



## Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact [support@jstor.org](mailto:support@jstor.org).

## REVIEWS

---

### ELSAS' AUSNAHMETARIFE<sup>1</sup>

THIS monograph contains, primarily: (1) a list of commodity rates in force on Prussian railways, with explanations of the reasons for their introduction; (2) a discussion of the technique of Prussian commodity rate-making, and incidentally also of class rate-making; (3) a consideration of the economic effects of commodity rates in Prussia. The author collected his material while a graduate student at Tübingen, but states that he owed the initial suggestion to Professor Bernhard at Berlin.

It is the merit of the book that it gives us a systematic discussion of the rates under which 64 per cent of the freight traffic in Prussia moves. Every thinking inquirer has long known that the Prussian class rates, whether on a value or on a space basis, were inadequate to handle the varied business of that country. The classes must have been subject to exceptions; there must have been divergencies in interest between different parts of Germany, and consequent local pressure upon rates, of the same sort with which we are familiar in the United States. To suppose otherwise would be to run counter to very widespread experience. Yet it must be said that well-informed Germans have to a marked degree avoided the treatment of commodity tariffs in their descriptions of German rates. An official high in the Bavarian railway service assured the reviewer only last December that there were no competitive struggles between industrial interests in Germany that influenced railway rates. Shippers, he said, express "wishes," they do not make complaints.

<sup>1</sup> Elsas, Fritz. — Die Ausnahmetarife im Güterverkehr. Ein Beitrag zur gegenwärtigen Eisenbahntarifpolitik. Tübinger Staatswissenschaftliche Abhandlungen. Stuttgart: F. Enke. 1912.

Under these circumstances we welcome heartily the volume under review.

The reasons for the introduction of commodity rates in Prussia Elsas states as four: (1) the desire to encourage domestic production by making it easier to procure raw materials; (2) the wish to promote the sale of domestic products abroad, or in districts at home which are subject to foreign competition; (3) the wish to assist German trade centers in their competition with foreign trade centers; (4) the hope of helping German transportation agencies in competition with foreign railroads and waterways. This enumeration, of course, does not mean that commodity rates have no effects except as therein indicated. To show the importance of special rates in the home trade one has but to cite the objections raised some years ago by land owners in southern Germany to low rates on grain from eastern Prussia, or the complaints reported by Elsas which are directed by interior German points against the low rates accorded the seaports. It is possible at present to ship iron girders, for instance, from Dortmund to Bremen for 6.5 marks a ton, against a normal Special Tariff II rate of 9.6 marks. This prevents many towns south of Bremen from doing a distributing business to which they consider themselves entitled; for while the iron received under the commodity rate at Bremen cannot be forwarded on the same bill of lading, it is always possible to unload and reship it with a saving in expense sufficient to carry the freight back 44 kilometers.

Special tariffs in Germany are classified into those relating to foreign trade (import, export, and transit tariffs), and those relating to inland trade. The latter sometimes apply between all stations without exception, but often are limited to specified points of origin or of destination, or can be used only for shipments from specified points to other stations, also specified. Often, too, they are available only for limited periods of time, as in the case of special rates put in to meet a passing need. It is difficult to make an accurate general statement of the way in which these rates are constructed. Zone tariffs are common. Generally the unit

rate per kilometer declines as the distance increases, but this is not universal, and in one case a unit rate declines up to distances of 400 kilometers and then increases. In any event the reduction from the class rate is apt to be considerable. Road building material which would normally take a rate varying from 2.6 to 2.2 pf. per ton per kilometer, plus 6 to 12 pf. per hundred kilograms terminal charge, enjoys in fact a rate of 2.6 pf. up to 50 kilometers, of 1 pf. from the 51st to the 100th kilometer, and of 1.4 pf. per ton per kilometer for the whole haul when the distance is over 200 kilometers, with 6 pf. per hundred kilograms terminal in all cases.

Elsas is no critic of the existing scheme of things. He says nothing of the opposition which it is credibly asserted exists in eastern Germany to tariff reductions that tend to hasten the growth of the West and to deprive the East of a much-needed labor supply; nor does he mention the contrast between the interests of the Prussian railway system as a whole and the southern systems of Baden, Bavaria, and Wurtemberg, of which one result is perhaps the demand by Prussia that tolls be imposed upon the Rhine. There are also numerous questions touching the relations between the waterways and the railways in Germany which call for a solution; but no one of these is discussed. The monograph must not be taken for more than it is. It is not a profound discussion of the differences in local interests, altho it might have been that. It is a characteristic piece of German scholarly work: a painstaking, objective description of an important and neglected side of Prussian railway policy, full of information useful to students of German railways.

STUART DAGGETT.

UNIVERSITY OF CALIFORNIA.