

is undoubtedly a reform suited to the particular needs of the nation, whose railway problem is unique, due to the admixture for forty years of control by the state and by the private roads; as the writer points out, it cannot but inaugurate an era of coöperative development that must inevitably supplant the particularist attitude of the private roads, heretofore always in evidence. But in the machinery of the new law there is much that is dangerous, and this M. Bosc fails to see. The delegation of relatively regal discretionary powers in the administration of the railway system to the Ministry of Public Works, a political department subject to periodic changes of personnel, is a mistake. Criticism may be levelled, too, at the plan whereby financial burdens will practically be saddled on the public treasury for the next six years and after that on passenger traffic, in the nature of adjustable tariffs to be sensitized to fluctuations in the earnings of the railroads, rather than the law of supply and demand. M. Bosc mentions the latter defect but he minimizes its importance. However, the law is yet in its rudimentary stages and certainly represents thoughtful and sensible preparation. The brochure is invaluable as an accurate exposition of the "new régime" as it has begun to function. Valuable footnotes and the inclusion in the appendix of the provisions of the Bill itself, contribute to the interest and authority of the work.

In *The Evolution of Industrial Freedom in Prussia, 1845-1849* (New York, University Press, 1921; vi, 114 pp.), Professor Hugo C. M. Wendel has surveyed a small section of an interesting and important phase of the economic development of modern Europe. The industrial liberty instituted in Prussia by laws of 1810, 1811, and 1820 was far from being approved by the old craft-guilds, and as a result of pressure which they brought to bear a law was finally passed in 1845 which aimed to establish a uniform system of industry in all of the provinces of the kingdom, on the basis of a compromise between industrial freedom and state control. The new measure, however, failed to please those for whose relief it was devised, and in 1849 another law was enacted, on lines decidedly reactionary and favorable to the guilds. Only in 1869 was a more enlightened policy again adopted—a policy which, shortly afterwards, was introduced in the south German states, thus becoming general throughout the new Empire. Recognizing that Prussian craft-guild legislation down to 1845, and again after 1869, has been adequately treated by von Rohrscheidt and Roehl, Professor Wendel has confined his monograph to an analysis of the law of 1845 and its effects, the policy

of the government resulting from the petitions and protests of 1847-48, and the connections between the industrial problem and the revolutionary movement of the last-mentioned year. The book shows careful study of the extensive literature of the subject, and the results are of considerable value, principally for the light which is shed upon the economic conditions attending the revolution of 1848 and the efforts of the government to meet the problems raised thereby. The power of the guilds in mid-century Prussian society, as seen in the promulgation of the law of 1849, is strikingly brought out. The study is well documented, and there is an ample bibliography.

A considerable amount of very valuable information and critical comment respecting the present status of English agriculture and of English agricultural life can be found in Sir Henry Rew's interesting volume entitled *The Story of the Agricultural Club, 1918-1921* (London, P. S. King and Son, Ltd., 1922; xv, 205 pp.). During the course of the Great War the British Government created an Agricultural Wages Board composed of sixteen representatives of farmers, sixteen representatives of farm workers, and seven others appointed by the Minister of Agriculture. Out of this body there developed an agricultural club with a membership drawn from the three groups particularly interested in English agriculture—the landowners, farmers and laborers. And it is the story of this club, of its meetings and of its discussions, that the author relates. It is more than a mere record, however, for throughout the volume Sir Henry has given his own opinion regarding some of the more important problems facing rural Britain today. The seventeen chapters comprising the volume are of varying merit, but those dealing with agricultural economics, agrarian politics, nationalization of the land, ownership and tenancy, and the worker's home and his share in the profits of the agricultural enterprise are sources of information which no student of present-day English society can afford to ignore.

The facts on wage and price changes in the United Kingdom during and immediately following the World War are very compactly presented by an eminent authority, A. L. Bowley, in *Prices and Wages in the United Kingdom, 1914-1920* (London, Clarendon Press, 1921; xx, 228 pp.), prepared for the Carnegie Endowment for International Peace, as one of a series of volumes on the Economic and Social History of the World War. Leaving to other volumes in the series the discussion of reasons for particular regulations and methods of administration, Dr. Bowley's treatment "deals with re-