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**NEW BOOKS, ETC.**  
**RACES AND PEOPLES.** Lectures on the Science of Ethnography. By D. G. Brinton, A.M., M.D., Ph.D. Philadelphia: David McKay. 1901. 16mo. Pp. 313.

The lectures which appear in this volume were delivered at the Academy of Natural Science, Philadelphia, 1901. They have since been written out and references added to a number of works and articles which will enable the student to pursue his reading on any point on which he may be interested. The late Dr. Brinton was a man of great scholarship, and his lectures were always sure to be interesting. The present volume is calculated to give the student an excellent grasp of the subject.

**DICTIONARY OF PHILOSOPHY AND PSYCHOLOGY.** Written by Many Hands and Edited by James M. Baldwin. In Three Volumes. With Illustrations and Extensive Bibliographies. Vol. 1. London and New York: Macmillan Company. 1901. Pp. 644. Price \$5.

The work which lies before us surely fills a long-felt want. An examination of the book convinces us that for scholarly treatment and trustworthiness of definition of the various philosophical and psychological terms it could hardly be improved upon. Not the least novel feature of the book is the translation of each English term into French, German and Italian. Both publishers and editors are to be congratulated on the publication of this first volume of a work which promises to be of the utmost value to the student of philosophy.

**DAS BUCH DER EXPERIMENTE.** Von A. v. Schweiger Lerchenfeld. Vienna: A. Hartleben. 1901. 12mo. Pp. 392. Price \$1.50.

We sent for a copy of this work, hoping that it would contain some new and interesting experiments, but in this we were disappointed. We find that the bulk of the book is made up from matter taken wholesale from "Experimental Science," and a large part of what remains is from the writings of Tissandier and Arthur Good. The book appears to have been "lifted" from foreign sources, with the possible exception of a few of the last chapters. We think it would not be too great a task for the foreign publishers to ask permission before taking thirty-five illustrations and republishing them, but having done so at least proper credit could have been given. The work itself does not call for any special comment. It is superficial and, if the foreign material were removed, it would be worthless.

**ZOOLOGY: AN ELEMENTARY TEXTBOOK.** By A. E. Shipley, M.A., and E. W. MacBride, M.A., D.Sc. New York: The Macmillan Company. 1901. 8vo. Pp. 632. Price \$3.

The authors have written an elementary treatise on zoology which can readily be understood by students. The diagrams are particularly clear, and the book will certainly prove very valuable as a textbook and for those who desire a fairly scientific but not very extensive work on the subject. One sentence in the preface is particularly gratifying; it is: "It has been drawn up with an eye to no examination, and does not claim to correspond with any of the numerous syllabuses and schedules issued from time to time by the various boards of examiners scattered through the United Kingdom and North America." By North America the authors may mean Canada; we certainly do not have this bad system in the United States.

**STEEL SHIPS.** Their Construction and Maintenance. By Thomas Walton, Naval Architect. London: Charles Griffin & Co., Ltd. Philadelphia: J. B. Lippincott Company. 1901. 8vo. Pp. 290. Price \$5.50.

This work is largely the outcome of the gratifying reception accorded a smaller work ("Know Your Own Ship") by the same author. The work opens with a condensed description of the manufacture of steel and iron, and is followed by a chapter which treats of the strength and quality of ship steel and iron and describes the tests which are applied to ship steel. Then follow chapters explaining what is meant by a vessel being "classed," and by another which forms an introduction to the subject of ship construction, and explains its principal structural features, and the alternative methods employed. Then follows a chapter dealing with the various forces which are exerted on the hulls of ships tending to strain them and produce deformation. Chapter VI. describes first the fundamental types of vessels, and then proceeds to describe the construction of typical vessels, such as the "Campania" and "Great Eastern," and the "turret," "trunk" and "self-trimming" steamers. Chapter VII. deals in detail with the construction and combination of the various parts that go to make up the whole ship structure; and the last chapter deals with the causes of decay and deterioration and the best means of combating them. The work is profusely illustrated with working drawings, showing the various types of ships both in general arrangement and in detail. It also contains a large number of good half-tone engravings of the types of vessels treated of. It is a practical work, clear, concise and compendious.

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**PRACTICAL ELECTRIC RAILWAY HANDBOOK.**  
By Albert B. Herrick. New York: Street Railway Publishing Company. 1901. 16mo. Pp. 407. Price \$3.

For the size and character of the work, we have never seen a handbook that contained so large an amount of practical information as this. The data through the whole volume bears the stamp of having been compiled by practical men, for a practical purpose, a feature which will recommend it to every street railway engineer. The volume opens with several pages of general tables, and this is followed by eight sections devoted to testing; the track; the power station; the

line; the car-house; the repair shop; the equipment, and the operation. A special feature of the book, which cannot be too highly commended in an electrical handbook, is the very liberal use of clear, and amply lettered and dimensioned line-drawings and dimensions. These are chosen with discrimination and will be found invaluable, especially to that large body of practical electricians who, by availing themselves of night schools and home study, are qualifying themselves for higher and more remunerative positions in electrical engineering. Mathematics and formulae are used with discrimination, and only as much of these is used as the scope and purpose of the work demand.