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portant navigation companies, the routes of sailing vessels, piracy, seaports, the influence of straits and isthmuses on shipping routes, the Kaiser Wilhelm, Suez, and Panama Canals. The fourth and last part discusses the languages of traffic, the geographical foundations of the mail service, telegraph, telephone, and cable lines.

The text is illustrated by twelve maps and diagrams, and the rich information which it conveys is made accessible by an elaborate index of names and subjects. It ought not to go unnoticed that of all the books treating with such a "dry" subject this is the first, to my knowledge, in which the author has succeeded in presenting the matter in a way which is not only instructive but also attractive and pleasant to the general reader. M. K. GENTHE.

METHODOLOGY AND TEACHING

The Clarendon Geography. Vol. 2, Part 4: Asia. Part 5: Africa and Australasia. Part 6: America. viii and 376 pp. Maps, ills., index. Clarendon Press, Oxford, 1913. 75 cents. $7\frac{1}{2} \times 5\frac{1}{2}$.

In this, the second and last volume of the Clarendon Geography, the author considers the continents of Asia, Africa, Australasia, and North and South America. For each of these continents the general physiography, climate, plants, animals, and man are taken up, as well as a somewhat detailed study of the political divisions. At the end of each chapter are a number of interesting exercises for class-room and laboratory use, which serve to emphasize important points in the chapter just completed. Numerous well-chosen maps, some of them colored, diagrams, tables, and photographs add to the value of the work.

WILBUR GREELEY BURROUGHS.

Handelsgeographie. Von Fritz Regel. 6th edit. xv and 500 pp. Index. W. Violet, Stuttgart, 1913 (?). Mk. 4. 7×5 .

Professor Regel's book, now in the sixth edition, has been considerably expanded. Like many other German texts on commercial geography, it is compacted with facts including general geography; but, like some other German texts, it fails to connect closely the facts of geography with commerce and trade. The teaching of commercial geography in our country tends more and more to the correlation of geographical data with commercial and economic development and to a clear setting forth of the principles upon which such development depends. This book, on the other hand, has an enormous mass of excellent data, but much of it is simply raw material with no attempt to apply it.

Elementary Commercial Geography. By Hugh R. Mill. Revised by Fawcett Allen. xii and 215 pp. Index. University Press, Cambridge; G. P. Putnam's Sons, New York, 1914. 1s. 6d. 7×5 .

This book, in its first edition, was one of the earliest text-books of commercial geography. Its statistics have now been brought up to date, and more detailed descriptions are introduced of those countries which have shown recent commercial development. The first fifty pages devoted to "General Principles of Commercial Geography" still hold their place as one of the best short treatments of the subject.

A Commercial Geography of the World. By O. J. R. Howarth. Series: The Oxford Geographies. 236 pp. Maps, index. Clarendon Press, Oxford, 1913. 2s. 6d. $7\frac{1}{2} \times 5$.

The basis for a good commercial geography is here in outline, but not in text. The text lacks solidity. It is not well knit. Like so many other "commercial" geographies, this one is largely an enumeration of products with a statement as to their distribution.

Fig. 22, "Diagram of Main Transcontinental Railways in Western Europe," is good. The maps in general, however, lack parallels and meridians or, when shown, do not include the degrees represented by them.