

how influenced by technical progress 408; as affected by Protection 778; and price of grain 692—3 n., 778
Pure monopoly and railway problems 450 n.

Quesnay 728

Quintance, Dr 757 n.

Railways III, iv—vi, Appendix M; growth and characteristics of British 68—70, 89—90 n., 449, 450, 453—5, 463—4, 516, 769—70, 814—17; in France 109, 477, 495 n., 819 n.; in U.S. 151—2, 445—7, 452, 454, 477, 495 n., 759, 820—2; as manufacturers 322—3, 591; Lardner and science of 449—50 n.; and economy of time 452—4, 463—4, 490—1; goods and passenger traffic compared 462—4; and shipping companies 456, 463—4; as illustrating "joint products" 467—8; and localization of industry 474—9; and "keeping everyone in business" 476—7; cooperation and pooling 487—92; State regulation of 480, 824 n., 827; and ownership of 492—7; in relations to canals 478, 479, 499—501, 504—6; and war 492; and the working classes 788, 818—19; Statistics 822—5; capitalization 825—9; British directors of 829

Rawson, on variations in price of wheat 739 n.

Real cost of production, in relation to social problems 183

Rebates, and American railroads 550 n.; in the engineering trade 632 n. (See *Deferred rebates*)

Records, their aid to modern technique 201—2, 204, 466

Redfern, P. 293 n.

"Regulated companies" 36, 312, 695, 696

Rent, and the French war 78, 734—5; and a tax on land 808—9

Representative or typical firm 181, 509; in relation to the growth of Joint Stock Companies, 314—16; expansion of 509; in U.S. 830—3

Research, in relation to industry 99—102; 855—6; in France 116; in Germany 131, 135; and team work 205

Retail prices II, vi, Appendix J; influence of demand on 275, 788—90; of various classes of goods 281—2, 791—4; high in America 304; of fish 790 n.; in wealthy and working class districts 791—2

Retail trade II, vi, vii, Appendix J; its relation to wholesale 278—80; social waste in 280, 300; in U.S.

298 n.; cartels and 280, 547—8; discrimination in 282, 416, 794—5

Ricardo, on foreign trade 19 n.; on relation of cost to value 396—7; and progress of economic science 658, 742 n.; on colonial trade 718

Riesser, on German credit banks 311 n., 342 n.; cartels 549 n.; the fusion of industry and banks 567 n., 568 n.

Riley 705 n.

Ripley, on time element in railway problems 457 n.; rule of direct cost 464—5 n.; pooling of railway wagon 489 n.; railway valuation 827 n., 822 n.; 829 n.

Risks II, v; dealings in 252—5, 254—60; balance of 255, 259—60; and related to functions 266—8, 270, 645—6

Roads, and monopoly 426—8; in relation to canals 500—1; in England in early times 686, 687; national interest in 769, 771; cost of transport on 782

Roberts, Map of Commerce 696 n.

Robertson Smith 666 n.

Robertson, W. A., on railway discrimination 474 n., 476; on railway pooling 488—9 n.

Rockefeller, J. D., his "power of control" 359 n.

Rogers, on fluctuations in price of stock 313 n.; on English roads 686—on wages, 692, 693, 721 n.; 698 n.—on fluctuations in wheat prices 779 n.

Roscher 666 n.; on services rendered by "old" peoples to "new" 680 n.; on List 752 n.; 716 n.

Route clerk 375 n. (See *Scientific Management*)

Rowntree, G. Seeböhm, on Belgian railways 495 n.

Royal Commissions, regulative influence of 442—4

Saint Léon, E. Martin 799 n.

Salt, England's trade in 61—5 n.; England's predominant supply of 586 n.

Salzmann 691 n.

Sauerbeck 632

Savary 39 n.

Schanz 715 n.

Schmoller, on English character 34—on education of business men 357 n.—on combinations and cartels 544 n., 573, 575—6; on Nile delta and Holland 668 n.; on trade between towns 670 n.; on early Companies 698 n.—on Mercantilism, 704—5; on Adam Smith 729

Schulze-Gävernitz, on high organization of cotton market 231 n.