matter in this number. "The Man Who Did Not Commit Suicide," an exciting tale of a crisis in Wall street, by Edward Marshall, and "The Law and the Lawless," the story of a tussle with the Steel Trust, by Richmond Arundel, comprise the novelettes, and there are five serials, including a new one, "The Mysterious Heathwole," by Howard Fitzalan. Judging from the opening chapters, this last will prove a highly entertaining story. B. M. Bower contributes a tale of ranch life, W. S. FitzGerald writes of the amusing efforts of an actor to "get square" with a too captious critic, Lewis E. MacBrayne is responsible for a rattling good newspaper story, and Caroline Lockhart describes the adventures of a sprig of British nobility in a far Western community that did not, alas! appreciate him.

* * *

Edwin Carlisle Litsey, the author of "The Race of the Swift," a new book of stories of wild animals in their haunts, published by Little, Brown & Co., Boston, has lived all his life in his native state, Kentucky. In the Summer of 1901, shortly after the deplorable incidents resulting in the assassination of Senator Goebel, in the famous Taylor-Goebel gubernatorial contest, and in which a mountaineer was suspected of firing the fatal shot, he was commissioned by Leslie's Magazine to go to the heart of the feud district and learn the truth concerning Kentucky feuds and their causes. He went to Manchester, Clay County, then a hot-bed of trouble, and with much difficulty procured what he sought. A few months later his article was printed. In June, 1902, his first book, "The Love Story of Abner Stone," was published. He has written short stories and verses for the magazines, and last Fall had the good fortune to share with two others the first prize of $1500 in the "Black Cat's" story contest. A characteristic of Mr. Litsey's stories of wild animals in "The Race of the Swift" is that although intensely interesting and exciting, they are kept strictly within the range of probability; and the motives of action, such as hunger, rage, and a mother's instinctive care, are all primary and elemental, such as may fairly be supposed to exist in animals. The descriptions of the woods, of a bird's flight, of a storm, of a drought, and other phases of forest existence in "The Race of the Swift" are vivid and graphic. An important feature of Mr. Litsey's new book is the illustrations by Charles Livingston Bull, who excels in drawing animals.