

*Wonders and Curiosities of the Railway; or Stories of the Locomotive in Every Land.* By WILLIAM SLOANE KENNEDY. Pp. 254. Chicago: S. C. Griggs. Illustrated. Price \$1.25.

The story of the railway is one of the most curious and interesting in the history of civilization. Under the magic spell of this agency men now living have seen almost the whole face of nature changed, almost the whole economy of life revolutionized. It is only fifty years ago that Peter Cooper built the first locomotive constructed in America. Now the 20,000 locomotives of the United States do the work of 40,000,000 horses. In England 30,000 horses were killed yearly in the attempt to convey the mails at the rate of ten miles an hour. Mr. Kennedy tells the marvellous story of the railway with full mastery of the facts and full appreciation of their significance.

The prejudice against railways at the outset; the scorn, contempt and ridicule they met with are among the most amusing things in their history. At first the cars were literal coaches set on trucks. The locomotive was a nondescript engine fed with pine knots, and with water from a barrel. The evolution of the Pullman-sleeper and the sixty-ton locomotive, sixty feet long, is one of the marvels of science. Our author traces this remarkable evolution with copious illustration of the strange intermediate, experimental stages. He describes the romance of the first railway, the achievements of banding the continents, piercing the mountains, bridging the abysses, penetrating deserts—achievements tenfold greater than the building of the pyramids. The railway is revolutionizing the East as it has revolutionized the West. In India, Japan, Egypt, everywhere in the East, the snort of the iron horse is waking immemorial echoes, banishing caste, and linking the nations with bonds of brotherhood. Railway curiosities, mountain railways, electric railways, vertical railways, tramways, all receive full treatment. Electricity, it

is shown, is destined to be the great motor of the future. The most luxurious cars in the world are in Russia; the fastest running has been done on the Michigan Central in Canada. The luxuries of travel, the locomotive and its master, railway management, train despatching, postal and press system, etc., are in turn described. No mode of travel is so safe as by rail. Statistics prove that the average man is more likely to be struck with lightning or to be hanged than to be killed on the railway.

*Selections from the Poetical Works of A. C. Swinburne.* Edited by R. H. STODDARD. Red line ed., pp. xxii.-634. New York: Thos. J. Crowell & Co.

This enterprising house issues an illustrated red line series of the British poets—59 volumes—at the very low price of \$1.25 per volume, full gilt. It must count upon a very large demand to warrant such a cheap series. Swinburne, notwithstanding the objectionable character of some of his earlier poems, has achieved a reputation as one of the most brilliant, musical and masterly poets of the present time, which demands for him a place in this series. That the poems to which just exception has been taken might be eliminated, the volume has been carefully edited by the accomplished American critic and scholar, Richard H. Stoddard. He writes a frank and able introduction. Such opulence of diction, such wealth of words as Swinburne showers upon his song, he claims to be unparalleled. It is, he says, "the best, the strongest, the most poetic with which the vocabulary of any modern poet was ever enriched." Yet he severely criticizes his mannerisms and tricks of style. His range is narrow, but within it he is very strong. He is too diffuse, but many of his verbal felicities are of unsurpassed brilliance. He is saturated with the classical spirit, and his "Atalanta in Calydon" and "Erechtheus" have more than any other English poems the severe beauty and the weird spell which one feels in Euripides and Sophocles. Indeed, throughout his ballads and