

While Dr. Simon's account of Pobedonostsev's role in church affairs is not especially new, it is highly revealing in its analysis of the convictions of this powerful figure. Distrusting almost everybody, including the leading churchmen, he did not train effective assistants or successors. He fiercely opposed the new ideas that were entering Russia, not by theological argument, which he felt was hopeless, but by sheer negation backed by the civil power. He was intolerant of religious dissent, even that of the Old Believers, who were medieval in outlook and largely loyal to the tsar. Lutherans and Catholics also experienced repression, and the native evangelicals felt even greater rigor. On the dynamic Stundists—who were essentially Baptists—he unleashed the full power of his punitive measures.

Perhaps because of Pobedonostsev's negative outlook, his power in secular affairs declined steadily, and by 1900 he had little influence in the government. His power over the Russian Church, however, remained strong, and was exerted chiefly through the lay officials of the Synod and of the diocesan consistories; even the higher clergy were little more than figureheads. In his zeal for the good of the church, he insisted on deciding even trivial matters. He devoted much effort to improving the incomes of the clergy and achieved a rapid increase in the number of parochial schools.

The author makes it clear that Orthodoxy fared ill under Pobedonostsev. Thanks to its obscurantism the intellectuals were almost lost to the church, and workers and peasants often turned from it because of its ties with the Establishment. Even worse, the sons of the clergy were rejecting priestly careers, rioting in the seminaries, and assaulting their superiors. When Pobedonostsev retired in 1905, the church was already in dire straits.

This is a valuable book. It deserves a better format.

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CONTINUITY IN HISTORY AND OTHER ESSAYS. By *Alexander Gerschenkron*. Cambridge: The Belknap Press of Harvard University Press, 1968. xi, 545 pp. \$10.00.

This companion volume to *Economic Backwardness in Historical Perspective* (1962) rounds out the publication of Alexander Gerschenkron's shorter papers, in which he develops various further facets of his main thesis. This thesis asserts, in effect, that the more backward a country is at the beginning of its initial effort at industrialization, the more discontinuous or unstable will be its rate of economic growth—the sharper will be the upward curve of industrial output, and the greater the relative emphasis on producers' goods, on large plants and enterprises, and on the role of the state and other central institutions.

It is both a strength and a weakness of this thesis that it is based to a considerable extent on the single case of Russia, represented in this volume by the long essay "Russia: Agrarian Policies and Industrialization, 1861–1914" (originally published in the *Cambridge Economic History*), and elsewhere by several book reviews. The economic development of Russia both before and since the Revolution fits Gerschenkron's thesis very well, and he has contributed more than any other scholar to our understanding of the interrelationship of agriculture and industry in modern Russian economic history. But could his thesis be applied to any Asian country other than Japan? He has not attempted to do so, and this reviewer at

least is inclined to the view that the societies that fit his pattern must not only be backward but must also have in their historical traditions a capacity for political action that most backward countries lack.

Gerschenkron reveals himself in this volume as more than an economic historian, and his analysis of Nabokov's *Eugene Onegin* shows him to be a literary critic of the first order. In other essays he demonstrates the contributions literature and philosophy can make to the study of economic history, and in doing so he reveals a wit and literary skill which his more conventional work in economic history does not give him an opportunity to display.

The most significant feature of Gerschenkron's approach to the economic development of Russia is that he makes the essential distinction between the functions of economic growth that are common to all societies, and the variety of institutions by which these functions can be performed in differing societies. Capital, markets, and incentives were different in Russia from those in Western Europe, but the results as measured in economic growth were much the same. Students of Russia would do well to consider whether this same approach might not lead to as valuable insights in regard to the political and social aspects of Russian development as in the economic.

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RUSSIAN STEAM LOCOMOTIVES. By *H. M. Le Fleming* and *J. H. Price*.
New York: Augustus M. Kelley, 1969. 112 pp. \$11.00.

This book will appeal primarily but not exclusively to specialists in Russian transportation and to those who have a particular interest in the steam locomotive. Although the work is devoted mainly to steam locomotives of the post-1917 period, there is considerable information on other aspects of Soviet railway development. This is an updated version of a work originally published in 1960. The authors have relied on what secondary literature was available from the USSR. Their information has been supplemented by their personal observation of the Soviet railway system, as well as by reports of others who have been in the USSR in the last fifty years. The authors modestly admit that there are gaps in their knowledge, but their work is probably the most complete, accurate, and reliable account that could have been written in the West on this topic. The text is supplemented by seventy-seven photographs and drawings, which by themselves make the book worth while.

After a discussion of the period 1833–1916, the main body of the book gives a detailed description of main-line locomotives built in the USSR up to 1956, when the last steam locomotive was built. Each class of locomotive is described in reference to its historical development, its specifications, the total number built, and in what parts of the USSR they were operated. The authors devote chapters also to tank, narrow-gauge, and experimental locomotives. The appendixes include a detailed list of Russian locomotive builders since the 1840s.

The main shortcoming of this book, aside from a couple of minor errors concerning the pre-1917 period, is the lack of footnotes and of a comprehensive bibliography, which would increase the usefulness of this work to the scholar.

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