

is no need of extended notice of the separate essays, which are so well known to scientists, but their publication together, assisted by the preface, tells us that as a unit they still represent Mr. Huxley's views upon evolution and that he has in later years not swerved to any great extent from the position adopted even in the first essay. This collection of essays of Darwinian hypothesis certainly forms a valuable addition to one's library on evolutionary topics. The title is unfortunate, for Professor Huxley has chosen the same title which has been earlier used by Professor Gray for a similar book, and two books with the same title are sure to produce confusion.

Guide to the Study of Common Plants. An Introduction to Botany. By VOLNEY M. SPALDING, Professor of Botany in the University of Michigan. Boston, D. C. Heath and Co., 246 p., 1884, 85 cts.

THIS little book will doubtless prove of great assistance to many teachers of botany in the elementary classes. The author has given an admirable series of exercises, developing a natural and practicable method in the elementary study of plants and plant life. The publication has been suggested by the frequent inquiries of teachers regarding the preparation in botany required for admission to the University of Michigan.

Summer Birds of Green County, Pa. By WARREN JACOBS. Waynesburg, Pa., Republican Book and Job Office.
Bird Life in Labrador. By WINFRED A. STEARNS. Amherst, Mass. \$1.

THE first of these is a brief pamphlet giving a list of the summer birds of Green County, with a note or two as to their habits.

The second is a somewhat more extended account of the birds of Labrador and takes partly the form of a

narrative of Mr. Stearns's journey in that country. It contains no descriptions of the birds but more in regard to their habits and abundance.

—S. C. Griggs and Company of Chicago have published a book by John P. Davis on "The Union Pacific Railway," which gives a history of the railway in question from its origin to the present time, with special reference to its relations with the United States Government. It tells how the idea of a trans-continental railway originated and how for many years its realization was prevented by the difficulties of the work and the influence of sectional jealousies. The successive attempts that were made to obtain a charter are recounted, with an analysis of the charter under which the road was actually built. A chapter is also devoted to the operations of the Credit Mobilier and the legislative scandal that arose in consequence. The author is inclined to excuse the operations in question on the ground that they were no worse than occurred in the building of other railroads in those days; and yet in his preface he says, speaking of the Union Pacific: "The agencies through which this particular instrument was obtained and applied to use will be found seriously out of harmony with settled political and moral principles." In conclusion, Mr. Davis considers briefly what steps the government ought to take to recover the sum due it from the railway company, which will amount at the maturity of the bonds in 1899 to \$125,000,000. He notices several plans that have been suggested, but comes to no definite conclusion as to which is the most advisable; so that on the practical aspect of the subject he does not shed much light. As a history of the railway, however, the book will doubtless be of use.

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