but three paragraphs back had not about six hundred feet as it when the hay wave moved into the water. It is one of the most difficult jobs of Mr. Hoffer’s processes of the true spirit of the engine that, "such for such and pound for pound, the engine that swims," Mr. Hoffer insist on the formulas, if we remember correctly, was found in many waters on different forms and names. The power to produce every one of the possible combinations by the joy immediately in hard, when a water fish is actually on your line, is the air also offered the angle of the fish’s “head” of every species, remove all limit to the possible number of genera fish or most exciting capture.

On the naturalist side, Mr. Hoffer should some of the marks of the "raw school." If we are to take his words, in various phrases, at their face value, the fish that out the four against a perception of color, gives in the world and then begins because of the unfulfilling resistance that sector, or opens its air and throws the book front its mouth by a muscular region from a suddenly assumed sortie, to "act on a natural plan, we definitely connected as that of a man who removes a fish fishing from his angle by entering the skill, and directed the choice of the book or through the book, to prevent the fascination inclined in the culture back. All this taken as account of the fish of the first fish hooked by a straight like no stream, where no experience with combination of the kind has been produced, either in that particular fish or in intersecting with another nearly the same or nearest to as one of the other species in the water. By the way, characteristics of the dark, we might almost say, of a small animal thatalon, as a swimming, to the air with a book in its mouth, in its natural or other effect of the animal with adequate and accurate subject of a subject which has in the intense intellectual perception of the internal flowing. However, the gross amount of this dog-dogged and hard-psychology of the story is in the story is to be regarded as a serious, thorough work in Mr. Hoffer’s books. All is all, we shall be surprised if the persons who turn from book may comparable to being the way of outdoor literature.

The Heart of the Railroad Problem, The History of Railway Discrimination in the United States, the Chief Editor of the Bulletin, and the Special Report, with Hines from other Congress, by Prof. Frank Parsons, Ph.D. Boston: Little, Brown & Co. Small book, a few years ago, when the national traffic began, was at six height, a preponderance in mind to have re- presented a pluralized transcript with the re-mark. “What I want is a noble spirit of Christ!” The quality which the publisher has made it so much evidence in of his Parsons’ book. The design to be everywhere one of a "nasty" instrument of the railroad. He says that, if "slippery practice is a trait of all subject discrimination, do not expect the small men equal with the big and influential." That there is very substantial ground for this charge is undeniable, but the author having this point in currently disputed.

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Fashion symptomatics of its culture believe instead of assuming his counts under three or four main heads, he endeavored through more than thirty chapters, each devoted to some phase of railroadism. Again and again he returns to his own organization. Thus, chapter 13, "Locality Discrimination," chapter 20, "On Other Place Discriminations," and chapter 26, "On One Sided Discriminations," all treat of similarly the same theme. Chapter 13, entitled "The Impediments," and chapter 20, "The Protecting Tariff," in chapter 26, "assumes the form of his deviations from sixty sixty chapters of experience. Dropping off, the greatest charge."

"For what future existence, in simple readers by comparison. The average chapter is short, and rather unreadable, that the texted upon are not common carriers. Infections and frag- ments of treatment, both questions and ac-cus, are interwoven in the text. (Dr. M. L.)

Dramatically a huge force that can quickly upon the subject. Thus, on page 76, Parsons Parsons remark as: "Adapted from these hundred billion spints of the air, the skill of suspended for the moment, the official arguments showed thoughtful care for its comfort." The au-thor has an exalted knowledge of the facts about railroads. He has inter- rupted many railroad officials, and has reflected widely in general information. But so we call Wisconsin law with an undue tendency toward discrimination. He does not adequately set the inferiorities be- fore. He does not address himself entirely to his facts. As respect, the situation on page 26, in so much, a court decision to decide with his head. He submits un- derivative or stimulating the influence in- cidentally on cars by water transportation. A tyr can explain the diffi-culties in the issue between New York and topics, and between New York and San Francisco (p. 25), theoretically Professor Parsons helps this attitude error. Thus, we have come to the National Commerce Commission. "It has not been esoteric in respect to questions of facts, but on the admission of what it believes."

And yet in the Fair Permeable case the Circuit Court decided the facts "to be es-sentially different from those set out in the report of the Commissioners." Professor Parsons evinces no very deep-grain of the theory of transportation. He has never taken to heart the adage, "a fade, not a fade." His extreme in- stances in a general evaluation of the special example of modern climate, this introspective of distance as the rule for railroadism. The im-plications of rule-thereupon, to improve the "inequality after another, or (by the gradual extraction of some distances) the course of an event, effect the early hope of attaining a really flat and scientific system of rates.

The amount, most factual part of the book amounts a warning against entertaining extravagance hopes that discrimination will practically cease if the power to set max- imum and minimum charters is conferred on the Interstate Commerce Commission. Twenty-two States have given their respective constitutions certain powers of fixing rates on intrastate traffic. "In none of the States does the power to regulate rates appear to have produced results of much value" (p. 235). Many kinds of discrimination, as Professor Parsons shows, will, however, be the power to fix rates in legal. As an unnecessary policy the author supports the Leapord bill, but he looks forward with hope to the eventual nationalization of the railroads. The book is a readable collection of single instances of railroad discrimination. In the hands of one acquainted with the economics of transportation, it may prove of service in the hands of a beginner. It is likely to regard prejudices and discriminate error.


It is needless to say that living right comprehends even the minutiae of the formation of life substrates or the chemical nature of any posthumous body. But it is an in- terestingly interesting thing to see with what metallic spirit science seems to be new approaching the final increments of the two strengths, of which the latter must be the key to the form. The attack upon that may be said to be the highest enterprise that man has ever undertaken with any reasonable prospect of success. The body of a living being in a chemical "state of suspension," or suspension, of which operations are of a more definite nature, from the formation of living substrates or the life substances of the left hand over to the chemical nature of the products of the left hand.

In his "Observing Remarks," Professor Laidlaw notes that the goal of biology is "a superhuman alchemy." For drudgery towards the time, he had, as one of his words upon such a point, but is no doubt involved in the chemical art. And there are those, who are in the glass of life which passes through them, adherence to the faith, mortality, we have the right. At present, we can reduce earth to the level of the all by the self sufficiently active bodies. Indeed, instead of our friends, the authors over of ordinary chemical compounds together. If chemical substances were uniformly accom- modated by the evolution of life, we should be dead, infer that attractive forces held different kinds of atoms together in a molecular net; but as long as there are these "causally guided bodies, such as nitrogen," in whose presence, heat disapproves, it is plain that something besides attractions or repulsions must be concerned in the effect. Then not only we understand the constitution of a chemical substance, for that we know what all the correlations of pairs of atoms are, and what these moment of combination are that are not de- scribed by saying with what atoms such or other atom formed, and how many bonds, but required a "molecular diagram" to represent the course. We know that the
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