

punishment in colonial New York to quantitative and qualitative analysis. Greenberg finds that white males of English descent exceeded their proportions of the general population among criminal defendants. Besides ethnicity, the geographic distribution of crime is carefully mapped. Crimes against persons and property increased in volume after 1750, apart from the complications of political factors in this pre-Revolutionary generation, and the criminal justice institutions lagged increasingly in their attempts to cope with the problem. The book has flaws but is nevertheless a useful contribution to this aspect of the social history of colonial America.

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Henry Cohen

**THE FLEDGLING PROVINCE: Social and Cultural Life in Colonial Georgia, 1733-1776.** By Harold E. Davis. Chapel Hill: The University of North Carolina Press. 1976. \$16.95.

Davis notes that his study does not use quantitative methods; rather it is an analysis of the source materials that exist. The result is a well-written, general survey of practically every facet of colonial life in Georgia. For the student who wants to learn "something about everything" in colonial Georgia (education, religion, occupations, amusements and so on), this study is a good place to begin. However, one hopes other studies of a greater depth will appear eventually.

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Tommy R. Thompson

**PROLOGUE TO INDEPENDENCE: New Jersey in the Coming of the American Revolution.** By Larry R. Gerlach, New Brunswick, New Jersey: Rutgers University Press. 1976. \$25.00.

Larry Gerlach sets his study of the coming of the American Revolution in New Jersey within a conventional explanatory framework. He has industriously integrated and evaluated the impact of local, provincial and imperial issues on the pre-revolutionary years. While Gerlach's connections are not always explicit, his analysis of the colony's internal political character is meticulous and solid. His ultimate interpretative conclusions are less satisfactory. Gerlach argues that New Jersey, led by moderate revolutionaries "tacitly" supported by a "majority" of the people, reluctantly acquiesced in independence largely in response to regional pressures. However, the author's brief description of subsequent developments—a state deeply rent by civil war and internal violence—is inconsistent with the unity which he ascribes to the colony on the eve of independence. Although some sources of potential disorder are presented in the study, they remain unfocused because of the author's preoccupation with reconstructing the pre-revolutionary period.

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## cash nexus

**THE CAPITALIST SYSTEM: A Radical Analysis of American Society.** Edited by Richard C. Edwards, Michael Reich and Thomas Weisskopf (2nd Edition). Englewood Cliffs, New Jersey: Hall, Inc. 1978. (1972). \$9.95.

Although this is a second edition, an edited book and a textbook (we normally don't review anthologies, revisions or textbooks), it is worth mentioning. The authors argue for a revolutionary transition to a genuine socialism. They do not particularly admire the alleged socialism of existent nations, which they find repressive, centralized and stiflingly bureaucratic; neither are they doctrinaire marxists, although they say that most of their inspiration is from marxist analysis. They would like a decentralized and highly participatory welfare state. The heart of their approach is confidence in the intelligence of educated American working people.

These are, in short, meliorists in the most traditional American sense, even to being strong believers in human perfectibility. This is not to accuse them of being simply conservative, for I believe that the normal American political and economic consciousness harbors social ideals far to the left of the theory or practice in many of those regimes which are labeled "revolutionary." I am not sure that the authors fully recognize the extent to which their "radicalism" is based on the sacred values of our culture, "givens," values which, when conflicts have arisen, have historically proven themselves to be stronger even than capitalist values themselves.

If the tone of *The Capitalist System* is far less abrasive than were similar "revolutionary" documents of a few years back, then, it is still probably more edgy than it need be, for the authors' analyses and proposals come far closer than they seem to

think to widely-shared national attitudes. I do not believe, for example, that Americans hold "profit" sacred; I do believe that they hold "fair play" sacred. The first may be criticized or tied to corruption or injustice; the latter is never attacked. This is a book about how to make fair play operate in economic and political spheres. And I wonder whether the resultant point of view, with its stress on diversity, regionalism, individual autonomy and public participation in all decisions, might not better be labeled "anarchism" (in the special, home-grown, favorable sense of that word, as it is used by David DeLeon) than socialism. SGL

THE ROLE OF ECONOMISTS IN POLICY-MAKING. By Roderic AiCamp. Tucson: University of Arizona Press. 1977. \$1.95.

This book provides an interesting comparison of economists in policy making in both Mexico and the United States. However, there are a number of gaps in the development of their role in key economic decisions. Although this book emphasizes Mexico, the comparison with the United States provides an interesting case for the role of the specialist in government decision-making: it is apparent that specialists have a more significant role in more developed countries like the U.S. than in less developed countries such as Mexico. The author also emphasizes the role of bargaining in policy formulation and strategic planning.  
The University of Kansas

Morris Kleiner

THE POLITICAL ECONOMY OF URBAN TRANSPORTATION. By Delbert A. Taebel and James V. Cornehl. Port Washington, New York: Kennikat Press. 1977. \$13.95 cloth; \$8.95 paper.

This is a disappointing performance. It starts off with a reasonably valuable analysis of the major issues in urban transportation, but then becomes a conventional attack on the automobile. The authors correctly argue that public transportation is in poor shape and that we depend excessively on the private automobile, but there is more to the problem than is suggested by this dreary rehash of alleged conspiracy by the "high-way lobby" and the automobile industry. The plight of central cities and the problems of urban transportation will not be resolved simply by breaking up General Motors.  
Harvey Mudd College

John B. Rae

## institutions

PEOPLE & EVENTS: A HISTORY OF THE UNITED WAY. By United Way of America. Alexandria, Virginia. 1977.

An examination of the history of the United Way—or as it is more popularly known, the Community Chest—movement could be a major contribution to our understanding of the development of twentieth-century American civilization. The movement began as the offspring of the union of the Victorian distinction between the worthy and unworthy poor with the late nineteenth century—progressive era cult of efficiency. Its goal was to place the giving and disbursement of charitable funds upon a "scientific" basis, and, thereby, prevent indiscriminate alms giving, the diversion of the bulk of contributions to the most emotionally appealing, if not always the most necessitous, causes, and the duplication of efforts.

And an analysis of its subsequent growth could shed light upon such significant themes as:

1) The continuing vitality of voluntarism despite—and in part, in opposition to—the expansion of governmental welfare functions;

2) The process by which new elements (such as labor unions, for example) were incorporated—albeit slowly and oft-times grudgingly, since the leadership group remains still predominantly composed of well-off businessmen—into local power structures;

3) The changing priorities over time of these local establishments.

Unfortunately, the present slickly produced public-relations job does not fulfill the potentialities of its subject. What we have here is primarily an administrative history that traces the idea and its organizational expressions up through the end of World War I and then gives a year-by-year account of the activities of local community chests and their national umbrella organization.

The sponsor, the United Way of America, deserves thanks for making all these facts and figures readily available. But the work fails to place its story, except in a superficial chronological way, within the context of the larger changes in American