

tolerably clear that works of the same bibliographical type and dealing with the same or cognate subject matter should be issued in substantially the same size and style. The Patent Offices of the world have long accepted the imp. 8vo size for their specifications—with great benefit to their users; but trade catalogues continue to be issued in oblong folio and other strange sizes which defy classification and shelf arrangement. The trend of book classification is, no doubt, toward uniformity; but this is due, not to any great or general enthusiasm for uniformity on the part of librarians, but to their appreciation of the fact that advanced schemes of book classification—and nowadays elementary schemes are retained only in the smaller libraries—must emanate from libraries which possess the requisite material, training, and financial support. It is, however, doubtful whether these advanced schemes of classification are suitable for the analytical treatment of the contents of periodicals.

Mr. Pownall has, we think, concentrated his attention too closely upon the mechanics of classification. His proposals go far beyond the merits of the case which undoubtedly exists for further standardisation. Publishers have to consider the wishes and prejudices of their clients. No book-lover would accept a book which contained, in addition to the wounds inflicted by machine sewing, the standardised perforations of Mr. Pownall.

*The Radcliffe Infirmary.* By Alexander George Gibson. Pp. xi + 316. (London: Oxford University Press, 1926.) 18s. net.

DR. A. G. GIBSON, who for many years has been attached to the staff of the Radcliffe Infirmary, Oxford, has given us in the present volume a lively and richly documented account of the history, management, staff, and activities of this institution. Founded in 1759, but not opened to patients until more than ten years later, the Radcliffe Infirmary has always been one of the leading provincial hospitals in England, and, owing to its association with the University of Oxford, occupies a prominent position in medical education. From the very first it was recognised that the Infirmary was to provide opportunities for the study of disease for the future medical graduate. In 1913 the teaching of pathology as a university subject was inaugurated by Sir John Burdon Sanderson, with the result that considerable improvement took place in the mortuary accommodation at the Infirmary. Since the War the whole of the medical staff of the Infirmary has contributed towards university teaching, including the Regius professor of medicine, who occupies the post of consulting physician.

To many the most attractive part of the work will be the biographies of the various members of the medical staff, which numbered among others John Kidd, James Ogle, Charles Daubeny, William Greenhill, Sir Henry Acland, George Rolleston, and Sir William Osler. From the concluding chapter we learn that within the last forty years several new departments have been added to the Infirmary, such as the Dental Department in

1886, the Dermatological and Ear, Nose, and Throat Departments in 1906, the X-ray Department in 1907, the Pathological Department in 1913, and the Orthopædic and Neurological Departments in 1918. The appendix contains, among other items, lists of legacies from 1761 to the present time, preachers of the Radcliffe Infirmary sermon from 1771 to 1862, and members of the committee of management from 1848 to 1921.

*Shipbuilding and the Shipbuilding Industry.* By J. Mitchell. (Pitman's Common Commodities and Industries Series.) Pp. xi + 116. (London: Sir Isaac Pitman and Sons, Ltd., n.d.) 3s. net.

FOR the student of naval architecture and shipbuilding there are many text-books. With these this little volume is not intended to compete. It is written almost entirely for the layman who wishes to gain an insight into the position of the shipbuilding industry, the organisation of a shipyard, and the work involved in the designing, building, and fitting-out of ships. In many industries there are technical matters of general interest, and here the reader will find clear explanations of some of the methods of the drawing office and building slip.

The author is himself a shipyard manager and also a teacher, and the headings of some of the chapters indicate his method of treatment. After a brief review of shipbuilding statistics, he deals in turn with types of ships, the shipyard, the designing and the building, launching, and maintenance of ships. There are few more anxious moments than those prior to a launch. A mishap may be disastrous, as was the case of the *Independencia*, launched on the Thames in 1874. Mackrow, who launched so many fine ships at Blackwall, used to say that he never thought of a launch without the *Independencia* appearing like a phantom before his eyes. As Mr. Mitchell says, launching a ship is not a 'pretty-pretty' spectacle got up as an episode in its career, but "the real matter is the serious problem of shifting a weight of some thousands of tons through several hundred feet by means of innumerable pieces of wood and a few hundredweights of soft soap and tallow." His description of the methods employed is one of the most interesting things in the book.

*The Book of the Aeroplane.* By Capt. J. Laurence Pritchard. Pp. 255 + 24 plates. (London: Longmans, Green and Co., Ltd., 1926.) 7s. 6d. net.

CAPTAIN PRITCHARD'S book is written with the advantage of a good deal of personal experience. It does not profess to deal in any detail with pre-War flying, but gives a very full account of the present position of heavier-than-air machines. Whether these will eventually be called 'airplanes' rather than 'aeroplanes' remains to be seen, though there is a tendency to substitute the former term in some quarters. The author makes an interesting forecast of future developments, which will, in his opinion, be eventually much more pacific than warlike. The book is profusely illustrated and contains a useful glossary.