

EHLERS, E. and MEYNEN, E. (eds.): *Geographisches Taschenbuch*, 1979/80, 451 pp., Wiesbaden, Franz Steiner Verlag 1979.

For more than four decades this biannual documentation of the German speaking geographical sphere has become as indispensable to anyone actively working in this science (research, teaching, publishing) as the similarly structured 'Orbis Geographicus' has on a world level. The latest issue has been improved by confining the contents to addresses of authorities, agencies, societies, institutions and individuals. After the publication of articles has largely been omitted the price even has become more modest. A few historical and brief research reports only are still included. The binding has also been improved. There remains one cause for regret: The government of the German Democratic Republic does not permit east German institutions or colleagues to provide any information, even mailing addresses, for inclusion in this most useful reference book.

Wolf TIETZE, Helmstedt

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ROBERTS, W.O. and LANSFORD, H.: *The climate mandate*, San Francisco, Freeman, 197 pp., 3.30

Here is an excellent guide to what is known about the workings of the atmosphere, climatic change, forecasting and prediction techniques, the relationship between crop yields and the weather and between agricultural productivity and world food crises. Perhaps a little more could have been said about soil fertility. The authors stress that we must make the best use that we can of intelligent guesses about future weather and climate, bearing in mind that there is no realistic prospect that world climate will be less variable and that unfavourable weather will undoubtedly continue to affect food production. Atmospheric and agricultural technologies are discussed and though important offer no miracle solutions. After attempting a synthesis of the views of the Malthusian pessimists, the social idealists and the technological optimists, the authors propose future strategies that call for the encouragement of greater productivity in the poorer countries of the world and the creation of world food emergency reserves for the inevitable local catastrophes, strategies that call also for co-operation between the developed and the developing countries and between the Soviet Union and the United States. As a background text for appreciation of the findings of the Brandt Commission, this makes compulsive reading.

Joan M. KENWORTHY, Durham

TAKAYANAGI, S. and MIWA, K. (eds.): *Postwar Trends in Japan*. — (Studies in Commemoration of Rev. A Miller, SJ) 272 pp., Tokyo University of Tokyo Press 1975

The book reviewed, a collection of eight papers, is a most valuable one. However, those readers may be dissatisfied the attention of whose is focused on geography or on economic and demographic trends with their repercussions on regional development and structure. Considering the widespread disillusionment over the positive aspects of traditional culture, and mainly the gap between modern values and postwar realities, the papers range from 'A note on Trilateral Crisis Diplomacy: The Irritants in the Japan-US-EC-Relations' to an essay on 'In the Shadow of Leaves and Mishima's Death'. The information conveyed is indispensable for a full understanding of postwar Japan.

Kurt HORSTMANN, Wiesbaden

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IBRAHIM, H.: *The Shaiqiya: The cultural and social change of a northern Sudanese riverain people*. (Studien zur Kulturkunde 49, 243 pp.) Wiesbaden, Steiner 1979

The Shaiqiya are an arabized tribe, documented since the 16th century in the Nile floodplain along the great river bend near ancient Merowe and Napata. This intensive and sensitive study, by an expatriate, first examines the history and political life economy, social structure and stratification, and the villagers' customs and traditions, now dying out. The second part focuses more analytically on the village of Gureir, in the context of contemporary social change affecting the riverine Sudan. The author is particularly concerned with the direct and indirect impacts of westernization, and deals successively with education; economic and communications development; social change in terms of the villager's attitudes to the community, local political institutions, family life and religion; and the transformations among the Shaiqiya that have emigrated to larger Sudanese towns. The author develops no explicit thesis, but succeeds admirably in demonstrating the ambivalence of tribal allegiance vs. nationhood, and of westernization vs. psychological dislocation, resulting from a sense of spiritual poverty and internal emptiness that reflect competition, insecurity, and tension. The sections on agriculture, land tenure, and the irrigation system are of particular geographical interest.

Karl W. BUTZER, Chicago

O'SULLIVAN, P., HOLTZCLAW, G. D., and BARBER, G.: *Transport Network Planning*. London, Croom Helm Ltd., 1979, 187 pp.

Decision-making authorities — on governmental or local level — often find themselves in extremely awkward predicaments when it comes to choosing between certain alternatives in matters concerning transport systems i.e. the infrastructures and potential services to be proposed within a defined area. In fact both the development of the traffic network and the management of means of transport are of major importance in the economy and social development of a region since they enable the latter to form a part of and play a more or less favourable role in the trading systems which provide access to markets and sources of raw materials.

The authors set out both the methods and practical applications of transport planning which, rather than offering theoretical models based on definite data which claim to be well-established, enables a balanced evaluation to be made of those improved data which can be so troublesome for the decision maker. A case study dealing with the road system of an underdeveloped country such as Southern Sulawesi (the former Celebes in Indonesia) shows how, by a succession of varying approaches, development advisers can arrive at soundly based conclusions.

A good example of geography applied to transport problems. Full bibliography but almost all titles are of English or American origin.

F. LENTACKER, Lille

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*Atlas zur Raumentwicklung*, ed. by Bundesforschungsanstalt für Landeskunde und Raumordnung. Bonn 1979, ca. 130 map sheets, DM 600,—

To many people around the world it may be puzzling why no National Atlas of the Federal Republic of Germany exists, although cartography in Germany has a long-standing reputation. The usual answer is: Germany is divided by force from outside, hence information on a national scale is not available.

Recently, however, the Bundesforschungsanstalt für Landeskunde und Raumforschung, a government agency in Bonn, has published the *Atlas zur Raumentwicklung* which may to a certain degree be considered a substitute for a National Atlas, although it does not meet all the basic requirements. The explanatory text for example is in German only (apart from a