

Among the privateers in whose prizes Heard bought shares were the *Fair Lady*, *Francis*, *Fancy*, *Neptune*, *Warren*, *Fair Play*, *Dillon*, *Civil Usage*, *General Arnold*, *Bennington*, *Black Prince*, *General Starks*, *Skyrocket*, *Hector*, *Harrison*, *Pilgrim*, *Franklin*, *Grand Turk*, and *Diana*. In the course of the war, from just those agreements at hand (many others may have been lost), we find John Heard paid out upwards of £5,000. Towards the close of the war he often paid in commodities — sugar, rum, and molasses. In one instance he bought one-fourth share of the prize of the privateer *Grand Turk* for £6 *hard money*. At the same time he was often paying £300 for one-fourth share in other vessels. Whether this indicates the extent of depreciation or a different valuation of shares is not certain.

### “New England’s Prospect 1933”

A NEW volume published by the American Geographical Society and edited by John K. Wright will be of special interest to New England. The book, entitled *New England’s Prospect 1933*, deals with every phase of New England’s industrial life. Twenty-nine different writers, specialists in their various fields, have contributed articles to the volume. There is included certain introductory material which presents historical and geographical background for the study as well as material which provides a broad and general view of New England’s industry as it is today. Oftentimes we find ourselves so close to particular baffling problems that it is only with great effort that we see the thing as a whole. Charles E. Artman’s article is of value in this regard. We are prone to think of New England as almost dependent upon the textile industry and the boot and shoe industry. It is comforting to be convinced that New England’s manufactures may be characterized by their extreme diversity. We learn there are 350 distinct lines of manufacturing in this small area. The *six* leading industries produce only one-third of the total value added by manufacture; the *twenty* leading industries only a little more than one-half. There are more than a dozen different industries in which New England contributes at least half the total national output for those particular lines.

The main part of the book consists of special studies on agriculture, forestry, fisheries, power development, manufacturing, railroads, public works, and government. The whole constitutes a valuable study.