

equal; often strikingly acute it is often as notably weak, *e.g.*, his identification of life and mind. Convincing as a refutation of crude materialism, the book is scarcely so in its more ambitious aims.

(3) Swedenborg's "Principia" suggests again the distinction between the examiner and discoverer points of view. As a candidate Swedenborg would deserve high marks; "nothing can dim the glory of this magnificent dash into the unknown," and it is easy to recognise in him anticipations of modern physical theories. But, alas! we want views which will not merely be consistent with future results, but will bring these nearer. There remains, no doubt, the purely historical interest, but the history of ideas is peculiar inasmuch as what was helpful in the past is preserved in the present, while the errors, though inevitable at the time, were not merely unsatisfactory as "models," but as mental habits had to be painfully unlearned. Hence to the student of a science its history is apt to be confusing rather than helpful; and this difficulty one cannot but feel in the case of (4) Prof. Dessoir's history, even though the history of psychology is itself psychology, and excellently as the task is done. The translation reads well, but surely "moment" in the sense of "factor" is still somewhat German English?

C. S.

OUR BOOKSHELF.

Artificial Waterways of the World. By A. B. Hepburn. Pp. xi+171. (New York: The Macmillan Co.; London: Macmillan and Co., Ltd., 1914.) Price 5s. 6d. net.

THIS book, dealing principally with American waterways, also contains a short account of the principal canals of the world, and is well worth the attention of those interested in internal navigation.

The object of the author is stated to be to place before the public the salient facts as to internal artificial navigation in relation to commercial development. The author considers that the use of canals is to supplement and complement, and not to attempt to rival railways.

Canals have not now the same importance in the transport of materials and the development of the resources of England that they have in America, with its enormous area of inland country situated a long distance from the sea-coast. In Great Britain there are no fewer than eight first-class ports situated within comparatively short distances from the interior, and there is no large manufacturing town more than eighty miles from the sea-coast.

An interesting account is given of the original construction and subsequent improvements of the Erie Canal, the principal artificial waterway in the United States. This canal connects the country around Lake Erie with the seaport at

New York. It was opened for traffic in 1825, and has, from time to time, been enlarged and improved, and is now capable of taking barges 150 ft. long and carrying 240 tons. It is State owned and now toll free. For a quarter of a century it was the greatest transportation line in the country, giving settlers in the west country an outlet for their products. With its connections it is 433 miles in length, and second only to the Great Canal of China among the artificial waterways of the world. Its importance has, however, been considerably diminished, the tonnage carried by this canal being now only about one-twentieth of that carried by the railways.

The British Journal Photographic Almanac, 1915.

Edited by G. E. Brown. Pp. 1068. (London: Henry Greenwood and Co., Ltd.) Paper, 1s. net; cloth, 2s. net.

THIS volume is the fifty-fourth issue of the photographer's most useful companion, and will be found to be up to the usual standard of accuracy and completeness.

Two notable articles of great interest to amateur workers are those of "Modern Methods of Enlarging," by the editor, and "Photography with the Microscope," by Dr. Duncan J. Reid. Both of these deal with the subjects in clear and precise style, and are well illustrated by carefully selected diagrams. The *résumé* of the year's practical work and the section on novelties in apparatus bring the reader right up to date as regards methods and apparatus. The volume embodies as usual the many formulæ and tables needed in the practical man's work and such useful information as particulars of the photographic societies in the British Empire, etc. By no means unimportant is the well-arranged mass of advertisements of the numerous photographic firms in which the announcements of apparatus and materials are of great interest to the practical worker. Complete indices to text and goods advertised make the mass of valuable information included in these 1068 pages readily available.

Heaton's Annual. The Commercial Handbook of Canada and Boards of Trade Register, 1915.

Edited by E. Heaton and J. B. Robinson. Pp. 516. (Toronto: Heaton's Agency; London: Simpkin, Marshall, Hamilton, Kent and Co., Ltd.) Price 5s.

THE eleventh annual issue of this useful work of reference will be welcomed by all who have commercial or other dealings with Canada. The detailed information is brought together in a form which makes it easily available, and it will prove of assistance to teachers of commercial geography as well as business men. This year, for the first time, an economic bibliography of the Dominion and Provincial Government reports has been added. The general information includes valuable notes on agriculture, technical education, fisheries, mining, and temperature and rainfall among other matters likely to appeal to students of science.