

Lithuania, Monaco, Norway, Netherlands, Poland, Roumania, Sweden, Union of Soviet Socialist Republics, Yugoslavia.

The most comprehensive reports are those forwarded by the United States of America and the United Kingdom of Great Britain and Northern Ireland.

For particulars interested parties are referred to the official document N° C. 458.M. 240.1935.VIII (C.C.T./19th Session/P.V.) published by the League of Nations, Geneva, 20th November, 1935, which gives the results of the enquiry. (N° VIII Transit 1935, VIII. 8. of the series of the League of Nations publications).

The results of that enquiry show that the situation is approximately the same as at the time of the Lisbon 1931 Conference, that is to say, that a group of States, most of which are European, is prepared to conclude an agreement, whereas certain other States particularly those of North America, are not ready to accept standard buoyage regulations on the proposed basis. Some of the States, although favourable to the proposed draft, have nevertheless proposed certain amendments to it. 13 replies are favourable and make no reservations; 9 are favourable, but make more or less important reservations; 3 are negative; one, that of the Norwegian Government, is more or less negative, but says that if the Convention is accepted by the majority of European countries and particularly by countries that are neighbours of Norway, the Government of that country will endeavour gradually to put as many as possible of the regulations into force; 3 Governments have made no comments on the matter.

In these circumstances, at the proposal of its President, the Committee has decided to set up a committee of experts instructed to frame a new text, having regard to the various amendments and modifications proposed by the Governments. Should the Committee think fit, this text will be communicated to those Governments which have made known their readiness, in principle, to conclude an agreement on the basis of the Preparatory Committee's proposals. The Advisory and Technical Committee is of opinion that, for this purpose, a Protocol of Signature should be opened at Geneva at such time as shall be subsequently fixed.

H. B.

THE METHODS OF MODERN NAVIGATION

by

EDWARD J. WILLIS, M. E. Virginia, U. S. A.

(165 pp. - ill. - Pr. 5s. 6d. net from the Publishers : BROWN SON & FERGUSON Ltd., Glasgow, 1935).

This is an interesting book which is characterised by "the use of differential calculus in navigation" and also by the extensive use of graphs and diagrams in the solution of the problems of navigation.

A number of mechanical calculators, including the Willis Altitude-Azimuth Instrument and the Willis Navigating Machine are briefly described, as being valuable aids to navigation in saving a great deal of laborious calculation. The book ends with a short but very interesting chapter by the author entitled: *Navigation - A Guess at the Future*.

It is believed that this publication will be useful in scientific libraries and to professors of navigation, but it is doubtful whether it will be accepted by the great body of practical navigators on the surface of the sea and in the air, who are looking, naturally, for the quickest and easiest method of solving their problems and determining with accuracy their positions.

A. T. L.

HISTORY OF THE MAGNETIC COMPASS

Commander J. HENNESSY, R.D., R.N.R., of the Marine Division of the British Meteorological Committee, has published in *The Marine Observer*, Vol. XII, N° 120, London, October 1935, page 149, a very interesting article on the history of the magnetic compass. This digest is based on an important documentation on this subject particularly Captain A. Schück's work *Der Kompass*, Hamburg, 1911. To this should be