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Yet even here her pamphlet errs,—not, indeed, so much for what it says as for what it omits. There is, for instance, no attempt to distinguish carefully between the effects of the enclosure of the common field and of the waste, nor of the effect of both kinds of enclosure on different classes, nor to discuss the difficult question how far those who suffered from enclosure of the waste had any legal rights at all. Again there is no exhaustive inquiry into the causes, other than enclosure, which led to consolidation, such as the introduction of scientific farming, the industrial revolution, the Napoleonic wars, and the bad years that followed. Instead of a judicial inquiry of this sort, we are treated to an *ex parte* array of writers against enclosures, without any evidence in their favour, of which there is plenty; and are asked to believe the *ipse dixit* of the author that the small husbandman “was first wrenched off the soil and then weeded off” (p. 105).

The last two chapters, on the working of strict family settlements, on the expenses of land transfer, and on the objections to building leases, if not new, are clear and good; but when in her conclusion Miss Marks expresses her opinion that our Land Laws are chiefly responsible for the accumulation of the land of England in a few hands, she forgets that the system of family settlements is not due to our Law of Entail, but to social custom which has succeeded in evading it, and that the Law of Primogeniture only deals with intestate succession, and rarely comes into operation.

Like all writers of her school, Miss Marks underestimates the number of small owners who survive in England to-day, as anyone may see by consulting the *New Domesday Book*, 1876, and the report of the Board of Agriculture for 1895-6; and if their numbers are to be increased, some more drastic remedy will be needed than the freeing of “the operation of natural causes” (p. 193), which, in our opinion, have had a very considerable influence in driving the poor man from the soil.

ARTHUR H. JOHNSON

The Railways and the Nation. By W. BOLLAND. (Unwin's Sociological Series. Pp. 144. 1s. net.)

THE theme of this book is summed up in the words “Railways are naturally a monopoly” and “The function of railways is primarily social.” Starting from these premises, Mr. Bolland attacks the old policy of competition. “The attempt,” he writes,

"to regulate railways by means of competition has been a mistake, which has inflicted enormous losses on the country." As combinations only modify the competition between railways, Mr. Bolland advocates nationalisation as the only efficient remedy for the existing state of affairs.

As Mr. Bolland wishes to see the railways developed as social rather than commercial undertakings, he proposes that they should be put on the same footing as roads. It is, to say the least, a daring proposition that the cost of maintaining the railways should be borne by national and local taxes, and that rates and fares should be reduced correspondingly. Moreover, Mr. Bolland considers the present basis of rates is wholly wrong. Distance, he considers, is of no moment. The penny post is his ideal. He suggests three fares only; and, whilst admitting the fares would have to be settled after statistical investigation, the revolutionary character of his idea is shown by the fares he uses for purposes of illustration. As the average payment per passenger journey is only 7d., he considers 2d., 6d., and 2s. 6d. would be likely amounts for the fares. It does not seem to have occurred to Mr. Bolland that the Post Office have not found it possible to apply the principle of the penny post to parcels.

It must be admitted that in his proposals Mr. Bolland is loyal to his ideals. His attempt to justify them by figures representing present results is, however, a failure. Instead of making careful investigation, he frequently makes guesses. As might be expected, his guesses are as often wrong as right.

W. T. STEPHENSON

Life of Friedrich List, and Selections from his Writings.

By MARGARET E. HIRST. With an Introduction by F. W. Hirst. (London: Smith, Elder & Co., 1909. Pp. xxii + 332. Price 7s. 6d.)

THIS book is an important contribution to the history of Economic Theory. Miss Hirst, as she states in the preface, has studied her subject in Germany, particularly at Reutlingen, the birthplace of List, and she has, both there and elsewhere, made good use of the papers and manuscripts she has examined. There is no other adequate life of List in English, and Miss Hirst has succeeded in filling up some gaps in our knowledge of him, especially with regard to his English and American experiences, of which she gives a more complete account than is contained in the best German lives.

The account of his visit to England in June, 1846, is par-