

Cairo and Karachi. Sir Samuel Hoare took passage in the first and flew from Croydon via Italy, Malta, Tripoli, Egypt, and Basra to Delhi and the north-west frontier, and then back to Egypt. The journey from England to Delhi was 6005 miles and occupied 62½ flying-hours in eleven days. The book is a bright account of his and Lady Hoare's experiences on a journey which, though mainly uneventful, made history in air communications.

(2) The journey of Col. F. de Pinedo was longer and more eventful than Sir Samuel Hoare's. With two companions he flew from Italy, via Morocco and West Africa, across the Atlantic to Brazil and Buenos Aires; thence he crossed the Amazon basin to Para, and via Hayti and Cuba reached New Orleans. In Arizona his machine, *Santa Maria*, was accidentally destroyed; but he sent to Italy for a duplicate, and flew from New York via New Orleans to Chicago, Quebec, Newfoundland, and then home via the Azores and Lisbon. It was a fine achievement, and is described in detail in a beautifully illustrated volume.

*The Open-air Guide: for Wayfarers of all kinds.*

By John R. Ashton and F. Arnold Stocks. Pp. 209. (Manchester and London: John Heywood, Ltd., n.d.) 3s. 6d. net.

THE authors of this pocket volume have gathered into a small compass a great deal of information which should prove of value to boy scouts, girl guides, and other campers and country wanderers. The chapters are suggestive rather than exhaustive, and some compensation for their brevity is to be found in the short bibliographies attached to each. The sections on weather lore, map reading, and the history of roads are among the best. Those on the geological features of scenery and on wild flowers are too condensed to have great value. There are useful sections on camp equipment and on first-aid. Figures of architectural types are well drawn, and there is a folding map showing places in England and Wales held by the National Trust.

The book is a sign of the growing interest in the countryside, not only on the part of motorists but also by walkers and campers. It is to be hoped that this interest will help to guard the scenic beauties of the country from devastation at the hands of builders and road-makers.

*Seaways and Sea Trade: being a Maritime Geography of Routes, Ports, Rivers, Canals and Cargoes.* By A. C. Hardy. Pp. xi+240+14 plates. (London: George Routledge and Sons, Ltd., 1927.) 15s. net.

THERE is much valuable geographical matter in this book, much that is overlooked in the orthodox volumes on commercial geography, but it is too incomplete to merit its sub-title of a maritime geography. Routes are fairly well treated, and so are canals, but the chapters on cargoes and ports are far from complete. That is a pity, for the author knows his subject and writes in a fresh and interesting style. A book of twice the length would have proved readable even to those who

find that commercial geography is generally dull. Every chapter is full of interest and well illustrated. The book treats the geography of trade from an angle that is too often overlooked. It should find a place in all school libraries, where its popularity would be assured.

### Geology and Mining.

*Clays, their Occurrence, Properties and Uses: with Especial Reference to those of the United States and Canada.* By Prof. Heinrich Ries. Third edition, revised and enlarged. Pp. vii+613. (New York: John Wiley and Sons, Inc.; London: Chapman and Hall, Ltd., 1927.) 35s. net.

WHEN a book by an authoritative writer like Prof. Ries reaches its third edition, the task of a reviewer is usually little more than to indicate to what extent it has been brought up-to-date, and what important changes (if any) have been made either in the subject-matter or its treatment.

Some conception of the additions may be gathered from the fact that the first edition, published in 1906, had only xvi+490 pages against the vii+613 pages of the present issue (the latter having a contents table of one page preceding the text, instead of the more elaborate contents table, with list of illustrations, etc., of the earlier edition). Moreover, the sections on methods of mining clays and methods of manufacture, occupying 77 pages in first edition, have been omitted, so that the *new matter* in the third edition amounts to about 200 pages as compared with the original issue. The extra material includes a new chapter dealing with Canadian clays, and a section on bentonite, but the main portion results from the embodiment, in the text, of the more important facts accumulated respecting clays within comparatively recent years. Copious references to original sources are distributed through the book.

As might be expected, in dealing with such a vast amount of recent literature, some omissions are discoverable; nevertheless it may safely be said that Prof. Ries has produced a work which will remain the most valuable book of reference on clays generally for years to come. Though American and Canadian clays have received special attention, it should be understood that clays of other countries have been by no means neglected.

*Der Bewegungsmechanismus der Erde dargelegt am Bau der irdischen Gebirgssysteme.* Von Dr. Rudolf Staub. Pp. viii+270. (Berlin: Gebrüder Borntraeger, 1928.) 18 gold marks.

THIS interesting book is a speculative discussion of the causes of motion of the earth's crust, which have led to great foldings and mountain building, and also, according to opinions to-day widely current, to large relative displacements of the continents. The discussion is from a purely geological viewpoint, and is entirely non-mathematical. It would appear from the bibliographical index that the author is not acquainted with so important a work, closely bearing upon his subject, as Jeffreys' recent book, "The Earth." The author's conclusion is that the