

it is possible to reach intelligent conclusions concerning what is happening in China without going into the elaborate and often unnecessary masquerade of esoteric wisdom which has so often and lamentably been regarded as a minimum requirement for serious Far Eastern scholarship.

The presentation is a balanced and extremely sensible composite of the recent past and the immediate present. A first part provides an extremely succinct and fair-minded summary of what happened in China between 1840 and 1949. The second part describes the evolution of Communist policy in the five critical years of taking and consolidating power, 1949 to 1954. The four remaining parts deal respectively with the Chinese Communist Government and the people under its control, with Sino-Soviet relations, with the economic structure and current economic problems, and with the prospects for Communist China. Ideological problems are treated skimpily. The conclusions reached are as sensible and modest as the body of the book. The authors reach the final conclusion that the destiny of China "rests substantially with the peoples of the Free World and their governments" (p. 314).

It is important that men new to the China field should have been able to put together so much sheer fact and to cement their conclusions with an impressive bibliographical apparatus. For specialists to have done this would have been remarkable. For outsiders to come into the Far Eastern field and do it is nothing short of miraculous. A performance such as this means, at least in part, that the American people have the skills which they need to follow a world of moving targets.

Far Eastern experts will find minor points with which to argue. The general reader will be satisfied with a panorama of China under Communism and will hope that the kind of disciplined teamwork evidenced by the production of this volume will continue to serve the public as well as the sensitive or strategic agencies of the American Government.

PAUL M. A. LINEBARGER

School of Advanced International  
Studies of the Johns Hopkins  
University

E-TU ZEN SUN. *Chinese Railways and British Interests 1898-1911*. Pp. viii, 230. New York: King's Crown Press, Columbia University, 1954. \$4.00.

This is a reliable and restrained account of railway projects and railway politics in China from the battle of concessions in 1898 to the Revolution of 1911 with special attention to British diplomacy and British finance. In contrast with the violent language of current discussion of such matters Mrs. Sun's account seems positively gentle. But the facts are set forth and the story cannot be called a cheerful one.

The development in China throughout the period was toward domestic financing and unification, but domestic financing failed and unification brought out opposition to the Manchu court and culminated in revolution.

The development on the British side was from independent contracts on the part of British corporations to co-operation with others and finally to the four-power consortium which entered into the Hukuang loan agreement of 1911. The culmination was in the sterile political manoeuvring of the Chinchow-Aigun proposal and the Knox neutralization plan.

Mrs. Sun summarizes in her concluding chapter the factors in the failure of more effective railway development in China before 1911. One of these was the growing international political tension, the cold war, of the period. The scene, observed from today, was one of Great Power irresponsibility and American immaturity. Another factor was the divided Manchu-Chinese government of China and the rising anti-Manchu temper of the Chinese.

Special attention may be directed to a double factor which is clearly set forth in this study, and which might have been more fully developed. It is the scarceness of capital in China and the efforts of the Chinese to mobilize what capital there was.

In western comments of the time the attempts to finance and build railways on the part of provincial groups tend to be set down as local agitation or to be given more dignity as rising Chinese nationalism.

Mrs. Sun uses the terms "gentry-merchant," "gentry capitalist," "the learned

and moneyed gentry" to describe these Chinese groups. That they did not have the means to finance extensive railway development is understandable, though it was not always understood by their own officials. What is more difficult to explain is the fact that they seem always to have been associated with the province and not to have thought of railways for the region or the country. Mrs. Sun points out that these gentry-merchants were wealthier and more numerous in some provinces than in others, that they were more independent of the officials in some provinces than in others. She has other things to say that should be pondered by those who sharply contrast gentry and merchant in traditional China. Gentry-capitalists *did* build the Shanghai-Hangchow railway which crossed a provincial boundary. If, in general, the gentry-merchants had not been so provincial, China might have mobilized more effectively what capital she had.

Mrs. Sun did well what she set out to do. When this has been said she should be urged to write more fully on the "learned and moneyed gentry" of the time.

CHARLES F. REMER

University of Michigan

WILLIAM W. LOCKWOOD. *The Economic Development of Japan, Growth and Structural Change, 1868-1938*. Pp. xiv, 603. Princeton, N. J.: Princeton University Press, 1954. \$10.00.

Rarely is a reviewer asked to comment on a book like this, for which the scholarship has been so prodigious and the resulting interpretations so brilliant. Most of the sources from which information has been gathered are by Western economists, but key studies by Japanese scholars have also been used. Many of the developments described have been treated in English before, but never yet with this over-all thoroughness and with such perceptive correlations. Moreover, Dr. Lockwood has skillfully placed topical analyses in the useful context of Japanese experience as a pioneer modernizer in Asia—a precursive grappler with problems which now confront other Asian economies, including that of mainland China, ones in earlier stages of agricultural and industrial advancement.

Few may read this nearly 600-page text thoroughly, but it will serve many well for information and interpretations about topics of their special interest. For example, the reviewer was particularly interested in the light that is shed on Japanese social stratification and mobility in relation to political behavior; and he was well rewarded. The author's chief regret (as expressed in the Preface): "that the impersonal statistics which crowd its pages fail entirely to convey a sense of the human aspirations, the personal leadership, the toil and learning and sacrifice which built the Japanese economy" is, of course, inherent in this kind of treatment; still it is possible to sense his appreciation of these factors and his sensitivity to policies bearing on problems of socio-economic justice. His style is remarkably lucid for this kind of writing.

The first two chapters provide a concise economic history of Japan from the Restoration to World War I, and then on to 1936, latterly with more emphasis on changing economic structure after the great depression and the occupation of Manchuria. Chapter III describes major aspects of economic growth during the seven decades before Japan became deeply involved in an increasingly total war. At one point, Dr. Lockwood concludes that "the pressure of population was being gradually relieved by the growth of income and wealth per person. This process went forward steadily with only temporary setbacks, until war destroyed the civilian economy after 1938 and produced an 'overpopulation' crisis of first-rate magnitude." Chapter IV, under the general title: "Technology," includes a description of the structure of Japan's labor force. The *zaibatsu* and problems of competition *vs.* collusion are also treated here. Reasons are given for economic combinations and concentrations of power; their positive functions as well as dangers receive attention. The next chapter concerning economic capital includes sections on distribution of income, capital accumulation and investment, and lessons to be derived from Japanese experience in the channeling of capital.

Not until Chapters VI and VII does the author concentrate on Japan's foreign