

powers, and the "middle sphere" (the other countries of Eastern Europe), where they moved more cautiously, experimented, and only moved to full control when local conditions and Western weakness made it possible without real risk. The pieces generally fall into place to support the theory, but we still do not know whether Stalin actually made his decisions in those terms. There is much that we do not and probably never will know about the reasoning and strategy behind Soviet policy, or nonpolicy, in those days.

As for our knowledge of American policy, Professor Lundestad has performed a valuable service. Historians who wish to spin theories about the origins of the Cold War will have to take account of this sober exposition of the views and actions of official Washington.

JOHN C. CAMPBELL
Cohasset, Massachusetts

TRANSPORTATION IN EASTERN EUROPE: EMPIRICAL FINDINGS. By *Bogdan Mieczkowski*. *East European Monographs*, 38. Boulder, Colo.: *East European Quarterly*, 1978. xvi, 221 pp. Tables. Figures. \$14.50. Distributed by Columbia University Press, New York.

This study breaks new ground in providing an economic study in English of transportation in Eastern Europe. Except for occasional comparisons, the Soviet Union is not included, but much light is thrown on the functioning of Soviet-type transport systems. As Professor Mieczkowski himself notes, his major contributions are found in chapters 3–5 on planning, the growth of the several types of transport, and the costs of transportation. The treatment of national planning—using both the descriptive and analytical approaches—is particularly valuable. Under the heading of costs, the author tabulates and interprets data on capital used for transport, the changing numbers employed in the transportation industries and the contribution of transport to national income, relationships between costs and distance covered, and many other figures. The coverage of the Comecon countries is necessarily uneven because of variation in available material, but statistics for all countries are presented wherever possible. In general, Poland receives the best coverage. The penultimate chapter deals briefly with international transportation (mainly within Comecon), and lists the participation of East European countries in international transport organizations. In addition to a concluding review of the recent trends, an attempt is made to present the main alternatives to East European planning of transport.

Professor Mieczkowski is least convincing in his treatment of the geographical background. The first chapter is rather misleadingly entitled "Geographic and Economic Determinants," for the material discussed is generally of a resultant nature rather than determinant (which is perhaps just as well in view of the present-day rejection of determinism). An attempt to present some material on network analysis suffers from excessive compression. The author, moreover, has been poorly served by the publishers and printers in the reproduction of the maps, a few of which can only be described as disastrous. Some of the cartographic and other material is rather aged. For example, the map of domestic air routes in 1959 is from a 1962 source, instead of a more recent source. Similarly, citations of statistics for the 1950s and 1960s frequently cast doubt on the use of the present tense in arguments and conclusions. Distinctions between material or comments which can be relied upon to apply to a recent date (some sources are dated 1975 and 1976) and information which is ten–twenty years old should have been made.

These are, however, minor criticisms in relation to a valuable treatment of a subject on which so little has been published in the Western world.

LESLIE SYMONS
University College of Swansea