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The Development of the Soviet Economy

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demonstrates is that warfare from carriers took a continuing supply of well-trained aviators and that the Japanese squandered this precious resource on too many wrong occasions. The inevitable supremacy of the U.S. Navy, made manifest in the Battle of the Philippine Sea (19-21 June 1944), was demonstrated in the battle off Cape Engano (25-26 October 1944). Here the Japanese sent four empty carriers and two hermaphrodite battleship-carriers against a potential 1,000 U.S. Navy planes. The history and development of fast carrier aviation in the British Navy is told in several chapters. As in the case of the Japanese story, he uses a judicious mixture of interviews, memoirs, and secondary works to establish his points.

Finally, Reynolds recognized that allocation of resources and development of tactical doctrine are the works of naval leadership. In several chapters he moves inside Adm. E.J. King's headquarters at Main Navy or into Adm. C.W. Nimitz' staffs at Pearl Harbor and Guam. He describes the infighting that was necessary to get air admirals assigned to high levels of authority and responsibility. Here Admirals John Towers, Forrest Sherman, and Arthur Radford are given proper recognition for insisting that aviator advice was absolutely necessary in the staffs, ashore or afloat, when they began planning operations that would involve the use of carriers. More importantly, as Reynolds demonstrates, their advice was meaningful when followed. It is quite evident that the importance of naval aviators in the top leadership positions today is traceable to a few "chargers" of the 1942-45 years.

The depth of research and variety of interesting materials used in this book are admirably described in a long bibliographical essay. McGraw-Hill is to be congratulated for investing 81 pages in bibliography, appendices, chapter notes, and a first-class index. The photos are ample and well selected. Overall, Pro-

fessor Reynolds deserves a snapping "well-done" from the Nohle and Ancient Order of Tail-hookers.

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Tremblay, Vladimir G., ed. *The Development of the Soviet Economy*. New York: Praeger, 1968. 296p.

This report by 12 specialists on the Soviet economy is the outgrowth of the papers presented at a conference in Munich in October of 1966 on "The October Revolution: Promise and Realization" under the auspices of the Institute for the Study of the U.S.S.R. The 12 authors are fairly representative of Western scholarship on Soviet affairs and come from France, Germany, the United Kingdom, and the United States, each being a recognized authority on a particular aspect of the Soviet economy. Every paper was subject to criticism by other experts and profited by this procedure. The studies differ in scope and format, ranging from policy alternatives and the dynamics of economic growth to specific sector analysis. They achieve their aim of a comprehensive 50-year survey of the Soviet economy. A select few are briefly summarized below.

Stanley H. Cohn's paper on the performance and growth of the Soviet economy marshals all the best of the evidence on the question from many sources. Comparisons indicate that growth has occurred, but not enough to justify adoption of the Soviet system by other countries. This, as other papers also show, is particularly true of agricultural productivity which in most economies has outstripped total productivity increases. Eugene Zaleski's paper on Soviet planning distinguishes between types of planning, showing that the Soviets have had largely administrative planning, but with variations. The conclusion of the author is that the economic policy with regard to armaments, inflation, agriculture, and the propor-

tion of resources allocated to investment and consumption is more important than the planning system. Norton T. Dodge in his paper on Soviet labor concludes that the workers are better off today, but that the use of forced labor was significant and played a large role in certain industries and areas in providing economic development. One estimate made the number of persons in labor camps as high as 13,500,000 in 1941, and an estimate that today the number was only 30 percent of the numbers under Stalin shows the continued significance of forced labor to the Soviet economy. Leon M. Herman, discussing foreign trade, suggests that

the Soviet leaders have found it is uneconomical to let ideology determine trade and that the benefits of trade are not to be overlooked. This is particularly true if the Soviets are to get the best of machines for their production lines. G. Warren Nutter's paper concludes the series with the comment that "If my figures are substantially correct, the performance of Soviet industry over the last half century, while impressive, is neither unusual nor unprecedented."

This book could well be included in professional reading lists as a basic treatment on the Soviet economy.

P.L. GAMBLE
Chair of Economics



The pathway of man's journey through the ages is littered with the wreckage of nations, which, in their hour of glory, forgot their dependence on the sea.

*Brigadier General J.D. Hittle, USMC:
Speech in Philadelphia 28 October 1961*