

the busy executive with the kind of support that he has so far thought nonexistent. Part of the book is certainly in "handbook" form, particularly the second half, entitled "Marketing Considerations for U.S. Exporters." But the material contained in chapters on Soviet oil and gas development, the Kama River Truck Plant, the chemical-petrochemical industry, the computer industry, and pollution control is first-rate scholarship, often based on data supplied by companies deeply involved in Soviet projects. In addition, the authors have constructed an overview and analysis of the present Five-Year Plan which provides a useful (and largely faultless) summary of the relevant Soviet material. All of this information—found in part I, titled "Industrial Import Priorities in the USSR"—should be of significant interest to academic specialists.

A few scholarly weaknesses should be noted: the authors provide a good, but too short, bibliography, while the lack of a suitable index is an important omission. The volume does not provide complete systematic coverage of the topic. For the reader interested in hypothesis generation or testing, this work will be disappointing; it is more a series of case studies or articles. Nevertheless, the businessman or scholar interested in description and analysis of selected facets of Soviet technology will find this a valuable resource.

ROBERT W. CLAWSON  
*Kent State University*

DISTRIBUTION OF INCOME: EAST AND WEST. By *Peter Wiles*. Amsterdam and Oxford: North-Holland Publishing Company. New York: American Elsevier, 1974. xvi, 136 pp. Dfl. 30.00. \$11.50.

If Lord Peter Wimsey had been an economist, he surely would have been Peter Wiles as he appears here. This book is lucid, discerning, and entertaining. It also is a detective story. The volume consists of five lectures sponsored by the F. de Vries Foundation and delivered at the Netherlands School of Economics in November 1973. To deliver these lectures honors the author; it also honors his subject. Income distribution theory is disdained by economists, probably because of its intractability. Wiles advocates a change in our attitude and proceeds to dissect the intractability with great zest, obvious pleasure, and authority.

The first lecture is the detective story. Its plot is straightforward: Soviet authorities want to hide their income distribution data and Wiles wants to find it. Sifting clues with the sagacity of fine scholarship, he sorts and analyzes, reconciles inconsistencies, and emerges with decile data. He also discovers the reason for its concealment: "Since . . . Eastern Europe is more equal, including its peasantry, than the U.S.S.R. without it . . . we can hardly wonder at the Soviet embarrassment" (p. 23). However, the Soviet Union has become more egalitarian since 1953; inequality was part of Stalin's legacy.

Wiles then compares Soviet achievement with British performance. He probes the problems of determining regional inequality, chats about the incentives of reducing executive salaries, and simulates the effects on distribution of the development policies of revolution, confiscation, capitalistic adaptation, and planning. He confirms some prior notions—Swedish distribution is most equal; he advances some new considerations—how emigration affects distribution; and he rejects others—the venerable Gini coefficient tells us nothing we want to know.

Wiles exerts every effort to make a mathematical topic accessible to the general scholarly reader. He uses no complex symbols—only basic arithmetic and simple triangles—and a bravura performance results.

ELIZABETH CLAYTON

*University of Missouri, St. Louis*

RUSSIAN TRANSPORT: AN HISTORICAL AND GEOGRAPHICAL SURVEY. Edited by *Leslie Symons* and *Colin White*. London: G. Bell & Sons, 1975. xxiv, 192 pp. Maps. Tables. £7.25, cloth. £3.50, paper.

The essays in this slim volume emerged from a colloquium held in Wales in 1972, and they make for specialized but interesting reading. The first essay is an analysis of the impact of Russian railway construction on the grain market in the 1860s and 1870s. It goes beyond R. M. Haywood's *Beginnings of Railway Development in Russia*—which dealt only with the first half of the nineteenth century—and demonstrates significant contrasts with the findings of Fogel, Fishlow, and others, concerning the role of railroads in the development of the United States. White finds that Russian railways facilitated grain exports, encouraged regional specialization in grain growing, and altered the domestic pattern of grain supply. In shifting traffic to the railroads, the time saved over shipping by water or cartage was a more important consideration than lower ton-mile charges. More broadly, railroads released labor from transport and agricultural sectors, thus making non-agricultural growth easier and more necessary. Indirectly, railroads were carriers for a grain "surplus," taken from the peasants and used to finance tsarist industrialization, as well as for the nobility's consumption.

The second contribution is a history of railways and economic development in Turkestan before 1917. The focus here is on promotion of cotton growing to supply the textile industry around Moscow with domestic fiber, and on hopes to bring grain to central Asia from the Volga valley and west Siberia. The volume also offers a review of the Soviet concept of a unified transport system and the contemporary role of the railways, by a thoughtful geographer; a description of the Soviet merchant marine; an update on the northern sea route by its chief Western analyst; and a sketch of Soviet air transport. The editors provide a nine-page introduction and a fifteen-page concluding essay, along with an index and a list of relevant dates.

Because the topic is important, interesting, and hitherto neglected, the book deserves a place in university and college libraries. The Russian and Soviet references following each chapter will be useful to serious students. This is a welcome addition to the sparse Western literature on Russian and Soviet transportation.

HOLLAND HUNTER

*Haverford College*

THE FAMILY'S ROLE IN SOVIET EDUCATION. By *Ludwig Liegle*. Translated by *Susan Hecker*. Foreword by *Ure Bronfenbrenner*. New York: Springer Publishing Company, 1975. xiv, 186 pp. \$9.95, cloth. \$5.95, paper.

Originally published in 1970, this slim volume by Ludwig Liegle offers a concise and somewhat anti-Marxist-Engels view of contemporary Soviet society. The author focuses primarily on Soviet family life, the work careers of Soviet females,