

*Turkey, The Great Powers and the Bagdad Railway: A Study in Imperialism.* By EDWARD MEADE EARLE. (New York: The Macmillan Company. 1923. Pp. ix, 364.)

The Bagdad Railway, the author rightly states, is probably the most important single factor in the history of Turkey during the last thirty eventful years. The principal objects to be served by that railway, economic and strategic, are characterized and revealed by the statements of its advocates. Each European state, also, that one time or another has been interested in its development positively or negatively, has its interests analyzed, dissected, its policy criticized, and the selfishness and sordidness contained in that policy thoroughly exposed. In this respect no great European state has been spared. In pinning the indictment for selfish imperialism on a state, Professor Earle's spear knows no brother,—French or German, English or American, it is all the same.

One is inclined to give Professor Earle credit for a careful analysis of his material, in collecting which he has wandered extensively and to commend his outline as decidedly helpful to the reader who desires to understand the subject. There is quite a human touch to the headings, "Ancient Trade Route Revived," "Beggared Turkey Invites Economic Exploitation;" later his "Penetration Progresses" is an apt alliteration. We note the allusive title to chapter XI, "Turkey Crushed to Earth Rises Again." Other significant captions are "Bagdad Railway Becomes an Imperial Enterprise," "Russia Resists and France is Uncertain," "Great Britain Blocks the Way," "Bargains are Struck," and finally "The Struggle for Bagdad Railways is Resumed" (in which the Chester concessions are discussed).

Two most interesting sections describe the Turkish recovery after the crushing defeat in the World War, and the outburst of nationalism by which that recovery was inspired. Yet what would Sir Charles Eliot say about the new republican government, its character or its permanency? Scepticism is permissible, also, in regard to any long abstinence by Russia from interference in the affairs of Asia Minor, although Anglo-French rivalry has supplanted the Franco-German or Russo-German competition.

The book does aim apparently to leave a good impression concerning the acts of the Turkish government. References to Armenia and Syria, are conspicuously few. Lord Morley is quoted (p. 208) "You can not get over this plain cardinal fact, that this railroad is made on Turkish territory." "It is not our soil, it is Turkish soil, and the Germans are

there because the Turkish government has given them the right to be there." Is the railroad on Turkish soil only? Other dwellers between Brusa and Bagdad than the Turkish conquerors might well be considered. While castigating the imperialism of the European powers, could not Professor Earle have said a word about "Turkish imperialism?" In the Arab sections of the Ottoman empire, have not Arab rights been exploited by the Turk as much as they ever were, or are likely to be, by the European?

It is patent to all observers in the Near East from Belgrade to Bagdad that to trade with America is safest and surely is best if the Americans will let it be done on reasonable terms; "the Americans have no political axe to grind." In the words of Fouard Bey, "It [American coöperation] is a form of co-operation designed to benefit both America and Turkey and not to invade Turkish sovereignty and Turkish political interests in any way. That is why we prefer American co-operation." (pp. 343-344).

Not many errors of importance have been detected either in the text or in the notes. The spelling of *Vambery*, however, appears rather original (p. 24). Of course it is not easy to verify all the references, as many are taken from reports not easily accessible or from periodicals and newspapers not found on this side of the Atlantic. One might criticize the citation of W. S. Monroe and Lothrop Stoddard, whose books are sympathetic but hardly final as authorities.

Maps of Turkish railways in 1918 and of the Chester concessions are inserted. The references and notes are full and informative, scholarly and critical. They are gathered together at the end of each chapter, an arrangement possibly not possessing the maximum of convenience for the reader. The index, however, is only fair.

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*Aarbog for de Nordiske Interparlamentariske Grupper. Fjerde Aargang, 1921.* Ved A. LAUESGAARD, Sekretar for den Danske Gruppe. (København: Den Danske Interparlamentariske Gruppe. 1922. Pp. 157.)

*Årsbok för de Nordiska Interparlamentariska Grupperna. Femte Årgången, 1922.* Utgiven av P. WIDEGREN, Gruppens Sekreterare. (Stockholm: Rigsdagens Interparlamentariska Grupp. 1923. Pp. 45 + 31 + 167 + 41 + 67.)

Organized in 1912, the Northern Group of the Interparliamentary Union (composed of the national groups of Denmark, Norway, and