

mind of the listener a hazy impression, which he cannot clear up except by subsequent reading and thinking. We do not agree with people who write to the papers to the effect that these talks are unsettling to those who listen to them. 'The conflict between religion and science', to use the title of a nineteenth century presentation of the theme, has long been with us; but these talks exemplify the fact that there was never less real 'conflict' than there is at the present time. Religion, or rather theology, has more or less adapted itself to the view of the universe taken by modern science; and the tone of men of science is very different from what it inevitably was so long as theology adhered to demonstrably impossible positions.

The contributors to these twelve talks include five distinguished men of science, one philosopher, and six theologians—or, at any rate, churchmen. We think anyone would agree that these twelve chapters are more suitable for careful reading than for mere listening, and that, to the intelligent reader, they may convey a fairly clear idea of authoritative opinion on the problems discussed. He will gather also that when it comes to ultimate questions, there is divergence of opinion, not only between scientific workers and theologians, but also between, let us say, physicists and biologists; and he may be reminded of the proverbial query as to what is to be done when the doctors differ.

*Aeronautical Meteorology.* By W. R. Gregg, with the collaboration of C. G. Andrus, R. N. Covert, H. M. Hightman, V. E. Jakl, D. M. Little, F. W. Reichelderfer, J. A. Riley and R. H. Weightman. Second edition, revised and enlarged. Pp. xvi + 405. (New York: The Ronald Press Co., 1930.) 4.50 dollars.

THIS revised edition supplies, in a convenient form, the kind of meteorological knowledge which is required by the airman. The author has since 1917 been in charge of the Aeronautical Division of the United States Weather Bureau, and is an acknowledged expert in upper air research. There are sections contributed by other experts on fog, 'coiling', and visibility, ice formation on aircraft, weather forecasting, instruments and methods of observations, airship meteorology, and the Weather Bureau Airway Service.

There is a discussion of the relative advantages offered by prospective Atlantic air routes and an account given of the meteorological conditions attendant upon Lindbergh's trans-Atlantic flight. A natural feature of the book is a representation of the various meteorological dangers that beset airmen, like squalls, fog, and ice, and one gathers that thunderstorms, for several reasons, should be given a wide berth. As cloud scenery closely concerns the airman, the book is adorned by some handsome photographs of clouds. The book, in fact, notwithstanding the amount of technical information which it is its purpose to give, is anything but dull reading, and the author shows his artistic sense in some enthusiastic tributes to the magnificence of thunder clouds.

*The Place Names of Galloway: their Origin and Meaning Considered.* By the Right Hon. Sir Herbert Maxwell. Pp. xlvii + 278. (Glasgow: Jackson, Wylie and Co., 1930.) 21s. net.

THE English Place-Name Society has introduced to a wider public the intense interest and value of a scientific study of place-names, especially in areas of racial contact. The locality with which Sir Herbert Maxwell deals is particularly instructive from this point of view. The great majority of the place-names were originally in the Erse or Gaelic dialect. No doubt they were perfectly intelligible until the introduction of Old Northern or Middle English. Although they then remained unchanged, the ideas which had suggested them were forgotten. Hence many of them can now be interpreted only through analogy with districts where Gaelic, Manx, or Welsh are still living languages. Some, however, must, in the nature of the case, remain unintelligible, perhaps for ever. Among the Galloway place-names are names of rivers which, it has been suggested, may belong to the language of the aboriginal long-headed, dark-haired population, and have affinities with Basque—an interesting suggestion, which unfortunately remains nothing more at present. The author has some interesting and pertinent observations to make on the difficulties in the way of adopting the latest views on the ethnological problem of Celtic settlement. The place-names of Galloway belong to the *q* Celts, while the neighbouring area of Dumfries is Brythonic.

*Forged, Anonymous and Suspect Documents.* By Capt. Arthur J. Quirke. Pp. xii + 282. (London: George Routledge and Sons, Ltd., 1930.) 15s. net.

THE public taste for amateur detective literature was largely stimulated during the last quarter of the nineteenth century, and the one amusing factor was the unwarranted contempt poured upon the Criminal Investigation Department at Scotland Yard. In this book, however, Capt. Quirke (hand-writing analyst to the Department of Justice, to the Attorney-General, and police headquarters, Irish Free State), whilst possibly somewhat patronising in his prefatory attitude to the police force, writes not as an amateur but as an official expert, mainly for the benefit of the legal profession and the police. From the individuality of handwriting he proceeds, by way of an extended consideration of analytical methods, to the details of materials and processes, arriving eventually at an illuminating exposition of the ultra-violet rays and the fluorescence test. The infallibility of this test in the detection of forgeries, as proclaimed by him, is supported by its practical adoption by the Bank of England. The author emphasises his views that not only are no two handwritings indistinguishably alike under test, but that this also applies to any two typewriters, even those of the same make and same age. The longest and perhaps the most abstruse chapter deals with a practical analysis of handwriting, a systematic study of which might prove to be beneficial to the public at large. P. L. M.