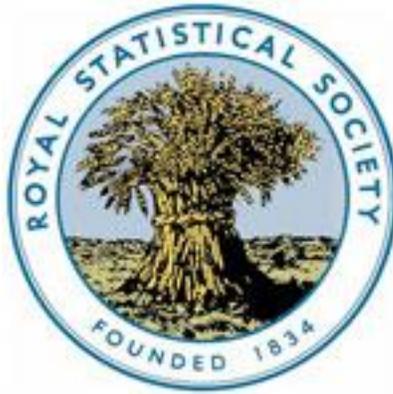


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Review

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If anything he does this work even better, and provides a concise review of thought in this connection which cannot be obtained elsewhere. But his real hand is early shown and the too ready credibility of even an academically trained propagandist. On page 4 we read ". . . think for a moment of the effect of taxation upon "one great item. The State Ownership of land is an idea that "reaches far back in history . . . Now the total rent of the "country just before the war was reckoned at over £300 million, "which was 50 per cent. in excess of any pre-war Budget. A "British State which held the land of these islands would not have "needed to levy any taxes at all." This is worthier of Hyde Park than of Clare Market, and that equally whether Dr. Jones knew or did not know that by far the larger proportion of this sum is interest on capital in bricks and mortar and other man-made capital, and not rent of "land" at all.

Coming to "modern ideas and development," Dr. Jones is sometimes more pontifical in his pronouncements than balanced in judgment or profound in his analysis: the excess profits tax "had the same bad effect as an indirect tax, in that a great deal "of it, if not all, could be passed on to the consumer, and this, in fact, "occurred on a large scale." He does not tell us how this fact is established either analytically or by observation, and his treatment should be compared with that of such a writer as Dr. R. M. Haig. When it is said that the author belongs whole-heartedly to the school that advocates the use of taxation to alter things and re-make the world according to a plan preconceived to be better than the existing scheme, and that revenue-getting is only incidental, the character of his work can be fairly gauged. It will suffice to say that along these lines the work is well done, the thought always suggestive and stimulating, and the book valuable enough, even to Dr. Jones's opponents in political thought, to be worth a more imposing and durable format. J. C. S.

9.—*The Economic Development of France and Germany, 1815 to 1914.* By J. H. Clapham. xi + 420 pp. Cambridge: University Press, 1921. Price 10s. net.

Within a book of a little more than 400 pages Dr. Clapham has succeeded in surveying all the most important facts in the economic history of France and Germany between 1815 and 1914, which at the present time holds such an important place in the mind of everyone. The book is based on wide reading, and the treatment is without bias. Dr. Clapham divides his thesis into two distinct parts. He starts by drawing a series of studies depicting the agricultural, industrial and urban life of the two countries, and later he explains at full length the development of communications both before and after the railway era, and defines with clearness and conciseness the banking and credit systems.

In describing the modern conditions in Germany, he states that the emancipation of the peasant "was a long drawn out proceeding,

“not a thing done once for all with the burning of chateaux and “wholesale abolition of feudal dues as in France.” There is no doubt that it is for this reason that the feudal spirit has never been absolutely eradicated from German rural life. Of course it must always be remembered that even in the period before the emancipation the peasant and rural conditions generally differed enormously in Germany and France. In this section of the work Dr. Clapham has shown great courage, for he writes of the old Polish peasant that “he had no rights, his lands, goods and services were “all at his lord’s disposal. He had no cause to love his country, “and it is probable that he found the Prussian Government an improvement on his own, even before Prussia began the emancipation.”

Every argument Dr. Clapham adduces tells in favour of agricultural France as opposed to industrial Germany. He has inevitably regarded Belgium, whose economic influence seems to creep in at every section of his treatise, as the meeting point between these two rival nations. Holland he omits, and regards as the merchant nation of our industrial system rather than a manufacturer of finished articles.

The politics of 1830 are not discussed. Their economic result was the establishment of the Belgian railways, which to-day is an inspiring example to the whole world. The Belgian statesmen seized their opportunity, and took over these new railways as a national concern, because they realized they would be of enormous importance to the traders of all countries, and would bring prosperity to their own nation.

Germany was prepared long before 1870 to take full advantage of her opportunities, and masters and men continually educated and equipped themselves for the industrial development of their State, which made use of scientific knowledge to establish herself as one of the leading industrial nations of the world immediately after Sedan, while France remained industrially inactive. Writing on the period in France which set in after the Franco-Prussian War, Dr. Clapham says: “She was doubting the value of her Government and her “republican institutions, and doubting her own destiny for the “better part of a generation after 1870.” For nations, as for individuals, to doubt the future and to hesitate is to be lost. Contrast the self-confident, not to say self-satisfied, frame of mind of the England of 1860, of Germany of 1875, and of the United States always. It is the thought of 50 years ago that to-day fills France with a dread of the future, and not her war debt or even the devastated territories.

In 1822 Belgium, while still a part of Holland, made use of the fine distinction which had been established by the Napoleonic Code between *Crédit Foncier* and *Crédit Mobilier* in order to establish a general bank, which was essentially one for industrial investments. Dr. Clapham attributes the origin of the three great principal banks of Germany to the parentage of the *Société Générale pour favoriser l’Industrie Nationale*, at Brussels. He deserves great praise for his

clear yet brief explanation of the commercial-legal systems in which he draws the distinction between the Société Anonyme and the Société en Commandite of France, with the parallel which exists in Germany between the Aktiengesellschaft and the Gesellschaft mit beschränkter Haftung.

To review such a work as this is difficult, but one feels confident that Dr. Clapham has successfully carried through his task of putting the material originally given in lectures into book form for the use of the growing body of those at Cambridge and elsewhere who now study European economic history.

J. S. M. W.

10.—*The Cotton Industry in France.* By R. B. Forrester, M.A., M.Com., with an Introduction by D. H. Macgregor, M.A. xiv + 142 pp. London: Longmans, Green and Co., 1921. Price 10s. 6d. net.

This volume is the eleventh Gartside report on Industry and Commerce, and No. XV of the Economic Series of Publications issued by the University of Manchester. In it Mr. Forrester has attempted to give us a comprehensive picture of the cotton industry as it existed in France before the war, and he apologises because, owing chiefly to the making of history since 1912, he has been prevented until now from publishing his results. Although delay in actual publication may under the circumstances be excusable, the reader is impressed with the fact that not too much care appears to have been taken in the presentation of the useful statistics which have been collected; and, indeed, the diagrammatic representations are very crude. *Inter alia*, we find wrongly numbered sub-headings, slipshod plans of workmen's houses, comparisons of wages in different currencies for working weeks of different duration without the necessary explanations, and a reference for 1910 to a table which contains no record at all for that particular year.

In a brief Introduction, Professor Macgregor gives an accurate summary of the deductions that may be drawn by a careful and patient study of the author's notes, which we agree are both concise and analytical. The treatise commences with a description of the growth, magnitude, and geographical distribution of the industry in Normandy, the Nord and the Est, which account for well over 95 per cent. of the spindleage. It touches upon the development of transport facilities, the improvement in technical equipment, the establishment since 1892 of a high tariff policy, the vast colonial expansion, the effect of the "Cotton Famine" of 1862 to 1864, and the loss of the Alsatian industry in 1870, representing over 25 per cent. of the spindles and an even greater proportion of the looms. Reference is also made to the related industries of dyeing, finishing, bleaching, printing, cotton hosiery, lace, embroidery, and ribbons.

Reserves of stocks held by spinners are much larger in France than in England; and the amount of labour to a given quantity of capital would certainly strike an American or Lancashire observer as somewhat excessive. It does in fact raise production costs very considerably. "The French cotton trade is not an economic unity: it is