

BOOKS ON HISTORY, POLITICS, EDUCATION

Pilgrims' Old England and New

TOWNS OF NEW ENGLAND AND OLD ENGLAND, IRELAND AND SCOTLAND. Connecting links between cities and towns of New England and those of the same name in England, Ireland and Scotland, containing narratives, descriptions and many views, some done from old prints; also much matter pertaining to the founders and settlers of New England, and to their memorials on both sides of the Atlantic. In two parts. Written by Allan Forbes and printed to commemorate the tercentenary of the landing of the Pilgrims. G. P. Putnam's Sons.

THESE two handsome octavo volumes are filled with well selected matter, closely packed, pertaining to the names and history of the towns in the New England States which reproduced, often exactly, the names of towns in the old country whence the Pilgrims came, and the names of the settlers. In his foreword Mr. Forbes remarks:

"It is our belief that there are many people who do not know who were the early settlers of the cities or towns or of other places in the New England States. We think, too, that there are many who do not know how or why these New England communities have been given their present names, and we also believe few people realize the close relationship and the many links between many of our New England cities and towns and the mother cities and towns of the old country. We have attempted in this book to describe most of the messages, gifts and official or unofficial visits between the places of the same name in the New England States and in the British Isles, and we believe most of this material has never before been collected—in fact, much of this information has never appeared in print. Much assistance has been furnished by mayors of

cities, town clerks, selectmen and officers of libraries and historical societies, who have frequently forwarded valuable original documents for use in the book.

"We have felt that New Englanders would like to know more of these English, Scotch and Irish places from which most of our settlers came. We



From "History of Antiquities of New England, New York and New Jersey"

Rev. Thomas Hooker and his congregation on their long journey from Newtowne (now Cambridge) to found Hartford, Connecticut.

furthermore believe that this history will result in further interchanges of friendship, gifts and correspondence, either official or unofficial, between cities and towns in America and places in Great Britain. We have not been able to include all the cities and towns in New England in this book, and

therefore reserve half our material for a second number. . . . It has been necessary to leave out here all the cities and towns in New England named for distinguished persons in the British Isles. . . . We think the reader will be surprised to find that England has erected almost as many memorials to the early explorers, settlers and Pilgrims of New England as we have done ourselves.

Nearly forty towns are covered by pictures and text in the first of these

ancient controversy over the spelling is expounded in the text.

The impulse to bring out these artistic and informing volumes is not easily praised too highly; their value as repositories of information not readily obtained in such convenient compression is evident; they should be in every library in the United States, for the influence they radiate is of the most wholesome "Americanism"; it is from such sources that our newer citizens—as well as the younger

Flirting the Duster Again

THE GLASS OF FASHION. By a Gentleman With a Duster. G. P. Putnam's Sons.

THIS new book by the writer of its predecessor, which had a certain success of curiosity, will surely disappoint the admirers of "A Gentleman With a Duster," as the anonymous author modestly prefers to be known. All the world, and especially all Americans, are curious about what goes on among the frequenters of that old-fashioned Downing street house which is the London home of the Premier of Great Britain. People who are not malicious by nature nor overfond of gossip in the abstract (if gossip ever can be abstract) read the former book eagerly in the hope that characteristics of well known persons would constitute at least one dish of the pabulum, however it might be seasoned by spite. Such readers of "The Mirrors of Downing Street" did, in part, find their reward.

In the new book not persons so much as Fashion, or really to-day's Civilization, is the object attacked. The author does, indeed, try to portray these abstract things by finding their liveliest exposition in two human beings, namely Mrs. Asquith and Colonel Repington. Unhappily for the effort to repeat himself smartly, these characters are not well selected, since both have been the target of criticism very like his own from many sources. Col. Repington's diary and other utterances before, during and after the war brought him under a wave of

contempt because of his monstrous cynicism. He is as bad a representative of the Englishman as bitter-tongued Margot is of that gentleman's sister.

Following a plea by the author for an American audience chapters which are no better than a *rechauffe* of what has been written about these notoriety make the first half of this book. Then comes a chapter devoted to "The Other Side," wherein *Mon-sieur Anonyme* describes rather eloquently and, by comparison with what he said before, very pleasantly the work done during the war by English titled women. To the crippled Mrs. Henry Edwardes he pays a high tribute for her acknowledged wisdom and devotion.

Then we read a chapter headed, "Bad Manners," the root of which he discovers is selfishness. It is an astounding discovery. We are in a Drift Age is another of his discoveries; our matrons and young girls have but one aim in life and this aim is to have a good time. The representative feminine creature is "The Woman Who Knocks About."

"Love is a joke, one of the amusements, to be treated as our fathers treated flirtation."

"We are going wrong. Who are our leaders? Not Parliament, not the Church, not the Press, but Fashion." From the first word of the introduction, where the author kills a dead thing—Darwinism—over again, to a diatribe at the close, which attacks every modern tendency, including feminism, the book is a tract, produced without animation.

"A Masterpiece of Modern Fiction."—Boston Transcript.

If Winter Comes

The new novel by A. S. M. HUTCHINSON author of "The Happy Warrior"

"If Winter Comes" is not only a thrilling tale, it is an important work of art. It has a real and skilfully constructed plot; the hero is unforgettable, and even the minor characters are impressively human; it abounds in humor and wit, the laughter of fun and the laughter of the mind. "I do not know when I have had more continuous enjoyment in reading a new book. "If Winter Comes" is one of the best books of our time. Its author is a creative artist and a spiritual force." —WILLIAM LYON PHELPS in "The New York Times"

\$2.00 wherever books are sold. LITTLE, BROWN & COMPANY Publishers, Boston

IT'S OFF!

Riding on a bubbling ripple of delighted laughter this book has started on its way among the people of America. If you've forgotten how to smile try the first few pages. You'll go right through to the end and your first flickering smile will gradually widen until it reaches clear from ear to ear. The book?

MY THREE HUSBANDS On Sale at All Bookstores \$2.00. BRENTANO'S

HERBERT ADAMS GIBBONS writes to WILL IRWIN, Author of "The Next War"

Dear Bill: "If the people really knew what your book tells—facts and not theories—no statesman would be able to double cross the world at Washington on November 11." \$1.50 at any bookshop or from E. P. Dutton & Co., 681 5th Av., N. Y.

Everybody Likes

QUIN

By ALICE HEGAN RICE Author of "Mrs. Wiggs of the Cabbage Patch," etc.

A LREADY a success. Printed twice before publication. Booksellers are doubling and trebling their orders. A full-sized novel of great whimsical charm in which the author's humor plays over a love story intensely human and appealing. (At all bookstores, \$2.00. Published by The Century Co., 353 Fourth Ave., New York City.)

BOOKS BOUGHT

Entire Libraries or Single Volumes. Highest prices paid. Representative will call. Cash paid and books removed promptly. WOMRATH & PECK, Inc. Formerly Henry Malkin, Inc. 48 Broadway Phone Broad 3906

Angell's "I Told You So"

THE FRUITS OF VICTORY. By Norman Angell. The Century Company.

NORMAN ANGELL has proved himself a good prophet. He is a living contradiction to Oliver Wendell Holmes's statement that most prophecies are made after the event. His book "The Fruits of Victory" is a sequel to "The Great Illusion." In the first book he committed himself to certain definite statements in black and white. He used none of the ambiguities of the Sibyls or the Delphic Oracles. His only qualification was in the use of the small word "if." He showed that of necessity certain acts would have their inevitable consequences. Just as Drummond wrote of natural law in the spiritual world, so Norman Angell is applying the general principle of cause and effect in the world of statecraft.

Cassandra must have had a hard time. When her prophecies came true she could not forbear saying, "I told you so. I told you so." At last people began to tell her that it was by coincidence that she guessed correctly or that she had not really made the statements she claimed she had. She had merely said something like it. The appendix to "The Fruits of Victory" is a defence of certain statements which were attacked in "The Great Illusion." Certain critics claimed that Norman Angell had said that for economic reasons war was impossible. He denies such a statement. He said that war was only too possible, but that it would not be profitable. "The Fruits of Victory" is devoted to the cheerful thesis that the last war

solved nothing, and that we shall soon have another war just as good. He points to the indemnity dilemma. Germany can only pay what is asked of her by growing prosperous. When she gets on her feet again she will again be a menace to world peace. The vicious circle will again be complete. Mr. Angell thinks that the policy of isolation will not be really possible because a country is economically self-sufficient. He sees no remedy in the outworn formulas of the old-fashioned statecraft. He would destroy root and branch the professional diplomacy based on national jealousies. He believes that unless civilization is to perish all people must realize that economically the world is a unit and that the starvation or degradation of a race or nation will bring trouble to the rest of the world.

Mr. Angell's style has grown rather more vivid since he wrote "The Great Illusion." We suspect him of reading George Bernard Shaw or some other recent master of the epigram. For his material he leans rather heavily on Keynes's "The Economic Consequences of the Peace," but he becomes more kinetic than Keynes and puts a sharper point on his statements. He uses vivid language which will lend itself to quotation and become more effective propaganda. He is writing now with an eye to the novelty loving American public, and he puts more pep in what he says. "It is certain," he remarks, "of course that American 'isolation' would mean that the taxation of Gopher Prairie would be settled in Tokio." JOSEPH GOULD.

Education Department Needed

AMERICAN APPRENTICESHIP AND INDUSTRIAL EDUCATION. By Paul H. Douglas. Columbia University. Longmans, Green & Co.

AT no other time in the history of man was the youth of all nations left so entirely to its own meagre resources as during the years following the industrial revolution. The unprecedented rapidity with which conditions changed—factories with the increasing specialization of labor replacing the home system of manufacture, and new machinery the old—made equally rapid adaptation absolutely necessary for survival. And rapid, trial-and-error adaptation is notoriously blind, or, at least, myopic.

The last decade or two has witnessed increasing attention to the problem of the youth and of labor in general. Government efforts reached a high point in 1917, when the Smith-Hughes act was passed providing several millions of Federal money each year for vocational education of the young.

It is in synthesizing the various investigations and experiments and giving them on the background of past systems of industrial training that Dr. Douglas's book has its greatest value. It is a "study" in the true sense of the word. The author has no axes to grind, either for capital, labor or the so-called "public."

When one calls a thing new one generally has not studied history. Industrial education is only a modern adaptation of the old system of apprenticeship. This, in Dr. Douglas's words, is "essentially a combination of education and industry. It is a process of learning by doing. . . . The apprentice differs from the ordinary child laborer in that he not only works for his master but receives instruction in his trade. Apprenticeship ceases when child labor degenerates from education to routine."

Contrary to the popular association of this system with the Middle Ages, it originated in the "very dawn of civilization. The Babylonian Code of Hammurabi (2100 B. C.) recognizes and regulates apprenticeship." Evidence of it have also been found among the Greeks and the Romans.

It was brought over to America by the English settlers. "In all the colonies, with the possible exception of the South, live learning was not the only educational feature of apprenticeship. Instruction was required in the liberal arts as well, while in New England the colonies required that the apprentices be educated in the Christian religion and sound ethics. Apprenticeship was thus not a mere means of acquiring trade efficiency, but it was a preparation for citizenship and for life."

The situation as it exists to-day is that only 46 per cent. of the children ever finish public school and only 8 per cent. high school, while "the child works largely at jobs that are enervating rather than energizing. . . . A change of jobs is rarely a change upward, merely a change to another unskilled and routine task. This constant shifting causes a considerable economic loss to the employer. . . . makes the employer refuse to admit children of this age to the skilled

trades and fastens them more securely to the "blind alley trades" as the only industrial opening for them. These changes, moreover, breed irresponsibility in the child himself. . . . This prevents him from looking at the prospects of a position before he takes it, since he feels he can always leave. . . . Similar discontent, rather than sober choice, causes him to choose new jobs."

Capital and labor are now agreed on the advantages of industrial education for the young. As to the best manner of giving such education they differ, but only slightly. Meanwhile the Federal Government has given enormous impetus to the movement by apportioning sums of money ranging from \$1,860,000 for 1917 to \$7,367,000 for 1925 and thereafter for schools for agricultural subjects, trade, home economics and industrial subjects and for teacher training. The sum allotted by the national Government must be matched by an equal sum by States or localities. In a majority of States this has already been done, while some States have more than equalled the Federal grant.

For the future the author has some thoughtful and sound suggestions to offer. A few of the more prominent ones are:

- "1. Raise the age of compulsory full time education to sixteen years.
- "2. Provide scholarships to compensate parents of poor children for loss of earning power.
- "3. Create an adequate system of vocational guidance and supervision of the young worker.
- "4. Establish compulsory continuation schools for children between 16 and 18 in all American communities.
- "5. Prohibit the entrance into certain 'blind alley' trades for children under 18.
- "6. Establish voluntary schools for those over 18 to be conducted during off hours and during periods of unemployment.
- "7. Enact and enforce legislation providing for the registration and supervision of formal apprenticeship by the States.
- "8. Have system administered from the standpoint of social as well as industrial efficiency.
- "9. Create a Federal department of education to administer the system."

If industrial education and guidance continues at its present rate of progress, the near future should see the time when every man and woman will do the work he or she likes best and is best suited for. Meanwhile, books which unveil and clarify the situation cannot but be valuable.

AARON WYN.

A fund is being raised to turn into a permanent museum the home of the poet Keats in Hempstead. American contributions are said to be more than twice those of the British.

Popular Study of Aerial Eyes

AERIAL OBSERVATIONS: THE AERIAL OBSERVER, THE BALLOON OBSERVER AND THE ARMY CORPS PILOT. By Harold E. Porter. Harper & Bros.

DESPITE public indifference to matters military, except in time of war, there is always the zealous advocate of military preparedness who insists on being the preacher in the wilderness of that public indifference. Such a preacher is Harold E. Porter, better known to fiction readers as Holworthy Hall, who has voluntarily assumed the task of trying to keep alive a legitimate and intelligent interest in aviation. This he has done, for a beginning at least, by writing a popular book to tell the American world what aerial observation is, what it does and how the aerial observer should be encouraged by the nation if we are not to be caught again in such a perilous state as we were in 1917 in regard to this particular class of military flying men.

He describes for the reader the historic development of aerial observation and tells of the training of an airplane observer; what aerial observation is in general and in such particulars as infantry contact patrol, reconnaissance, artillery reconage, photography, and ground camouflage. Then he tells of the work of the army corps pilot and the balloon observer, completing his text with a general resume of the United States air service before, during and after the war. He keeps his general conclusions for the final punch of his argument, summing up these main principles as to aviation, both military and civil. He writes:

"Aircraft, whether in the form of airplanes, seaplanes, kite balloons or rigid dirigibles, constitute the most important auxiliary offensive and defensive agency in modern warfare. Of themselves they cannot win a war; but no war can be won without them. It is impossible, however, for America to maintain in time of peace an air force as great as that which will be required in time of war—just as it is impossible to maintain a standing army large enough to satisfy the demands of another war."

"Aviation, in its entirety, must therefore be so fostered by the Government, both in its military or naval and in its commercial aspect, that in case of need the desired materiel and personnel will be forthcoming with the utmost possible speed. "Unless Government supervision of commercial development and Government control of military and naval development are centered in one department there will always be the same ruthless waste of time, energy, materiel and personnel as in the recent war; there will be duplication of endeavor in research, experiment and practice, and there will be failure of cooperation in active service. This cannot be otherwise, for the peace policies of the army and navy can never be remotely alike. Even now the two most important military air

stations are near Hampton, Va., and San Diego, Cal. So are the most important naval air stations. The duplication at these two points alone is the apotheosis of extravagance and wastage.

"Under centralized control there will for the first time be feasible an economy of production and an economy of operation, and a further economy in time of war, when in any given contingency the least expensive form of work can always be prescribed by the central authority."

"Train observers. Train pilots. Train them together, soundly, sensibly and unceasingly; train them to be equally at home in airplanes, seaplanes or balloons, in order that we may never fight on our own soil a war in which the invading enemy will know more about our country than we ourselves do."

Since this book is written for the average American, who is assumed to know little or nothing about aviation, it should be stated that these views of Mr. Porter's are those of the military flying man and not of all our army and navy officers. He should also know that the National Advisory Committee on Aeronautics, composed of the leading aviation authorities in the United States, believes that the army and navy air services should be maintained separately, as should such Government civil activities as the air mails. This commission so recommended to President Harding, and he incorporated its suggestion as recommendations to Congress in his first annual message. If the man in the street is to be the deciding factor in the nation's air policy, he should be informed on both sides of the question in justice to the best interests of the national defence, of aviation and of his own affairs. For he is the man who pays for the materiel and the personnel going to make up our national defence in the last analysis.

W. B. McCORMICK.

Most authors brag that they let their characters work out their own destinies in the book. Some books look the part.

On Sale To-day

Galsworthy's New Novel



TO LET

is a story of to-day in which the irony of social satire and the lyrical beauty of romance blend with singular power.

TO LET

is the romance of Fleur and Jon Forsythe, whose families are set against each other by a deep antipathy—almost a feud.

TO LET

combines that passionate sense of the beautiful revealed in "The Dark Flower" with the steady scrutiny of present-day life so marked in "The Man of Property."

A hard book to read because you have to stop so often to laugh Henry Kitchell WEBSTER'S Joyous Romance REAL LIFE

At All Bookstores Order Now \$2.00 Net

Charles Scribner's Sons Fifth Avenue, New York

Book Exchange

HIGHEST CASH PRICES PAID FOR complete libraries and small lots of books. Encyclopaedia Britannica, 11 edition. Book of Knowledge and sets of standard authors particularly wanted. Calls made anywhere. THOMAS & IRON, INC., 24 Barclay St., N. Y. Phone 9022 Cortlandt.