

book lies in some of the author's well-balanced opinions. For example, he believes that the unequal distribution of income in Latin America is very important in limiting the purchasing power of lower- and middle-income groups which is needed for economic development, but that this cannot be remedied by drastic equalization (presumably through heavy progressive taxation). Instead he favors measures to reduce consumption and increase investment among those with higher incomes. He places commendable emphasis on the role of institutional structure in affecting development and on the need to reform the structure, broadly defined, as a prerequisite for economic progress. He also emphasizes structural analysis in his discussion of the common markets and the Alliance for Progress. As he says: "*El proceso de desarrollo no es sólo de cambio económico. Es la sociedad entera la que debe ponerse en movimiento. Fundamentalmente, el cambio debe ser social.*"

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The Development of Agriculture and Forestry in the Tropics. Patterns, Problems, and Promise. Rev. ed. By JOHN PHILLIPS. New York, 1967. Frederick A. Praeger. Map. Tables. Appendices. Glossary. Bibliography. Index. Pp. 221. \$10.50.

Phillips, who has served as professor of botany and of agriculture and as forester, conservationist, agriculturist, and ecologist, makes two outstanding contributions in this book. One is a world-wide comparative study emphasizing the underdeveloped economies in the tropics and hotter subtropics, in which the technical material and charts are invaluable.

The other is his insistence on awareness not only of economic and technical challenges, but also "those springing from the background and way of life of the local peoples." He stresses the persistence of culture and the importance of proper motivation in introduc-

ing new ways where change appears justified.

Phillips, whose main area of work and study is Africa, knows personally only three Latin American countries, Costa Rica, Nicaragua, and Peru. An index check reveals that Brazil, Argentina, Chile, and Mexico appear only in some comparative charts.

The preface to the second edition indicates that it has not been substantially revised. Many of the tables have not been updated; a new bibliography has been added to rather than incorporated with the old one. A recent trip to the United States put the author in touch with current thought concerning education, extension, and development in the tropics, but he found no reason to modify any of the points made in the first edition (1961).

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Financing Latin American Housing. Domestic Savings Mobilization and U. S. Assistance Policy. By SEAN M. ELLIOTT. New York, 1968. Frederick A. Praeger. Praeger Special Studies in International Economics and Development. Tables. Notes. Appendix. Glossary. Bibliography. Pp. xii, 216. \$12.50.

There is a subtle bias introduced into the study of housing in Latin America, because the implicit and explicit standards of judgment derive from the experience of middle-class styles of life. Middle-class North Americans live in spacious houses with good plumbing, heating, and lighting. They expect nothing less for Latin Americans. Both North American advisors and the middle-class *técnicos* in Latin American bureaucracies measure the "housing gap" by the failure of the poor to acquire the sanitation, services, and elbow room which few in Latin America can afford. Illuminating investigations by John Turner of the Harvard-MIT Joint Center for Urban Studies represent one of the few cases in which a scholar has transcended his culture-bound approach. Turner is a leading advocate of self-

help housing. It is indicative of the general quality of the monograph under consideration that its author is unfamiliar with—or at least fails to cite—the work of Turner.

Sean M. Elliott maintains that an International Home Loan Bank financed by American savings and loan associations should be established to make “massive housing investment throughout the developing areas” (p. 194). One cannot reject the feeling that such a plan, however it might benefit Latin Americans, is designed mainly to provide a growing use for American capital during periods (such as the past several years) during which the housing construction industry is in the doldrums. Elliott’s presentation of a lengthy and apparently irrelevant table on the growth of American savings and loan associations suggests to this reviewer that his central concern may be with American investors rather than with Latin America’s ill-housed.

Whatever the author’s personal brief, he seems not to have accepted the fundamental fact that even with the best intentions of foreign financiers, the poor of Latin America cannot aspire to housing in the style of the U. S. middle classes. For that reason foreign assistance in this field based on “sound economic principles” will be useful only to the few in Latin America. Continued mobilization of personal effort in housing construction probably offers the best solution for Latin America’s housing problem.

There is little to recommend this book to the readers of *HAHE*. Perhaps it will be of some use in the Federal Home Loan Bank Board where Elliott is director of the Office of International Home Finance.

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Charles Morgan and the Development of Southern Transportation. By JAMES P. BAUGHMAN. Nashville, 1968. Vanderbilt University Press. Illustrations. Maps. Notes. Appendices.

Bibliography. Index. Pp. xxxi, 302. \$10.00.

This admirably researched volume significantly enhances our knowledge of a doyen of the nineteenth-century transportation revolution. As the title implies, the focus is on Charles Morgan the entrepreneur, not Morgan the man. A twenty-one-page introduction discusses Morgan’s contributions within the framework of nineteenth-century entrepreneurship and appropriately establishes the pattern. The absence of extensive Morgan papers undoubtedly influenced the author’s decision to take this approach.

Although born in Connecticut and rising to prominence in New York, Morgan built his extensive steamship and railroad system in the South. The focal point was New Orleans, but extended throughout coastal Texas with lines to Havana and Veraacruz. From his entry into the steam-packet service in the 1830s until his death in 1878, Morgan played a preponderant role in the development of Southern transportation. Attuned to changing business and technological conditions, he made the transition from steamships to rails after the Civil War and established an important railroad network in Louisiana and Texas. His combined operations became the Louisiana and Texas Railroad and Steamship Line.

Although chiefly of interest to specialists in Southern history and business history, this study is not without value for Latin Americanists. Especially pertinent is Chapter Four, which recounts Morgan’s bitter and fruitless war with Cornelius Vanderbilt to control the Accessory Transit Company of Nicaragua. Chapters Three and Five analyze Morgan’s expansion in the Gulf of Mexico during the Mexican War and the subsequent consolidation of his steamship services there in the 1850s. The other chapters touch only peripherally on Latin American affairs.

Despite meticulous research and scholarly composition, Baughman’s book has regrettable flaws. The narrative is overburdened with repetitive emphasis on Charles Morgan’s strategy