AFRICAN CONTINENT SOON TO BE REVOLUTIONIZED.
RAILROADS WILL PENETRATE DARKEST SPOT

"The Water Tanks Are Wrapped With Straw."

A Tunisian Brakeman.

(Copyright, 1907, by Frank G. Carpenter.)

AT BISKRA,
IN THE DESERT OF SAHARA.

The railroad is bound to revolutionize the African continent. Already the iron horse, whose breath is smoke and whose eye is fire, is beginning to light up the darker spots of these blackest regions on the globe. The work is rapidly going on in eastern Africa, where they are building a line from the Cape of Good Hope to Cairo. This has been extended from the Mediterranean southward for a distance as great as from the Atlantic to far beyond the Mississippi and the extension from Cape Town to the north is greater still. The Rhodesia railway system reached the Zambesi river in 1905. During the past year it was extended beyond that point at the rate of almost one mile per day, and it is now at the Broken Hill mines within less than 500 miles of Lake Tanganyika. I expect to go along the greater part of this route before I leave Africa, and will be able to describe the various stages.

From the coasts of both east and west Africa, railroads are being built into the interior, which will give access to the central and southern parts of the continent. Here in the north the French colonies have an extensive railway system; Egypt is gridironed with tracks and trunk lines are being surveyed in the Soudan and in the Congo valley.

Africa Versus the World.

In fact, railroad building is now going on in Africa about as fast as in any other part of the world. The continent is increasing its mileage at the rate of over 30 per cent per year, and while it has yet the fewest lines of any of the grand divisions of the globe, its means of communication are rapidly growing.

At present the chief railroad continent is North America. It has between 250,000 and 300,000 miles of iron tracks. Next comes Europe with less than 200,000 miles, and after that Asia with something like 50,000. Australia has 16,000 miles of railroad lines, and Africa a little over 15,000. Of all the countries of the world the United States leads in its iron highways. We have more tracks than all Europe, and three times as many as all the continents outside ours.

Here in Africa the principal railroads may be grouped into three systems. The first embraces the Tunisian-Algerian roads of the Atlas mountains, the second the Egyptian lines, and the third the South African roads, which have a greater mileage than those of the other two systems combined.

The Railroads of the Atlas.

In this letter I shall deal only with the railways of northwestern Africa, and of several which the French are projecting across the Sahara. During the past few months I have traversed nearly every mile of track in the region of the Atlas, and have gone over the roads which are being pushed down into the desert. I am writing these notes at Biskra, in the Sahara, at the end of a railroad which takes one almost 200 miles south of the Mediterranean sea, and I have already inspected the military line which goes down into the desert far below this point along the borders of Morocco.

It is generally claimed that the French are not good colonizers, and that they are allowing their vast possessions, scattered here and there over the world outside France, to remain as they were when they obtained them. This is not so as to Africa. The fertile parts of Algeria and Tunisia are covered with railroads. There is a line about as long as from Philadelphia to Chicago running from west to east through Algeria, with branch lines to the north and south, connecting the ports with all parts of the Tell.

Algeria alone has now more than two thousand miles of railways, and its railway receipts are between six and seven million dollars a year. There is a heavy freight traffic, and the second and third-class passenger cars are always well filled. There are sleeping coaches at high rates between Oran and Algiers, and one can go across a great part of north Africa by sleeper.

In Tunisia, which is almost as big as the state of Illinois. There are now something like six hundred miles of railroads. They are mainly confined to the northern part of the country, although there are some lines running down the east coast and inland to fertilizer deposits which lie there. These roads are all French, and the Tunisian government has recently authorized large appropriations for their extensions.

A part of the Algerian system belongs to the government, and another part is in the hands of some of the French railroad companies. This is so of the road from Oran to Algiers; it belongs to the Paris, Lyons and Mediterranean corporation, and its chief offices are in France. The Sahara lines are largely military, and they could hardly exist without government support.

Railway Travel in Algeria.

Railway travel in northern Africa is far different from that of the United States. In comparison with us these people are still a century or so behind the times. Express trains do not make more than fifteen or twenty miles an hour, and the railroad clocks at the stations are purposely kept five minutes behind every other time in order that passengers may not get left.

The methods of ticket selling and baggage checking are such that one should be at the train at least a quarter of an hour before starting, and he will then have to wait his turn with a crowd of Arab soldiers and others, each of whom consumes at least two minutes at the ticket office and twice that time with the baggage master. If the ticket is a return, the agent figures out a reduction of 50 per cent off the regular fare, and makes a memorandum of the amount on a ledger as well as on the ticket itself. The ordinary tickets are somewhat like ours, but the "returns" and excursion certificates are of the size of a legal document and quite as imposing.

Baggage Arrangements.

Only about seventy pounds of baggage are allowed free, and everything must be weighed. There is a tax of 2 cents for checking baggage, and the agent registers the weight whether it is below seventy pounds or not. The checks are not made of cardboard or brass, as in our country. They are merely receipts on a thin tough paper so arranged that one half of each receipt can be given to the passenger and the other doubled up and tied with a string to the baggage.

Most of the natives carry their belongings in bags not unlike coffee sacks, and much of the checked luggage is of that nature. At the depots the poorer Arabs throw these bags over their shoulders and march off with them.

First and second-class passengers take numerous valises and bundles into the cars. I am now traveling with nine packages, and they all go into the car. At every stop and start the porters take all my stuff in and out for me, and the rates are so low that the cost of handling is little. Four cents is a big enough fee for one man, and one good lusty Arab can carry my baggage.

In the Cars.

The first and second-class compartments are comfortable. I am traveling first class, and I sometimes have a compartment for myself and son. The cars are divided into little box-like rooms by partitions, which run across from one side to the other. They are usually entered from the sides, and it is not possible to go through a whole train, as in our country. The seats are well cushioned, and as the sides are walled with windows the opportunities for seeing are good. The second and third-class cars are divided up in the same way, and the second class is almost as good as the first.

The third-class seats are bare board benches, and they are usually filled with Arabs, Moors and Kabyles, with a sprinkling of private soldiers. The latter receive wages of only about 1 cent per day and hence cannot travel in luxury.

Eating Arrangements.

Within the past year or so dining cars have been put on some of these Algerian trains. Others stop at the stations for luncheon and dinner, and at every station there is a lunch room, called a buvette.

The usual rate for dinner is about 40 cents, and for that sum one gets an excellent meal with a quart bottle of white or red wine thrown in. Luncheons are often put up and brought to the cars at a cost of about 50 cents each. For that one gets two slices of roast beef or a half chicken, several boiled eggs, and also cheese, sweet cakes and fruit. There is always a quart bottle of wine put in. The wine is good and the food is excellent.

I have not the railroad wages at hand, but they must be exceedingly low. Every station has a large number of officers and soldiers. A cross-roads depot which in our country would hardly be thought worthy of an agent requires a half dozen guards and the large stations proportionately more. There is always a chief depot manager, a baggage master, a telegraph operator, a ticket seller and a number of porters. It takes a half dozen men to start a train. The engineer whistles, one of the guards rings a bell and others run from car to car and shut the doors while they cry "Get on gentlemen, if you please." On the cars themselves there are many employes. There are engineers, firemen and brakesmen galore. Every train has its mail clerk, and its baggage man, and often an express messenger as well.

New Railroads for North Africa.

The railroads of Algeria and Tunisia at present have a length of almost 3,000 miles. The new lines projected number many thousand miles more, and in the near future the railroad system of this part of the world will probably be several times what it is now. One of the most remarkable of the new schemes is fathered by the young Khedive of Egypt. His majesty is rich and he has trouble investing his surplus. He proposes to build a railroad from Egypt to Tripoli which may be extended on around the Gulf of Gabes and thus connect with the railway system of Tunisia.

Another scheme is to build a line through the Atlas mountains of Morocco to Tangier, the two projects completing a great trunk line from the Nile to the Atlantic. The Morocco scheme cannot be attempted in the present condition of that country, and it is doubtful whether the travel and freight of the region between Tripoli and the Nile would ever make that part of the road pay. The length of this trunk line, all told, would be about as long as from New York to Salt Lake City, and fully two-thirds of it remains to be built. Here in Algeria and Tunisia there are roads running east and west about as far as from New York to Chicago, and in Egypt the khedive has already built something like sixty or seventy miles from the Nile westward.

On the Libyan Deserts.

A part of this route goes along the Mediterranean through the Libyan desert. The khedive has traveled on horseback over this section and was surprised to find that the country has a rich soil and that it once supported a large population. Everywhere he went he saw the remains of the Romans. There were ruined towns and villages and enough stones in them to build a hundred new settlements. Here and there he crossed rich oases, and he has advanced the opinion that his road will pay. The part already built is now doing so, and he has widened the gauge to accommodate the traffic. If it should ever be completed to Tunisia, and the Morocco extension made, it would bring Africa within four hours of Europe by way of the Strait of Gibraltar, and there will be a probable connection with Asia by a road which might be built from Cairo to connect with the lines now going south through Damascus and Jerusalem.

Morocco's Railway Possibilities.

As to Morocco, that country will eventually form a live field for railroad engineers. It is now in such an unsettled state that the powers will have to take hold of it within a short time. Both life and property are unsafe, and it is impossible for foreigners to travel through it.

Morocco is one of the richest countries of Africa, and one of the worst governed and most backward. It has ten or more million population, and it is said to be far richer than either Algeria or Tunisia. Excepting the French regions of the Desert of Sahara, Morocco is almost as large as those two countries put together, and it has no roads nor any highways of communication except bridle paths. It has some large cities, such as Fez, Marakech and Mekinez, and eight or more coastal ports. The country is such that railroads could be easily built through it, and I am told that the natural resources would eventually make the roads pay.

One of the first lines to be constructed in Morocco will be from Tangier, the port opposite Gibraltar, to Fez, the capital. The distance is one hundred and seventy-five miles, and at present all the freight between the two cities is carried on camels, donkeys and mules. Travelers usually go upon horses, and they must always be accompanied by soldiers or pay a tribute to the tribes along the way.

Another scheme is to extend the Western Algerian road, which now goes to Tlemcen, on to Fez. This would connect the chief capital of the sultan with the French colonial railway system and give Morocco access to almost three thousand miles of railroad communication.

Still another road proposed is that from Mogador to Marakech and Fez. This would furnish Fez with a short route to the Atlantic ocean. This was the line favored by Si Mehdi el Menebbi, the ex-war minister of the sultan. Both the French and the Germans are now after railway concessions in Morocco.

Railroads Across the Sahara.

More interesting than any of these schemes are those which are planned to connect the rich regions of the Atlas mountains with the Soudan, that great fertile, healthy belt of North Central Africa. The Soudan runs clear across the continent from the Nile to the Atlantic, and it is wonderfully rich in resources and people. The barrier between the two regions is the great Desert of Sahara, which is as long as the Mediterranean and as wide as from the Atlantic ocean to the Rockies. It is in this desert that I am now writing. I have ridden for many miles over its rocky wastes of stone and sand, and have climbed the mountains and plateaus which are found here and there in many parts of it.

The Sahara itself is neither level nor low. It has vast plains where the sand stretches out on every side to the horizon, but there are many places where the country is rolling. There are gorges along the beds of dry rivers, there are mighty bluffs of stone and no end of hills and mountains. I am in sight of the chief range of the Atlas at Biskra, and its hills are dryer than the Sahara itself. I rode for several hundred miles along the range which separates Algeria and Morocco. The sands of the desert go to the foothills and pile up there in great masses, while the slopes above are absolutely bare of vegetation and altogether arid.

The average level of the Sahara throughout is as high as that of the Blue Ridge mountains in Virginia. There are but few places where it drops to 500 feet above the sea, and only one or two in which it falls below sea level. Lake Chad itself is several hundred feet above the ocean.

In the lower part of the central Sahara, on the upper edge of which I am now writing, there is a plateau extending from northwest to southeast, which is on the average more than 2,000 feet high, and upon it there is a mountain range which rises in places to almost 10,000 feet. The mountains are so high that they are crowned with snow in the winter.

In the western Sahara the country is almost equally rough, and there is much rolling land in the Desert of Libya, at the east.

A Poor Place for a Railway.

In addition to its rolling character, the desert offers many obstacles to railroad building. One is the long stretches over which the track must go without water, and another is the enormous cost of hauling the fuel. At Colomb Bechar, the terminus of the road which the French are building southward toward Timbuktu, coal is now worth $20 a ton; and, unless mines can be found along the line of the route, a cheaper fuel must be obtained or the extension abandoned. The stations at present are chiefly at the oases; but even there the pipes which supply the water tanks are wrapped with straw to retard evaporation and every means is used to increase the water supply.

The Sahara itself can furnish but little support for a railroad. It is peppered with oases, but the fertile spots are far apart, and it is only in such regions as the Fezzan, Twat and Tafilet, where there are a large number of oases together, that there will be many passengers or much freight. The Sahara has, all told, about 80,000 square miles of oases, but these are scattered over a region larger than Europe and many of them are inaccessible except to camels.

The freight of the desert is chiefly made up of dates, grain and alfa grass. Some tobacco and cotton are raised in the southern Sahara, but not enough to form a freight item; and the salt mines, which now supply a part of the caravan loads, would not make a great traffic.

The Soudan.

The Soudan, at the south of the Sahara, is far different. It has an enormous population of native blacks. No one knows how many there are, but the probability is that they number between fifty and one hundred million souls. There are something like twenty-five millions in Nigeria alone, and the French and German provinces contain many millions more. There are big towns there, such as Kuka and Kano, which are now caravan centers, and others, such as Timbuktu, which were cities once, and which would be great again if a railroad could be built to them.

At present the caravan trade is falling off. The trains of one thousand or more camels, guarded by soldiers, which used to start across the Sahara with perhaps a half million dollars' worth of goods, consisting of ivory, gold dust and slaves, have dwindled to trains containing one hundred camels or less, and the caravan trade diminishes every year. It still carries some European merchandise across from Tripoli, Tunisia and Algeria to the Soudan, but most of the goods for that section go to the ports of west Africa by steamer and are taken by railroad and rivers to the headwaters of the Niger.

The Route to Timbuktu.

Indeed, one can now go from the United States by steam vessels to Senegal, and thence by trains and steamer to Timbuktu. That city is not far from the Niger, and is the terminus of the caravan routes from Tripoli, Morocco and Algeria. It lies a thousand miles almost directly south of Colomb Bechar, the end of the Western Algeria road into the Sahara, and the French have surveyed a route to it. If this is completed it will give the vast Niger system direct railroad connection with the Mediterranean.

The Niger is navigable during a large part of its course. It is as long as the Mississippi proper, and its basin is one-third the size of the whole United States. The French are building several other roads, in addition to the one which connects Senegal with Timbuktu, to reach that river. One of these is through French Guinea, another goes through Dahomey, and a third goes inland from the Ivory coast. Altogether they will unite the Atlantic with the Niger, and if the Colomb Bechar desert road is extended Timbuktu may become the Chicago of the Soudan.

Roads to Kuka and Kano.

Another railroad center will be at Kuka. That city lies on Lake Chad, perhaps a thousand miles farther eastward. Surveys have been made to extend the Biskra road to that point, but so far less than two hundred miles have been built, and almost two thousand remain to be constructed. This road would go through a number of oases, and would largely follow the lines of the present caravan routes.

Another Trans Sahara road is planned to start at Blidah, in Algeria, and terminate at one of the bends of the Niger in Bornu or Hausaland. The distance in this case would be less than seventeen hundred miles, and the road would parallel the Biskra line until it reached the center of the desert.

I do not mean to say that any of these roads will soon be completed. They are all dependent on water, cheap fuel and other conditions. The Biskra and the Colomb Bechar roads have already been built far down into the sands, but their extensions are as yet uncertain. The French surveyors have gone carefully over the two routes, and they have furnished not only surveys, but working plans and the probable cost of operation.

It is estimated that it will require about $20,000 per kilometer, or six-tenths of a mile, to construct any of these roads through the desert, and that the earnings will be about $2,000 per kilometer. The running expenses of one train a day would be a little over a thousand dollars per kilometer, and on these estimates the roads might pay. The cost of the fuel, however, is such that the running expenses are probably greatly underestimated, and the same is true of the cost of building the roads. The average cost per mile of railroad construction in Europe is almost $100,000, and the average cost per mile for the rest of the world is almost $60,000. It is difficult to see how a trunk line through the Desert of Sahara could be constructed at a less cost than the average rate for the rest of the world.

FRANK G. CARPENTER.

THE PUBLIC LIBRARY

TRAVEL LISTS — NEW BOOKS.

The Public Library offers herewith a list of books of travel and description of the northeastern part of this country, with glimpses of Canada:

Northeastern United States.

Bacon, E. M. Historic Pilgrimages in New England. 1898. G84-B13.
Bacon, E. M. Hudson River From Ocean to Source. 1902. G852-B136.
Bacon, Mrs. M. S. H. Old New England Churches and Their Children. 1906. F844-B136o.
Crawford, M. C. Romance of Old New England Churches. 1903. FF84-C858.
Description and Historical Guide to the Valley of Lake Champlain and the Adirondacks. 1871. G851-D432.
Drake, S. A. Heart of the White Mountains. 1882. G842-D785.
Drake, S. A. Nooks and Corners of the New England Coast. 1903. G84-D787n.
Eastman, M. E., comp. East of the White Hills. 1900. G842-Ea76S.
Ingersoll, Ernest. Guide to Hudson River and Catskill Mountains. 1900. G852-In43.
James, Henry, jr. America Scene. 1907. G83-J287am.
Lowell, J. R. Moosehead Journal (in his Works, v. 9). Y-L95.
Powell, L. P., ed. Historic Towns of New England. 1899. G84-P87.
Thoreau, H. D. Maine Woods. 1893. G841-T393m.
Ward, J. H. White Mountains. 1890. G842-W212.
Wilson, R. R. New England in Letters. 1904. G84-W696n.

Canada.

Browne, G. W. St. Lawrence River—Historical, Legendary, Picturesque. 1905. G828-B816.
Canadian Pacific Railway Company. Quebec. 1904. G82Q-C162p.
Duncan, Norman. Dr. Grenfell's Parish: The Deep-sea Fisherman. 1905. DS818-D912.
Grant, J. A. Through Evangeline's Country. 1894. G829-G768t.
Parker, Gilbert, and Bryan, C. G. Old Quebec. 1903. FS27-P227.
Roberts, C. G. D. Land of Evangeline and the Gateways Thither. G829-R547l.

The following is a selection from the books recently added to the library:

Religion.

Allen, A. V. G. Freedom in the Church. CJEN-A536f.
Benson, R. H. Papers of a Pariah. CICA-B447p.
Campbell, R. J. New Theology. CE-C152n.
Cust, R. N. Gospel Message. DS-C96Sg.

Africa: Description.

Johnston, James. Reality Versus Romance in South Central Africa. G74-J644r.
Johnston, Sir H. H. River Congo. G754-J644r.
Skinner, R. P. Abyssinia of Today. G726-Sk366ab.

Cement and Concrete.

Brayton, L. F. Pocket Companion for the Uniform Design of Reinforced Concrete. SC-B738b.
Brown, C. C. A Handbook for Cement Users. SC-B816b.
Eckel, E. C. Cements, Limes and Plasters. SC-Ec53ce.
The Engineering Record. The Cement Industry. SC-En346c.
Falk, M. S. Cements, Mortars and Concretes. SC-F185c.
Hawkesworth, John. Graphical Handbook for Reinforced Concrete Design. SC-H315g.
Meade, R. K. Portland Cement. SC-M462p.
Reid, H. A. Concrete and Reinforced Concrete Construction. SC-R273c.
Rice, I. H. Concrete-block Manufacture; Processes and Machines. SC-R362c.
Sabin, L. C. Cement and Concrete. SC-Sa124c.
Warren, F. D. A Handbook on Reinforced Concrete, for Architects, Engineers and Contractors. SC-W253h.

Music.

Classics for 'Cello, With Piano Accompaniment. VZUO-C567.
Classics for Violin, With Piano Accompaniment. VZU-C567.
Dance Waltzes for the Piano. VYD-D192.
Gilman, Lawrence. Music of Tomorrow, and Other Studies. VV-G422m.
London Musicians' Company. English Music (1604 to 1904). VV1-L843e.
Marches and Two-steps for the Piano. VYD-M334.
Noll, W. Peggy's Dream. VZVB-N722p.
San Carolo, Irene, and Danial, Patrick. Common-sense of Voice Development. VXV-Sa5223c.
Twenty-four Guitar Solos. VZG-T916.

Foreign Literature.

Bourget, Paul. Voyageuses. Y39P-B66v.
Caballero, Fernan, pseud. Familia de Alvareda. Y40F-C112fa.
Courtship of Ferb; Irish Saga Library. Y42-C837.El.
Euripides. The Medea and Hippolytus, ed. by Sydney Waterlow. Y32-E8M.Kw.
Lysias. Selected Speeches, ed. by C. D. Adams. Y32-L9o.Ead.
Plato. The Euthyphro, Apology and Crito, ed. by F. M. Stawell. Y32-P5Es.

Lives of Artists.

D'Anvers, N. pseud. Thomas Gainsborough; his life and works (reference). W10-G125d.
Eckert, C. L. M. Peter Cornelius. W10-C8145e.
Gensel, Walther. Corot und Troyon. W10-C814g.
Grimm, Herman. Leben Michelangelo's. W10-M58g.
Gronau, George. Michael Angelo. W10-M55gro.
Molloy, J. F. Sir Joshua and his circle. W10-R334m.
Ostini, Fritz, baron von. Wilhelm von Kaulbach. W10-K166o.
Rea, Hope. Peter Paul Rubens. W10-R823re.
Singer, H. W. ed. Rembrandt. W10-R283si.
Weigmann, Otto, ed. Schwind. W10-Sch964w.

Drama.

Bangs, J. K. A Proposal Under Difficulties. YD-B224p.
Fisk, M. I. Monologues. YD-F543m.
Fry, H. B. Little Italy. YD-F946l.
Gettemy, Mrs. M. E. Outline Studies in the Shakespearean Drama. YD-S71ge.
Howells, W. D. The Garroters; a Farce. YD-H833g.
Howells, W. D. Unexpected Guests; a Farce. YD-H833u.

Juvenile.

Baldwin, James. Fairy Reader. jXZ-B198f.
Grover, E. O. The Overall Boys; a First Reader. jXZ-G915ov.
Lord, A. M. The Touch of Nature. jYL-L887t.
Springer, J. F., and Mosher, E. R. In Story-Book Land. jYP-Sp864il.
Wagganan, Mrs. M. T., Nan Nobody.

Greece is said to be the poorest country of Europe. Her total wealth amounts to $1,000,000,000, or about half that of Switzerland.

THE LONG LABRADOR TRAIL. By Dillon Wallace, author of "The Lure of the Labrador Wild," etc. Illustrated. New York: The Outing Publishing Company.

Those who remember the pathetic history of the unfortunate expedition of Hubbard and Dillon Wallace into the Labrador wilderness, which resulted in the death of Hubbard, will take keen interest in this volume. Mr. Wallace has gone back over the old trail, and beyond, reaching the destination which he and Hubbard missed on the first journey. It is a stirring recital of adventure and hardship in an unexplored country. The explorer penetrated by canoe and on foot to the shores of Hudsons bay, returning in the winter by dog sledge over the snow to the coast.

The book imparts the spirit of the wilderness, with its savage joys and its irresistible lure. Hear this description of an evening after a long day of toil over the portage. They have killed a couple of wild geese, which, with hot dough bread and black coffee, furnished the supper. Then, lighting their pipes, they "lay at full length on the deep white moss, peacefully puffing smoke at the stars as they blinked sleepily one by one out of the blue of the great arch above us, until the whole firmament was glittering with a mass of sparkling heaven gems. The soft perfume of the forest pervaded the atmosphere; the aurora borealis appeared in the northern sky, and its waves of changing light swept the heavens; the vast silence of the wilderness possessed the world, and, wrapped in his own thoughts, no man spoke to break the spell."

THE CASE OF DOCTOR HORACE. By John H. Prentis. New York: The Baker & Taylor Company. Washington: Ballantyne.

"A study of the importance of conscience in the detection of crime" is the author's own announcement of his purpose in "The Case of Dr. Horace." The result is an extremely ingenious and clever story. Two friends differ as to the part played by the criminal's own guilty fears in the self-betrayal which results in his detection. One, Edwin Wallace, holds that they are the chief factor; the other, "Doctor Horace," believes that it is the efficiency of the law itself that decrees that the guilty man shall not escape. To settle the question they arrange a sham crime, in which a cadaver curiously like the doctor in general physical characteristics, is made to personate Dr. Horace himself. A train of circumstantial evidence connecting Wallace with the supposed murder is prepared, and both men depart, to spend as they see fit the two weeks which are to intervene before the maturity of the wager. Wallace believes that he has omitted no detail to insure his complete obscurity during the period. But the misplacement of the money he had portioned to himself for his expenses, together with the presence on the detective force of an embryo genius of a detective with his spurs to win, complicate matters seriously.

JOHN GLYNN; A Novel of Social Work. By Arthur Paterson, author of "A Son of the Plains." New York: Henry Holt & Co. Washington: Ballantyne.

That service in a "Society for the Improvement of the Condition of the Poor" can furnish as exciting and lurid opportunities for single-handed and tandem deeds of startling and muscular heroism it has been the good fortune of Mr. Arthur Paterson to prove. John Glynn, "Granite Glynn" of American frontier fame, journeys back to his native England for the purpose of aiding the friend of his heart to win the lady of his love. In the pursuit of this purpose Glynn volunteers as assistant to the charming secretary for Relton of the before-mentioned society. Miss Evelyn Grey's plans for the regeneration of her district are thwarted by the presence in the "Nile," a congested district largely inhabited by criminals, of the "Gov'nor," Percival Nyne, a powerful "boss" of remarkably vicious personality. The succession of duels in which Glynn and Nyne are pitted against each other furnish exciting scenes. Incidentally the portrait of this teeming district of the London poor is vividly painted, in somewhat flaunting and violent colors, but with undoubted effectiveness. The personalities which at intervals detach themselves from the somber background to ally themselves with the powers for good and against Nyne are graphically defined. Symes, Joe and Amy, Malony stand out as admirable types of slum population. Mr. Paterson has written a dramatic and stirring novel, although, by reason of somewhat faulty construction, the earlier episodes are not sufficiently subordinated in intensity to prevent a failure in climax.

THE ITALIAN LAKES. By W. D. McCrackan, author of "The Fair Land Tyrol." Illustrated. Boston: L. C. Page & Co. Washington: Woodward & Lothrop.

An ideal field for a travel story is furnished by the marvelous group of lakes that is one of the glories of Italy. Mr. McCrackan is a trained as well as a sympathetic observer, and has an easy and sympathetic style. He has the capacity for enjoyment and the faculty of communicating his enjoyment to others. In addition to the graphic pictures which he gives of the "lakes of azure," he relates the incidents of the journey and manages to give somewhat of the varying atmospheres through which he passes. The famous personages, the bits of art or of sculpture associated with the towns clustering along the shores, the craft upon the waters and the glimpses of Italian life seen from the diligence in passing, the haunted beauty of Italian gardens—all these things Mr. McCrackan has perpetuated for his readers.

THE BIRTH OF THE NATION; Jamestown, 1607. By Mrs. Roger A. Pryor, author of "The Mother of Washington and Her Times." Illustrations by William De Leftwich Dodge. New York: The Macmillan Company. Washington: Woodward & Lothrop.

The timeliness of Mrs. Pryor's history of the first colony in North America is evident to him who reads only the title. But the least claim to interest made by her book is the fact that it celebrates the founding of the Jamestown colony. For she has given, in entertaining and charming fashion, not only a careful history of the events of the colony, but a comprehensive view of contemporary conditions in England which go far to explain many of the hardships under which the colonists suffered. The story of Capt. John Smith receives attention, and the truth of the narrative is culled from the many apocryphal accounts which have gathered around it.

SHORT CRUISES. By W. W. Jacobs, author of "Captains All," etc. New York: Charles Scribner's Sons. Washington: Woodward & Lothrop.

Another collection of delightful short stories by this clever delineator of phases of English character. Mr. Jacobs' work is well known through his contributions to current magazines and the publication of several volumes, all upon the same theme. His subjects are taken from the classes that Dickens drew upon, and Mr. Jacobs treats them in a vein of charming humor.

THE WHIRLPOOL OF EUROPE; Austria-Hungary and the Hapsburgs. By Archibald R. Colquhoun, author of "China in the Transformation," etc.; and Ethel Colquhoun, author of "Two on Their Travels." With maps, diagrams and illustrations. New York: Dodd, Mead & Co. Washington: Brentano's.

The reader who without time for deep political and historical research yet desires an insight into the events that have made central and southern Europe an interesting subject, will find this book invaluable. The authors have presented the history of that region of Europe with a wealth of detail so profuse as almost to become wearisome. The paramount importance of the Austro-Hungarian question in European politics and the crisis which seems to be impending in the affairs of the dual monarchy are enough in themselves to attract attention, but apart from them this whirlpool of Europe is a region full of interest, packed with historical associations of the most entertaining character, and at the same time pulsing with modern life and the problems of social and political development.

SIR ELYOT OF THE WOODS. By Emma Brooke, author of "The Engrafted Rose." New York: Duffield & Co.

That a man may be led by delight in sensuous beauty to ascribe to the woman he admires the beauty of nature which is not present is an everyday occurrence. In the case of "Sir Elyot of the Woods" the tragedy of his mistake is bound up with the fate of an immemorially old forest. The treason which betrays the real sordidness of nature of Isobel Elverton is a treason to these old, dearly loved trees. Miss Brooke's book is full of woodcraft and the love of elemental nature which is so strong a feature of the English character. The story is interesting and well written.

ROB OF THE BOWL; A Legend of St. Inigoes; A Story of the Early Days of Maryland. By John P. Kennedy, author of "Horseshoe Robinson." Illustrated. New York: A. L. Burt Company. Washington: Woodward & Lothrop.

It was while he was a member of Congress from Maryland that Mr. Kennedy wrote this story regarding the early history of his native state, and while some critics are inclined to consider "Horseshoe Robinson" as the best of his works, it is certain that "Rob of the Bowl" stands at the head of the list as a literary production and an authentic exposition of the manners and customs during Lord Baltimore's rule. The greater portion of the action takes place in St. Mary's—the original capital of the state.

As a series of pictures of early colonial life in Maryland "Rob of the Bowl" has no equal, and the book, having been written by one who had exceptional facilities for gathering material concerning the individual members of the settlements in and about St. Mary's, is a most valuable addition to the history of the state.

The story is full of action, with a charming love story, and a plot that never loosens the grip of its interest.

THE WINDFALL. By Charles Egbert Craddock, author of "The Bushwhackers." New York: Duffield & Co.

Charles Egbert Craddock has written another story of the Tennessee mountains, that region which she has made peculiarly her own. In "The Windfall" she has given a study of a personality of peculiar beauty. That it is embodied in the person of the part proprietor and manager of a traveling show only adds to the interest; the author has infallibly expressed Hilary Lloyd's essential dignity and worth even by means of his conduct of the poor business he calls his own. His fortunes are so entangled with those of chance acquaintances he makes in the mountains that tragedy is narrowly averted. Everybody who reads the story will be personally gratified when "the windfall" finally drops out of a vacant sky, and will find much of the young hero's enigmatic quality explained by the circumstances it reveals.

THE ELLWOODS. By Charles Stuart Welles, M.D. New York: Morgan M. Renner.

Dr. Charles Stuart Welles' book, "The Ellwoods," forms the vehicle for an expression of the author's views on modern social reform. Considered as a novel, it is of the crudest description; the author evidently intended to furnish merely enough romance to insure that his tract should be read. The story concerns the fortunes of a happily constituted and right-minded English family who hold the view that modern social evils are to be remedied by a reformation in marriage laws. The romance—likewise the discussion of theories—ranges over America, England and India, and includes many distinctive features of English social life. Dr. Welles' theories are sincerely and logically stated, and should command the attention of the thinking world.

WORRY, THE DISEASE OF THE AGE. By C. W. Salleeby, M.D., F.R.S. (Edin.), author of "The Cycle of Life."

Sound wisdom and scientific thought distinguish this keen and sympathetic treatise. The action of worry upon vitality and power to resist disease; upon digestion and sleep, and upon mental and physical skill at special occupations is shown with lucidity and force. Dr. Saleeby is so far from being a faddist that he pleads for a happy ignorance of physiology in some cases, where knowledge is a source of worry.

He shows also the physical and mental causes and cures of worry, and its relation to the drug and drink habits, to religion, to the bringing up of children and to success in life.

BOOKS RECEIVED.

THE CENSORSHIP OF THE CHURCH OF ROME; And Its Influence Upon the Production and Distribution of Literature. A Study of the History of the Prohibitory and Expurgatory Indexes, Together With Some Consideration of the Effects of Protestant Censorship and of Censorship by the State. By George Haven Putnam, Litt. D., author of "Books and Their Makers in the Middle Ages," etc. In two volumes; Volume II. New York: G. P. Putnam's Sons. Washington: Woodward & Lothrop.

STATISTICAL ABSTRACT OF THE UNITED STATES, 1906. Twenty-ninth Number. Prepared by the Bureau of Statistics, Under the Direction of the Secretary of Commerce and Labor. Washington: Government Printing Office.

JENIFER. By Lucy Meacham Thurston, author of "A Girl of Virginia," etc. With a frontispiece by F. W. Kennedy. Boston: Little, Brown & Co.

THE REFORM MOVEMENT IN JUDAISM. By David Philipson, D.D., author of "The Jew in English Fiction," etc. New York: The Macmillan Company. Washington: Brentano's.

THE COMPLETE DRESSMAKER; With Simple Directions for Home Millinery. Edited by Clara E. Laughlin. New York: D. Appleton & Co.

PRACTICAL EUROPEAN GUIDE; Preparation, Cost, Routes, Sightseeing. By M. D. Frazar, for eighteen years in the tourist business. Boston: Herbert B. Turner & Co.

BALM IN GILEAD. By Florence Morse Kingsley, author of "The Transfiguration of Miss Philura," etc. New York: Funk & Wagnalls Company.

A PRIMER OF SCAT; The Coming Favorite Among Card Games. By A. Elizabeth Wagersmith. Philadelphia: J. B. Lippincott Company.

THE BELLE OF THE BLUEGRASS COUNTRY; Studies in Black and White. By H. D. Pittman. Boston: The C. M. Clark Publishing Company.

JEAN D'ARC. By Percy Mackaye, author of "The Canterbury Pilgrims," etc. New York: The Macmillan Company. Washington: Woodward & Lothrop.

THE EGO AND HIS OWN. By Max Stirner. Translated from the German by Steven T. Byington, with an introduction by J. L. Walker. New York: Benj. R. Tucker.