

Breckinridge, Sophonisba P., and Abbott, Edith. *The Delinquent Child and the Home.* Pp. x, 355. Price \$2.00. New York: Charities Publication Committee, 1912.

This volume is a symposium on the Juvenile Court of Chicago. An able introduction by Miss Lathrop is followed by the work of the two authors. The appendices contain articles by Judge Mack and by Miss Grace Abbott, and the testimony of Judge Pickney defending the court.

"The study deals only with . . . the court in its relation to the families and homes from which the delinquent wards come" (p. 13). The court records from 1899-1909 form the basis of the study but intensive investigation of the boys before the court in 1903-4 and the inmates of the State Training School for Girls was also made. Over half of the boys had come before the court for stealing; eighty per cent of the girls because of danger to morals. Seventy per cent of the parents of these children were foreign born, and "nine-tenths of the delinquent girls and delinquent boys come from the homes of the poor" (p. 74). In more than one-third of the cases, the family was not normal. Viciousness or drunkenness of parents, overcrowded homes, the mixing of the children of various marriages, the lack of facilities for play, all these have their place as causes of delinquency. The conclusion of the authors is ". . . that the most important lesson to be learned from any study of the juvenile court in its relation to the delinquent child is that the only way of curing delinquency is to prevent it" (p. 177).

The appendices contain valuable reference material on the legal points and on the present status of the juvenile court movement.

This clear and scientific volume is a valuable contribution to the study of juvenile delinquency and is in itself a powerful defense of the juvenile court. It shows the promise of even greater usefulness in the institution, until, in the end, the court shall have destroyed the need of its own existence.

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Cecil, William G. *Changing China.* Pp. 342. Price \$2.00. New York: D. Appleton & Co., 1912.

It has frequently been recognized that the recent development of China through Western influence has resulted largely from a conjunction of seemingly incompatible agencies—the missionaries of the Gospel of Peace, who have led many Chinese to a knowledge of Western civilization, and the occidental plunderers organized in armies, who have compelled the adoption of Western methods in mere self-preservation. Thus there is, if not an alliance, at least, in some matters, a *modus vivendi*, between God and Satan.

Lord Gascoyne-Cecil describes this curious process, for the purpose of a warning as to its future course. He fears that the diabolical influence may soon prevail over the celestial. The fact that two civilizations blend, by whatever methods, is in itself, we are told, charged with grave peril. "The pleasing dream that you can arbitrarily select the good points of West and East and weave them into one is the very reverse of the truth. What naturally happens is the very



opposite. There is a tendency to preserve that which is bad and not which is good in two different systems of thought when they are united into one. The reason probably is that as the bad has its common origin in the wickedness of human nature, it belongs to both systems of thought, and therefore both the Chinaman and the Westerner meet on common ground when they meet in vice or vileness. On the other hand, the virtues of both are the result of cultivation resting on authorities which are not recognized by either" (pp. 37-8). Moral health, he continues, requires some spiritual influence—Japan, for example, has lost all real faith in the old religions and is "in a state, odious to the Western and Eastern alike, of being without moral guidance in this world" (p. 170). Already evil fiction is being translated from European languages into Chinese, and also "all the works which Western thought has produced against the Christian faith," and in favor of materialism. There is, however, an available Christian agency most potent for exercising a moral and religious influence—namely, the proposed great university, more advanced than any school now existing in China, and therefore permitting a Chinese student to remain in his own country. It should be jointly supported by different religious denominations, severally maintaining colleges for religious instruction, while the university would devote itself to secular instruction from a neutral standpoint. The whole book is in fact an argument for the "United Universities Scheme."

Even a person who gladly applauds this general purpose may dissent as to some links in the reasoning. For example, one of the most striking facts in all history is the process by which nations have borrowed from each other good rather than evil. One must be struck here, as in so many recent accounts of China, with the unfortunate practice of regarding as inherent in the character of the Chinese what has belonged to other nations generally at a similar stage of evolution. Thus Lord Cecil proves the "corruption" of Chinese life by reference to the disorderly monetary system of China, and by certain anecdotes of the cruelty of the Chinese, though that monetary chaos is not very different from that formerly existing in every European state, and an accusation of cruelty should come cautiously from the nation which burned Joan of Arc.

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Dunn, Samuel O. *The American Transportation Question.* Pp. xi, 290. Price \$1.50. New York: D. Appleton & Co., 1912.

The transportation question, according to Mr. Dunn, the editor of "The Railway Age Gazette," has three mutually related factors—rates, services and financial results; and this question is vital to both the carrier and the public. The bases of rate making are, of course, fundamental considerations. The cost of the service and the value of the service as separate bases and as merged into each other receive a fair criticism. Mr. Dunn thinks that both bases must be used, though the value of the service should be the more influential. To say that most of the injustices in railway rates and services are due to the conditions that exist in commerce, industry and transportation, rather than to the intention of the carrier, and that the carriers must be allowed to cooperate with each other in order to eliminate these injustices, is to make a correct though unpopular state-