

NORTH AMERICAN MOOSE. By R. L. PETERSON. University of Toronto Press, 1955. Paperback 1978.

This is the reprint of a classic. Like any classic, so Randolph L. Peterson's book on moose, first published some 28 years ago, remains a valuable and interesting source of knowledge to those concerned with moose. Upon rereading, it gives us a glimpse into the theoretical world of the mammalogist but a few decades ago, and as such is required reading for those concerned with progress in science. To those not yet familiar with it, I commend it as an example of thorough scholarship, a good reference book, and a gateway into the older English literature. It is a fascinating contrast to

books on moose of comparable age, such as that of Professors W.G. Heptner and A.A. Nasimovic (*Der Elch*, Neue-Brehm-Bücherei No. 386, 1967) an upgraded version of what is found on moose in the classis *Mammals of the U.S.S.R.* published in 1961, or Hans Kramer's *Elchwald*, the German management experience with moose, published in 1963. To date, Peterson's book is the only thorough single-author synthesis on moose in the English language, and as such is quite central to our unfolding understanding of moose.

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TRANSPORTATION IN EASTERN EUROPE: EMPIRICAL FINDINGS. By B. MIECZKOWSKI. Boulder: East European Quarterly (Distributed by Columbia University Press, New York), East European Monographs No. 38, 1978. xv + 221 pp.

Transportation in Eastern Europe, like that in other complex world regions, is a broad subject and an intrinsic part of its attendant national economy, although transportation may be analyzed as an independent phenomenon. Given the analytical techniques and methodological approaches found in the social sciences for assessment of economic sectors including transportation, and given the plethora of varied information in numerous languages on transportation in Eastern Europe, most individuals seeking to write a synthesis of the subject face a gargantuan task unless they restrict their purpose to manageable proportions, concentrate on specific themes, delegate some responsibility to specialized colleagues, assemble existing materials (perhaps through translation) into edited works, or in some other way transcend the intellectual and substantive fragmentation inherent in the task. Bogdan Mieczkowski, Professor of Economics at Ithaca College, forsaking such other approaches, has undertaken a synthesis of transportation in Eastern Europe on the basis of some of the secondary sources dealing with the topic published since 1945. The book comprises seven chapters: introduction, geographic and economic determinants, national planning, growth since 1945, costs, international aspects, and conclusions and projections.

Analysis commences with a section on geographical determinants of transport which virtually ignores the physical, human, and

economic geography of Eastern Europe and has no apparent relevance to the book. Furthermore, geographical determinism has been considered by geographers to be a fallacious term for at least half a century, and should not be used in scholarly analyses. The final section of the book, dealing with projections (pp. 196-200), is vague, subjective, and almost entirely based on a few ethereal statements concerning the near future in Poland: "The assumptions made by Polish long-range planners with regard to Poland may be cited here as an example of the expectations of growth of transport in Eastern Europe" (p. 197). The remainder of the book proceeds in a similar vein. Thus, despite the author's best intentions, this treatment of transportation in Eastern Europe is mediocre, banal, and superficial.

Few of the author's many purposes and objectives (pp. xiii-xv, 1-9) are achieved. Despite Mieczkowski's identification of major issues associated with planning transportation facilities (pp. 86-90), and discussion of issues associated with charges for transportation services (pp. 138-150), the book can be used for few of its intended purposes because it deals with Eastern Europe in name only. Analysis relies mainly on statistical data for Poland supplemented with figures for East Germany and Hungary, and on quotations and passing references for the remaining five countries of Eastern Europe, on those occasions when their existence is recognized. Concern for transportation in the book vacillates between description of historical evolution and analysis of recent problems and issues. The book, however, is neither a reasoned or scholarly antiquarian approach to transportation, a statistical handbook, nor a rigorous topical analysis. The book strikes this