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The Trade of the World. by James Davenport Whelpley
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The Economic Journal, Vol. 24, No. 95 (Sep., 1914), pp. 457-459
Published by: [Wiley](#) on behalf of the [Royal Economic Society](#)
Stable URL: <http://www.jstor.org/stable/2222022>
Accessed: 22/12/2014 07:24

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chapters dealing with the "Political Relations" of the railways contain much that was worth saying and is well said. These chapters, together with a few suggestions offered at random in the remaining 250 pages, constitute the only claim which Mr. Lawson's book can really make to serious consideration.

RALPH L. WEDGWOOD

The Trade of the World. By JAMES DAVENPORT WHELPLEY.
(London: Chapman and Hall, 1913. Pp. 436.)

THIS is an American book, by an American writer, yet from the standpoint of English readers its authorship is a distinct advantage. For Mr. Whelpley writes only of what he knows and understands, and no one can read the chapters of immediate interest to the industrialists and traders of this country without being impressed by his knowledge and without respect for his authority. Perhaps Mr. Whelpley hardly does himself justice in the title of the book, which suggests rather a compendium of dry facts and figures than the illuminating study and exposition of the principles of foreign commerce, and the profoundly interesting first-hand picture of the commercial world at work which it really is. And all that the author says is said with the shrewdness, conciseness, directness, and vivacity which one expects from an American pen, and which makes his book, in spite of its subject and title, a singularly illuminating piece of writing. Mr. Whelpley has almost literally made the world his field, for in gauging the course of international trade and the energies engaged in it, he passes in review successively Europe, Africa, the Far East, and the North and South American continents. Upon every country dealt with, upon its special place in, and importance for, the world market, its commercial leaders, customs, and future, he has much to say that will bear careful pondering; for though an inveterate globe-trotter, Mr. Whelpley never once writes as one. The chapters on the commercial strength of Great Britain, on Germany's foreign trade, on Japan and China, and on the relations between Canada and the United States, are perhaps those in which the author shows the surest hand and the truest insight; and men of industry and trade in this country would do well to read and re-read them, even if they leave the rest of the book uncut.

One might quote scores of passages in which the author shows that he, at any rate, is under no illusion as to why the newer

rivals of this country are "making good" in the hunt for trade. For example :—

"To tell a man that he could sell his goods in a foreign country means nothing but disappointment and loss to him unless he knows how to sell those goods and the conditions under which they will be bought and used. . . . The industry and commerce of England are like those of no other country. As a whole it is orderly, in detail it is chaotic. No laws restrain or restrict. Few trades or trust combinations control the market in any one article. Its advance is like that of a crowd bent upon one object, but with none but self-imposed discipline. The movement is irresistible, but an attack by a well organised, disciplined and well cared for force of the enemy disconcerts. In Germany, the United States, France, Russia, and other countries the industrial and commercial army is directed by master minds, policed by the governments, nurtured by special legislation."

Or again, speaking of Germany :—" 'Trading made easy' is the motto of the German Government, and it is being lived up to wherever possible. It might also read 'Competition made easy,' for that is what it means in the trade of the world."

"The German is adroit, works on a closer margin, is readier to take advantage of every opening, no matter how small. He is clever, patient, anxious to please; and if he does not happen to have just what (is wanted), he will make it to suit."

Moreover, present political controversies apart, how far wrong is our author when, writing of things needful in this country, he says :—

"Great Britain has been drained of much of her expert labour and the fittest of the unemployed. These men, with their women and children, have been urged, even assisted, to leave; while the lands of the British Isles called aloud for intelligent and economical tillage, the sweat-shops of East London grew apace through unrestricted immigration of the undesirables, and the wages scale of industry remained at a low ebb because of the cost of production through ancient methods and inefficiency."

And further :—

"Anything that will leaven the toiling masses of humanity, quicken the pulse and the intelligence, bring hope to the children of the hopeless, or stimulate productive industry, will do more to prolong England's hold upon the trade of the world than a hundred Imperial conferences. To devise means to keep her money and her men at home and to give each an equal chance is now the problem which lies on the doorstep of the home citadel

of this fecund mother of nations, who still abounds in incredible resources, strength, and power, notwithstanding the demands already made upon her and to which she has responded with a lust for adventure without parallel."

There are, of course, plenty of statements that afford room for legitimate difference of opinion. It is not, for example, so certain that the doctrine that trade follows the flag is quite so outlived as Mr. Whelpley would have us believe. Again, the author puts in circulation a curiously "sloppy" misstatement when he reproduces the remarks of the English tariff reformer who assured him of the "curious fact" that, according to the labour organisations, a much smaller percentage of unemployed labour was absorbed during the recent trade boom than during any boom of recent years. The very contrary is the fact, for, with the exception of the year 1899, the percentage of unemployed, estimated on trade union returns, was never before so low, and never before did it fall beneath the corresponding German figure. A wrong impression might also be given by the statement, relating to Germany, that "the imports of meat are decreasing, due to the fact that Germany now produces 95 per cent. of the meat consumed by her people." The fact is that the enumeration of cattle, sheep, and pigs in 1912 showed a large decrease as compared with 1907, in spite of increased population; that the import of meat is in part prohibited and otherwise is severely restricted; and further that the consumption per head of the population has for some time been decreasing.

This is not, however, a book to find fault with, and in this country least of all. For if Mr. Whelpley at times severely criticises us, he is a just and a generous critic. With a warm admiration for the share England has taken in the progress of the world in the past, he joins a strong confidence that, in spite of all shortcomings, she is still sound at the core, and will come out of the present industrial strain and stress successfully if only the new and old generations will work together with a will and resolutely do their duty. It should be added that the volume is enriched by an attractive series of photographic illustrations, most of them very apposite, though Germany's river traffic might have been better represented than by a glimpse of a deserted river-bank at Dresden, and the "forest of masts at Trieste" is really a forest of house-roofs.

WILLIAM HARBUTT DAWSON