

On the Second Thule Expedition, conducted by Knud Rasmussen, it fell to myself not only to map out great ice-free territories, which had hitherto been unknown, but also to demonstrate that geologically these new territories are among the most interesting in Greenland and that the so-called Caledonian Fold, which had hitherto been known to exist only in northern Europe, stretched across to the other side of the Atlantic.

Although these results are irrefutably proved by the collections which in spite of the greatest difficulties we succeeded in bringing home, I realized even while I was working in the field that great problems still remain to be solved. Another expedition was planned whose aim was to be exclusively geological and geographical research.

A headquarters with a wintering station is to be established in Robertson Bay in Inglefield Gulf. From here I am to start on the following journeys:

1. A large provision cache for future journeys is to be taken across the inland ice from Inglefield Gulf to Warmings Land, south of Sherard Osborn Fiord. (The writer's map of the regions surveyed by the Thule Expedition has been printed and will soon be published.) Its transportation will take place in the late summer, when the temperature is comparatively high and the surface snow is melted down or compressed. For this purpose Cleveland tractors will be used, as they will be able to work across the ice-free marginal zone at Inglefield Gulf.

2. The next year the same journey will be repeated in dog sledges to the cache and from there to the interior of Peary Land and to the North of Adam Bierings Land, an advanced base being established in Valmuedalen. From here various short journeys are to be taken: to Independence Fiord, where Mylius Erichsen's account of his journey is to be fetched, and northwards to Böggild's Fiord. On the way back the part of Wulff's Land and Warmings Land that I did not succeed in mapping on the Second Thule Expedition will be surveyed. The main cache will be passed on the way back in August.

3. The following spring I shall proceed from headquarters along the coast, through Robeson Channel, and further to the north of Peary Land into Independence Fiord.

From here I go on to my main cache, from which I start on the homeward journey.

My Danish companion on these travels will be Mr. C. F. Slott, an engineer who during many years and in many countries has devoted himself almost exclusively to the study of tractors and their practical working. On the sledge journeys I shall be accompanied by polar Eskimos.

The cost of the expedition is estimated at 110,000 Danish kroner, part of which has been guaranteed by the Danish Government. The remainder was raised by a committee under the chairmanship of Mr. C. F. Wandel, former Rear Admiral of the Royal Danish Navy.

The Government has also placed a ship at our disposal to take the expedition and its stores to Inglefield Gulf. This ship left Copenhagen on July 15, 1920.

LAUGE KOCH

GEOGRAPHICAL REVIEWS

ANTWERP AND ITS ECONOMIC SIGNIFICANCE FOR SWITZERLAND

V. BIERKENS. **Le Port d'Anvers: Son Avenir, Son Importance Economique pour la Suisse.** Maps, bibliogr. *Bull. Soc. Neuchâteloise de Géogr.*, Vol. 28, 1919, pp. 5-208.

This monograph was written during the first years of the war, when the author was an exile in Switzerland. He offers an apology for the restrictions imposed on him by the conditions but needs to make none; he has gleaned excellent material from different fields, has wrought it into a consistent whole, and has made a substantial contribution to the commercial geography of central Europe.

The first part of the study, making somewhat less than half, covers the port of Antwerp. The author describes the situation and equipment of the port and the projects for its improvement, with sketch maps which indicate roughly conditions as they were in 1914 and plans for the future. There follows an analysis of the trade of Antwerp compared with that of its competitors. The most important economic advantage possessed by the port lies in the relative equilibrium of its imports and exports. The figures for 1912, for Antwerp and its two most serious competitors, were as follows:

	<i>Antwerp</i>	<i>Hamburg</i>	<i>Rotterdam</i>
Imports, tons	10,080,000	16,648,000	20,850,000
Exports, tons	8,076,000	8,109,000	5,990,000

Thus the tonnage of wares offered for export at Antwerp amounts to four-fifths of the tonnage of imports, as compared with one-half or one-third at the other ports. In bulk the correspondence of imports and exports is even closer. Furthermore, the highly industrialized region of northwestern Europe provides a remarkably varied assortment of freight, of which some is suited to tramp steamers and some to regular liners. All these factors contribute to attract shipping, to lower freights, and to secure good service.

The most direct competitor of Antwerp is Rotterdam, which has enjoyed an immense increase of trade since the cutting of the Nieuwe Waterweg which has provided a deep channel from the Hook of Holland to the quays. The single factor counting most in favor of Rotterdam is, of course, the continuation inland of its waterway by the Rhine; and it is natural that Antwerp should seek to divert to its docks part of the great current of trade flowing up and down the river valley. The natural connection by the eastern Scheldt is barred by the embankment of the Dutch railroad from Flushing, and the connection now afforded by the canal Wemeldingen-Hansweert is unsatisfactory in several respects, of which the extended mileage is but one. In a chapter of thirty pages the author discusses the problem of grafting effectively the traffic of the Scheldt and the Rhine. He dismisses as impracticable the idea of a heavy duty freight railroad (*Massengüterbahn*). In view of the relatively short distance and consequent high cost per mile of transshipment, and of the impossibility of linking such a line to the existing railroad systems, he is undoubtedly right.

Of projected waterways he discusses four. For economic and political, as much as for technical, reasons he surrenders the hope of gaining for Antwerp the trade of the lower Rhine and of the Westphalian district, and he believes that the only feasible project is that of Schneiders, for a canal of three meters depth, floating boats of 2,000 tons, from Cologne by Aix-la-Chapelle, Maastricht, Hasselt, and Aerschot to the Brussels-Antwerp canal. This plan would surrender to Rotterdam all the Rhine trade up to Düsseldorf but would allow Antwerp to compete for the trade of the middle and upper Rhine and would tap the coal regions of Aix and Dutch Limburg. The economic arguments advanced in support of this plan appear to be sound. The technical difficulties, however, which would be involved in the construction and operation of a canal crossing a crest 145 meters above sea level need only be suggested. Even in 1914 the estimated cost of construction was put at 100 million francs, and the actual cost would certainly have exceeded that figure by an indefinite amount. At the present time the project must be dismissed as chimerical. The world cannot afford to invest its scanty fund of available capital for the construction of artificial waterways to compete with rivers that serve the traffic perfectly well. Antwerp would get some benefit by the canal, although the estimate of an annual traffic on it of four million tons appears extravagant. But it would certainly be impossible now to find investors or even taxpayers who would provide the money necessary for this scheme to attract trade out of its natural channel and over a hilltop.

In the second and larger part of the work the author discusses the trade of Switzerland in general and Swiss trade by way of Antwerp in particular. He distinguishes two separate zones, making up together Antwerp's commercial hinterland. The first, which he terms the Franco-Latin zone of penetration by land, comprises the North and East of France and parts of Switzerland and of Italy; this is served mainly by railroads. The second, the Germanic zone, depends on the artery of the Rhine; it reaches into Germany and Austria and touches Switzerland but finds its limits at the headwaters of navigation. Both zones are capable of extension. The opening of the tunnel of Moutier-Granges, connecting with the tunnels of the Lötschberg and the Simplon, will facilitate the penetration of southern Switzerland and upper Italy; and the author dreams of an extension of Rhine navigation to the Lake of Constance with branches linking the lakes of Zürich and Geneva.

In this, as in the first part of the work, the author shows the enthusiasm of an advocate rather than the measured deliberation of a judge. One hears him always crying, "This way to Antwerp!" His good faith is above question. He states with frankness and in full the reasons why a larger proportion of Swiss trade does not pass by the Belgian port. His analysis of the commercial relations and interests of Switzerland is excellent. His discussion of commercial policy and of transportation policy is well informed and interesting. Anyone who reads the book will profit by its compact and lively description of European trade as it was before the war. Only when the author begins to argue that European trade currents should change their course, and particularly that more Swiss trade should flow through Antwerp, will the reader be inclined to reserve judgment. The war has so far dislocated the commercial mechanism that prophecy now seems fruitless. As a record of the past, at least, the study has permanent value.

CLIVE DAY

THE ITALIANS IN SWITZERLAND

HEKTOR AMMANN. *Die Italiener in der Schweiz: Ein Beitrag zur Fremdenfrage.* 48 pp.; maps. Ernst Finckh, Basel, 1917. 8½ x 5½ inches.

The new boundaries of Europe follow rather closely the language frontiers (often wrongly called the ethnic frontier), and provision is made for a still closer approximation of new boundaries to lines of language and nationality. For example, Germany and Poland have signed a treaty which corrects the boundary between them as laid down in the treaty of Versailles, small Polish districts in Germany being traded for German districts in Poland. Again Greece and Bulgaria are permitted to exchange their respective nationals. In addition, almost all of the territorial transfers carry with them a provision that citizens of different language from the prevailing one may choose to move out of the country in which they find themselves and into the country of their own speech.

These provisions and circumstances set in relief and increase the importance of future movements of population of an opposite kind. One of the most striking cases is the strong Italian current that had set toward Italy in the years before the war and which will doubtless be resumed as soon as normal conditions are established. The author of the publication under review has made a thorough study of Italian emigration to Switzerland. He finds that the number of Italians increased between 1888 and 1910 from 41,883 to 202,809. At first they came as workmen on the railroads and tunnels. With the rise of industry in Switzerland they were drawn to the large manufacturing centers. Later still, they settled in the smaller towns, and today they are to be found practically everywhere. When they first came to the larger towns, they were engaged principally in the leading industries; they are now found also in the smaller industries. In the smallest towns one frequently comes upon the Italian cobbler or tailor. The figures representing their growth in industry are truly surprising.

The paper is accompanied by two striking maps, one showing the distribution of Italians in Switzerland in 1880 when they were found chiefly along the line of the railway through central Switzerland and about the border of Lake Geneva; the second map, for 1910, showing them scattered broadly throughout the country. They have displaced Swiss labor in the textile mills and have furnished the labor supply for the large number of hotels as well as for the roads that have been built in Switzerland in the last fifty years in connection with the development of scenic features and tourist travel. They publish newspapers and periodicals in large numbers in their own language. They have their own churches and live in separate colonies. They do not willingly obey the health regulations, reluctantly send their children to school, furnish a greater number of criminals than any other element of the population, contribute toward social unrest of almost every kind, and do not tend to mix with the German and French elements of Switzerland. In addition, they retain an attachment for the home country that is far greater than in the case of the Italian in America. Nearly all of them come from northern Italy and return there frequently. They send 20,000,000 francs back to Italy each year according to postal sta-

tistics (their total savings exceed this amount), and in 1910 they imported about 35,000,000 francs' worth of foodstuffs of Italian origin. The author fears serious political consequences and compares the situation with that in South Africa where the English stream of colonization led through complex stages to the Boer War and English domination.

These changes have taken place in just the period when Swiss emigration has been heavy and in which the birth rate of native Swiss has declined, while the birth rate among the Italians is high. Unlike the Italians Swiss citizens who have gone to other countries have given very little financial or commercial support to the home country.

CHINA: HER INTERNATIONAL RELATIONS AND A SKETCH OF HER DEVELOPMENT

H. B. MORSE. **The International Relations of the Chinese Empire. Vol. 1, The Period of Conflict, 1834-1860.** xxxix and 727 pp.; maps, diags., ills., bibliogr., index; **Vol. 2, The Period of Submission, 1861-1893.** xiv and 479 pp.; maps, diags., ills.; **Vol. 3, The Period of Subjection, 1894-1911.** xvii and 530 pp.; maps, ills., bibliogr., index. Longmans, Green & Co., London, etc., 1918. \$8.50 each. 9 x 6 inches.

K. S. LATOURETTE. **The Development of China.** xiii and 274 pp.; bibliogr., index. Houghton Mifflin Co., Boston and New York, 1917. \$1.75. 8 x 5½ inches.

Every student of Far Eastern affairs rejoices in the completion of Morse's monumental work, the first volume of which appeared in 1910. The painstaking character of that volume, whose every statement was supported by reference to original documents many of which had never before been published, gave the work at once a pre-eminent standing among the numerous books about China. The long delay in the appearance of the second and third volumes has been due in part, it is understood, to the illness of the author.

The volumes are supplied with excellent maps, and the text is profusely annotated with references to authoritative sources, among which are the unpublished letters of Sir Robert Hart who was either a counselor or participant for half a century in nearly every important transaction affecting the foreign relations of China.

The first volume covers a period extending from the appearance of the Portuguese in 1516 to the close of the second war with Great Britain in 1860. "The Period of Conflict" it is called, because with the taking of Peking in 1860 the active opposition of the imperial court to western intercourse was brought to an end. Volume 2 deals with the "Period of Submission," a period in which "the Chinese Government accepted submissively the results of the treaty settlement of 1858 and 1860" (p. v). Volume 3 covers the years between 1894 and 1911, styled the "Period of Subjection," during which China suffered from the aggression of Western powers and the Manchu dynasty declined rapidly to its fall.

The author has done well to make the war of 1894 between China and Japan the beginning of a new period, for it was that war which inaugurated the series of disasters that have led to the present deplorable state of affairs in the Far East.

The cession of southern Manchuria; the protest against it by Russia, France, and Germany followed by its retrocession; the compensation given to Russia for her good offices consisting of railway rights in Manchuria; Germany's seizure of Kiaochow Bay; Russia's lease of Port Arthur and Dalny; Great Britain's lease of Weihaiwei and enlargement of the territory of Hongkong Colony; France's lease of Kwangchow-wan; the declaration of spheres of interest and talk of partition which precipitated the "Boxer" rising; the heavy debt so demoralizing to her finances placed upon China in punishment; the Russo-Japanese war and the annexation of Korea; the capture of Kiaochow by Japan in 1914; the Twenty-one Demands and the conventions wrung from China in 1915, together with the protest against the Shantung clause of the Treaty of Versailles—are all closely connected links in a chain of events that have followed one another naturally as results of that unrighteous and unnecessary war of 1894 waged partly to silence domestic strife in Japan over desired constitutional reform and partly to gratify the ambition of the military party there for the enlargement of the empire and to win a standing among the great nations of the world.

But that war was also responsible indirectly for the birth of the reform movement in China, for the downfall of the Manchus, and for the establishment of the republic. In that respect, therefore, it may be considered a blessing in disguise.

The second book under review is intended primarily as a text for college students, but it will also serve the general reader as an introduction to more detailed studies such as that reviewed above. Professor Latourette, now of Denison University, was for some years a member of the Yale Mission at Changsha, in the province of Hunan, China, and since his return to the United States has continued his interest in China and in the general condition of affairs in the Far East, as is evidenced by this volume and its companion, "The Development of Japan" (reviewed in the August number of the *Geographical Review*).