

the racial insanity of the Nazi mentality brought them back into line and into the large formations which Moscow eventually could direct behind German lines. One reference to Russian activity deserves quotation (p. 124):

“There are reports of partisans being dropped in bags from low-flying aircraft into deep snow, their sole additional protection a thick wrapping of hay: there was a parachute shortage”.

The scholar in us will ask for the source of these “reports” but the humanity which we share cries out as to the success of this resupply.

Macksey is a good military historian and writes convincingly of the various formations, organized and independent, that fought across Europe. If his view is too much that of London it does provide a common reference and does lead him to introduce the British SAS—a deep raiding force—as a balance and a measure. While sustained action by small bands of partisans could be more effective than one-time-only strikes by bombers, the author insists that, with the exception of Yugoslavia and Russia, trained and uniformed teams were more effective in hurting the foe than were the larger indigenous guerrilla groups. Again, it was only in Russia and the Balkans that partisans engaged significant numbers of German troops. But in the final analysis, partisans did little to limit the Germans when the Germans were winning. Noting that many European leaders today are ex-partisans, Macksey concludes, “It is indicative that, while a proficient antiguerrilla is often an efficient guerrilla, superannuated guerrillas are among the first to condemn the practice” (p. 258), and thus détente may have its roots in the attitudes drawn from a common partisan experience.

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Marie Lavigne, *The Socialist Economies of the Soviet Union and Europe*, translated by T. G. Waywell, White Plains, N.Y., International Arts and Sciences Press, 1974, pp. 390.

As its title implies, Marie Lavigne's *The Socialist Economies of the Soviet Union and Europe* is an ambitious undertaking. Whether or not it is too ambitious depends on what she hoped to accomplish and the audience she was writing for: as a textbook it is quite successful in that it presents in a clear, reasonably compact manner a substantial amount of known material. It will be valuable to readers (both students and faculty) who are not familiar with the literature on the Soviet Union and Eastern Europe. On the other hand, if the book was intended to present to the profession new insights into the nature of these socialist economies, it has not succeeded. Although there are a few instances where the author discusses fundamental conceptual problems inherent in the nature of socialist economies, the book is primarily descriptive rather than analytical.

While Ms. Lavigne's description of the development of socialism is a bit dry, the reader cannot help but be impressed by the amount of detail she presents. In writing about the Russian revolution she cites paragraph numbers as well as the exact date of various decrees; she specifies the number of foreign firms, by country, operating in the Soviet Union in 1922, 1928, and 1936; in an especially data-filled chapter on growth she presents, for each of the socialist countries, statistics on surface area, population, birth and death rates, and a number of other variables.

The chapter on growth is approximately evenly divided between the Soviet Union, on one hand, and the socialist countries of Europe on the other; but in the rest of the book the

emphasis is clearly on the Soviet Union. In the chapters on historical development and the economic reforms the Soviet Union gets approximately twice as much space as all of the European countries combined; the chapters on planning and on agriculture and distribution focus almost exclusively on the Soviet Union.

Perhaps the most valuable part of the book is its detailed and clear description of industrial reorganization and reform in the Soviet Union. Fortunately, the original version of this book (published in French in 1970) was slightly revised by the author for this translation (published in English in 1974). An added paragraph and a three-page addendum introduce the reader to the industrial associations which have become increasingly important during the early 1970's. She also added some discussion of the important constitutional amendments passed in Yugoslavia in 1971.

Also very useful is her impressively complete description of Soviet planning procedures. In connection with this there is a good discussion (not just a description) of investment criteria and of price formation. The presentation of basic Marxist theory of value is not necessary for the professional reader, but some of the conceptual problems she raises there will interest all readers.

An important question which is raised in her discussion of the Soviet principle of "democratic centralism" is the conflict between centralized goal formation and the autonomy of enterprise management. Similarly, she points out that Yugoslav self-management leaves open the possibility of a conflict between the general interests of the society and the narrower interests of the enterprise. Unfortunately, it is not clear whether Ms. Lavigne believes that these conflicts can be reconciled and, if so, how.

In the conclusion to the book the author deals more effectively with another problem. In an interesting view of the convergence question, she argues against the popular notion that the distinctions between capitalist and socialist economies are disappearing. Had she devoted most of her efforts to such fundamental questions, the book would have been more valuable to the professional reader.

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Südosteuropa Gesellschaft, *Transport Problem Nahost: Ergebnisse eines internationalen Expertenseminars*, Munich, 1976, pp. 175.

Die Südosteuropa Gesellschaft ist bekannt für ihre ununterbrochenen Bemühungen, alle Probleme des europäischen Südostens zu untersuchen, zu diskutieren, Lösungen zu suchen und möglichst vielen die Ergebnisse bekannt zu machen. Das in München im Mai 1976 abgehaltene Seminar, an dem 19 Referate, denen eine lange Diskussion folgte, vorgetragen wurden, stellt ein weiteres Beispiel dieser erfolgreichen Tätigkeit dar. Die Tagung wurde durch den Wunsch, die Schwierigkeiten des Warentransportes aus dem Westen nach Jugoslawien, Bulgarien, der Türkei und Irak zu erörtern und eventuell geeignete Lösungen vorzuschlagen verursacht. Es ist bekannt, daß die Schiffe, die die Häfen des Nahostens anlaufen, gezwungen sind, mehr als 5 Monate zu warten, bis sie ihre Ladung löschen können. Andererseits ist bekannt, daß bereits die Türkei ziemlich hohe Gebühren auf die in Richtung des Nahostens durchlaufenden Lastwagen erhebt und daß Österreich sich eine solche Maßnahme überlegt. Es wird freilich in diesen Ländern darauf hingewiesen, daß die große Maße des Transitverkehrs eine intensive Ausnützung der Verkehrswege und dadurch zusätzliche Investitionen zur Folge hat. Diese Länder fordern daher Zahlungen oder wenigstens Anleihen der Regierungen der