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Powers of the President in Foreign Affairs

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book reflects the author's keen disappointment in the unwillingness of the world's greatest sea power to insist on its right to free passage of the high seas.

J. E. ARNOLD
Commander, U.S. Navy

Reed, Douglas. *The Battle for Rhodesia*. New York: Devin-Adair, 1967. 150 p.

This book by Britisher Douglas Reed, author, world traveler, and former foreign correspondent for the *London Times*, propounds a portion of the brief for Mr. Ian Smith and Smith's Rhodesian Government. In so doing, Reed tends to overstate the case (which, when alternatives are examined, has a good deal that is meritorious), to weave selected facts and irrelevant data into his book, to ignore conditions of censorship, detention, and restriction of political activity, and to beg a portion of the problem. Even so, many of his conclusions must be, in the main, considered to be accurate and cause for apprehension. This book has much in it for the reader who believes that the Belgians pulled out of the Belgian Congo too abruptly; that the wholesale admission of many African tribes as nations into the United Nations was less than wise; that most of the governments of newly emerging black nations in Africa have more often than not been established by means other than democratic, remained dictatorial and brutal by American standards, ignored the rule of law, and maintained their political power out of a barrel of a gun; that the will, spirit, and intelligence that enabled Britannia to rule the waves has been generally dissipated since World War II, and, with the exception of Churchill, the United Kingdom has displayed politicians but no statesmen; that both the United States and the United Kingdom

have tended to follow their "Liberals" in backing the Moscow-Peking-Havana-trained terrorists in Africa south of the Sahara; that stability and order in a community are valued ingredients for permanent progress in any nation; that Rhodesia's case in the world press has been ineptly told, often purposely; that the United States has backed Prime Minister Wilson for unclear reasons of inadequate foundation; and that the United States needs to reexamine and alter her Rhodesian policy. With the above in mind, this book is recommended as a balance to much of the material found in today's mass media which attacks Ian Smith's Rhodesian Government. Truth and the path toward an improved community life for all those living in Rhodesia must lie somewhere in between the two positions.

B. E. KEITH
Colonel, U.S. Marine Corps

Robinson, Edgar E., et al. *Powers of the President in Foreign Affairs*. San Francisco: Commonwealth Club of California, 1966. 279 p.

Powers of the President in Foreign Affairs is a research study commissioned by the Board of Governors of the Commonwealth Club of California. The Chairman states in the Foreword that in this exciting and often bewildering world the people of many nations have looked to the United States for leadership in international affairs; and, in turn, the people of the United States have generally looked to their President to furnish the inspiration and direction for that leadership. In this setting, two questions are of transcendent importance and interest:

1. What is the extent of the power that has been conferred upon the President of the United States? and

2. What is the extent to which our recent Presidents have exercised that power?

In an attempt to answer these questions, four authors, in turn, have sought to examine the decisions and actions that each of the four most recent Presidents of the United States have brought to bear upon the conduct of American relations with other nations in the period of 1945-1965. The exercise of their power, constitutional and otherwise, in the new age of nuclear potentiality has been the great problem of each of these Presidents. In general, the authors agree that the President has the final — as well as the first — words in all contacts, conferences, and agreements, whether the result be declarations or treaties. The foreign policy of the nation is thus the foreign policy of its President. If it is to be changed, he must be crossed successfully by the Congress, or misinterpreted by the Secretary of State, Secretary of Defense, or Central Intelligence Agency. There is no possibility of effecting a real change in the President's foreign policy except by the removal of the man in the Presidency by death, his resignation, or his defeat at the polls. In examining the foreign affairs of each of the last four Presidents, the authors have presented the reader with a summation of the important events in this field. They have indicated the successes and failures of these leaders and have pointed out areas of conflict with the other branches of Government. For the reader interested in a brief documented summary of the highlights of the foreign affairs of the United States since 1945, this book is recommended.

J. A. BACON
Commander, U.S. Navy

Seminar on the Labour Problems Resulting from Automation and Technological Changes on Shipboard. *Automation on Shipboard*. London: Macmillan, 1967. 127 p.

This book leads off with a short account of a seminar held 13 to 21 September 1965 at Elsinore, Denmark, on the "Labour Problems Resulting from Automation and Technological Changes on Shipboard." The remainder consists of eight papers submitted from certain participants among the over 40 independent experts and specialists of shipowners' and seafarers' unions and observers from international organizations and maritime governments who attended. These papers examine three general areas; first, the technical changes being introduced on shipboard, together with an assessment of the rate and extent of future development; secondly, the consequences of these changes as they affect manning, skill requirements, training, and crew composition; and thirdly, the resulting sociopsychological impacts relating to conditions of life and employment. Although the Seminar drew no specific conclusions and made no recommendations, even the casual reader will surely realize that the current trend toward larger ships will continue, motivated by the fact that relative costs of automation equipment become more economical on larger vessels. One will also recognize that as the seaman's labor changes, both qualitatively and quantitatively, and as this evolution proceeds, the very nature of the shipping industry is bound to be transformed. This publication is recommended to the pragmatist, for he will appreciate the detailed rationale supporting each thesis.

R. W. NIESZ
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