

Wiles exerts every effort to make a mathematical topic accessible to the general scholarly reader. He uses no complex symbols—only basic arithmetic and simple triangles—and a bravura performance results.

ELIZABETH CLAYTON
University of Missouri, St. Louis

RUSSIAN TRANSPORT: AN HISTORICAL AND GEOGRAPHICAL SURVEY. Edited by *Leslie Symons* and *Colin White*. London: G. Bell & Sons, 1975. xxiv, 192 pp. Maps. Tables. £7.25, cloth. £3.50, paper.

The essays in this slim volume emerged from a colloquium held in Wales in 1972, and they make for specialized but interesting reading. The first essay is an analysis of the impact of Russian railway construction on the grain market in the 1860s and 1870s. It goes beyond R. M. Haywood's *Beginnings of Railway Development in Russia*—which dealt only with the first half of the nineteenth century—and demonstrates significant contrasts with the findings of Fogel, Fishlow, and others, concerning the role of railroads in the development of the United States. White finds that Russian railways facilitated grain exports, encouraged regional specialization in grain growing, and altered the domestic pattern of grain supply. In shifting traffic to the railroads, the time saved over shipping by water or cartage was a more important consideration than lower ton-mile charges. More broadly, railroads released labor from transport and agricultural sectors, thus making non-agricultural growth easier and more necessary. Indirectly, railroads were carriers for a grain "surplus," taken from the peasants and used to finance tsarist industrialization, as well as for the nobility's consumption.

The second contribution is a history of railways and economic development in Turkestan before 1917. The focus here is on promotion of cotton growing to supply the textile industry around Moscow with domestic fiber, and on hopes to bring grain to central Asia from the Volga valley and west Siberia. The volume also offers a review of the Soviet concept of a unified transport system and the contemporary role of the railways, by a thoughtful geographer; a description of the Soviet merchant marine; an update on the northern sea route by its chief Western analyst; and a sketch of Soviet air transport. The editors provide a nine-page introduction and a fifteen-page concluding essay, along with an index and a list of relevant dates.

Because the topic is important, interesting, and hitherto neglected, the book deserves a place in university and college libraries. The Russian and Soviet references following each chapter will be useful to serious students. This is a welcome addition to the sparse Western literature on Russian and Soviet transportation.

HOLLAND HUNTER
Haverford College

THE FAMILY'S ROLE IN SOVIET EDUCATION. By *Ludwig Liegle*. Translated by *Susan Hecker*. Foreword by *Ure Bronfenbrenner*. New York: Springer Publishing Company, 1975. xiv, 186 pp. \$9.95, cloth. \$5.95, paper.

Originally published in 1970, this slim volume by Ludwig Liegle offers a concise and somewhat anti-Marxist-Engels view of contemporary Soviet society. The author focuses primarily on Soviet family life, the work careers of Soviet females,