

REVIEWS

B. J. N. Edwards, *The Romans at Ribchester: discovery and excavations*. Lancaster: Centre for North-West Regional Studies, 2000. x + 101 pp. £8.95 pbk. ISBN 1 86220 085 8.

Christine Dade-Robinson, *Furness Abbey: romance, scholarship and culture*. Lancaster: Centre for North-West Regional Studies, 2000. xiv + 114 pp. £11.50 pbk. ISBN 1 86220 095 5.

Rural industries of the Lune valley, ed. Michael Winstanley. Lancaster: Centre for North-West Regional Studies, 2000. viii + 151 pp. £9.95 pbk. ISBN 1 86220 094 7.

Furness iron: the physical remains of the iron industry and related woodland industries of Furness and southern lakeland, ed. Mark Bowden. Swindon: English Heritage, 2000. x + 90 pp. £9.95 pbk. ISBN 1 873592 47 7.

The Centre for North-West Regional Studies at Lancaster University continues to produce Occasional Papers regularly, the series numbering having reached the mid-forties, and has become one of the most significant outlets for local and regional history, archaeology, and related studies in this part of England. The Occasional Papers have a special value because they allow publication of texts which are much shorter than a fully-fledged book yet are substantially longer than articles in any of the region's transactions series. They therefore permit detailed analysis, with plenty of opportunities for contextual discussion and copious illustration, of subjects which are fairly specialized or are of relatively confined geographical scope. Although quality and readability vary from paper to paper, and some are more esoteric than others, the series has established a high academic standard which in recent years has been enhanced by a generally impressive technical quality.

The three papers reviewed here demonstrate the merits of the series admirably. In *The Romans at Ribchester*, B. J. N. Edwards, the former County Archaeologist for Lancashire, focuses not so much on the 'factual' history of the Roman fort and settlement, but on the historical development of our present understanding of the site. He traces the emerging interest among antiquarians, from John Leland in the 1530s and William Camden in the 1580s onwards, and then considers early attempts at excavation and the formulation of theories as to the layout, dating, and detailed interpreta-

tion of the fort and the finds made there. There is extensive coverage of the way in which these investigations were presented, including the publication of reports, descriptions, and drawings, and the establishment of the museum on the site.

The Ribchester paper not only provides a most interesting account of how over the past five hundred years there has been a continuous evolution in the historical awareness and archaeological understanding of this key site, but also demonstrates that this evolution is itself of major historical interest. Consciousness of and investigations into the past are phenomena with important historical and sociological implications. A not dissimilar perspective on the growth of historical awareness is expounded in Christine Dade-Robertson's work on Furness Abbey, which, daringly perhaps, barely mentions the pre-Reformation period and instead discusses in considerable and illuminating detail the growth of interest in this splendid but surprisingly little known monument. The paper is illustrated with numerous maps and pictures which are fundamental to the text, for a central premise is that illustration of the ruins themselves, and published works about the abbey, reveal the cultural and aesthetic identities and perceptions of their times, from the romantic ivy-hung masonry of the late eighteenth century, via the tidy formality of the Ministry of Public Buildings and Works which many of us remember from our own earlier days, to the 'interpretational' work of the present, which is quite rightly commended rather than decried. The book is on occasion slightly pedestrian in its description, reminding the reader that it originated as an M.A. dissertation, but it represents an important contribution to a subject which in the context of modern Cumbria has a major relevance to the history of tourism, heritage, and the conservation movement.

The third of the C.N.W.R.S. papers is also of wider significance than its title might imply. *Rural industries of the Lune valley*, a collection of papers edited with characteristic skill by Michael Winstanley, provides an accessible illustration of the non-stereotypical view of the Lancashire countryside which, increasingly, gives us a more accurate image of the county's past as a whole. The old-established and simplistic view (town dominated by coal and cotton, and countryside by agricultural labourers) is demonstrably false, and researchers such as Geoff Timmins have shown, for example, how vital the role of the rural textile trade was until the 1860s. This paper reinforces that more balanced view by emphasizing that in the beautiful Lune valley, today one of those 'timeless and idyllic' rural areas which any serious historian knows were neither timeless nor idyllic, industries had an important role in the local economy but one which was ultimately destined for oblivion as commercial and social circumstances changed in the middle years of the nineteenth century. Winstanley notes that tourism is now the major industry, and that rapid population growth in recent decades has

been a function not of local enterprise but of commuter housing. But, in its heyday, industry was widespread and remarkably diverse. Coal, quarrying, hat-making, basket-making, and textiles both domestic and factory-based are discussed. It would be particularly interesting if comparable sub-regional work could be published on other rural districts in our two counties. East Cheshire and the Ribble valley are two areas where the impact of extractive and manufacturing as well as craft industries might readily be demonstrated in the two centuries before the 1860s.

The final publication in this group of papers is from a different source. English Heritage, in conjunction with the Lake District National Park Authority and the Cumberland and Westmorland Antiquarian and Archaeological Society, has produced a beautifully illustrated survey of some of the key sites which survive from the once so important Cumbrian iron industry. A minor and doubtless peevish personal grumble is to ask, rhetorically, why archaeologists persist in using the ugly and clumsy Harvard referencing system which is so inconvenient to the reader and so academically pretentious; but this defect fails to detract seriously from an otherwise pleasing work. The maps, plans, and photographs are excellent, and the analysis of the practicalities of iron-making and its attendant industries, such as charcoal-burning, potash production and the transport of raw material and finished goods, provides a valuable new dimension to the knowledge of an industry which, the editors consider, was at least as important as those of the Weald and the Forest of Dean but has attracted much less attention (though the magisterial work of Fell in 1908 and Marshall fifty years later is hardly to be thought of as insignificant). The paper pays special attention to the early period of the Furness iron industry and to the exceptional longevity of its traditional practices. To one who as a child read the stories of Arthur Ransome by torchlight under the blankets, the sight of *Swallows and Amazons* (1930) and *Winter holiday* (1933) in the bibliography gave undeniable pleasure. Little did I know then the historical importance of those vivid descriptions of charcoal-burners.

Preston

Alan G. Crosby

Tim Thornton, *Cheshire and the Tudor state, 1450–1560*. Woodbridge: Royal Historical Society/Boydell Press, 2000. xii + 320 pp. £40 hbk. ISBN 0 86193 248 X.

Tim Thornton's magisterial study of the late medieval and early modern county palatine of Cheshire will be of interest to all members of this Society. Few books are as meticulously researched and fewer still are written with such a sense of historical purpose. Deeply aware of parallels with today's arguments about the future of the United Kingdom, the book's

central aim is to dispel any notion that the Tudor state was irrevocably centralist. Indeed, Thornton regards this argument as 'fundamentally flawed'. In its place he seeks to show that the accession of the Tudors dealt a death blow neither to Cheshire's sense of identity as an 'imagined community' (which Benedict Anderson sees as one where people believed they were set apart) nor to her own palatine privileges. 'Cheshire did not become', Thornton writes, 'just another English county'. Rather it is argued that under Henry VII the king's 'policy in the shire, although more intensive in its enforcement of his lordship, was determined by the precedents and institutions of the palatinate' (p. 243). This, he suggests, was also true for later Tudor monarchs. One illustration of how palatine privileges were altered rather than eradicated concerns the return of M.P.s to Westminster from 1545 onwards. This was an alteration indeed, but Thornton argues that these M.P.s were there principally to defend the county's privileges and so were not symptomatic of Cheshire's integration into a Tudor mainstream.

Thornton brings out all the individual traits of Cheshire's government which are so central to his contention that 'autonomy and diversity' were not 'doomed' by 1500 (p. 13). Though Wolsey's still relatively new type of taxation, the subsidy, was first levied on the county in the 1530s, Cheshire continued to offer its own tax, the *mise*, to the Crown. In a particularly exhaustive piece of research into the records of the central legal courts, Thornton reveals how, from the 1510s onwards, more cases from Cheshire were heard in London, but also that they comprised a minuscule proportion of the total number of cases. There is indeed little here to suggest a concentrated effort by the Tudor state and judiciary to squash local privileges. Similarly, the swift and mysterious fall of Sir William Stanley in 1495 is convincingly reconstructed in the light of Cheshire's palatine status. Far from the sudden execution of an erstwhile friend being a reflection of the first Tudor king's misanthropy, no king could afford to see rebellion in a county that was so emboldened by its own privileges and still so replete with a sense of its own history. For instance, Cheshire's peculiarity is revealed by the fact that the given name of Ranulph or Randal remained popular in the county. Elsewhere in the Tudor dominions it was abandoned. It survived in Cheshire precisely because it was a name associated with a charismatic medieval earl of Chester who symbolized the county's independence.

Any work as intense as this is bound to have its infelicities. Sometimes the author's determination to expound Cheshire's idiosyncrasies becomes a little overwhelming. The custom of 'thwertnic' appears once, but is not explained for those less versed in Cheshire life. In 1563 the county's M.P.s petitioned the Lords against the demand for a subsidy on the grounds that they were already collecting a *mise* to mark the accession of a new

sovereign. This appeal to the upper house is construed as a further indication of the reluctance of these M.P.s to see themselves as run-of-the-mill members of England's lower house. Yet we could also portray it as a largely unexceptional appeal to the upper house of parliament, which at the start of each session appointed receivers of petitions for the Tudor Crown's outlying jurisdictions. Indeed, the history of the *mise* is an example of how the analytical desire to prove the longevity of Cheshire's privileges sometimes gets in the way of a clear exposition of the county's differences. It was apparently levied in 1563. It is also pointed out that the *mise* survived until well into the seventeenth century as another of those 'feudal' aids so useful to the Stuarts; yet elsewhere we are also told that the *mise* of 1517 'represented the final payment of the *mise* before the introduction of English parliamentary taxation' (p. 65).

Cheshire and the Tudor state ends, as it begins, with a historiographical survey of the first water. Thornton again contends that we should see early modern England as witnessing an 'easy tension between centralised monarchy and territorial autonomy' (p. 256). Cheshire's relationship with the Crown is seen as a small example of how the Tudor state was a composite monarchy. Just as the sovereign's relationship with Ireland or Wales differed from the royal relationship with England, so it was also possible for the Crown's relationship with different parts of England to vary. It is a moot point whether other historians' historiographical assumptions are so well thought through as to merit Thornton's penetrating gaze, just as it is not always clear how such historiographical sensitivity illuminates the story of Cheshire. It would finally appear that Thornton alights with most satisfaction on the work of the renowned French medievalist Bernard Guenée. Looking at the French Crown's relationship to the localities, Guenée preferred not to talk about centralization in the form of the direct control of the king or his institutions; instead he opted to talk about 'the sponsorship of local institutions by the crown, often in the face of criticism from the officials of the central institutions' (p. 243). Thornton does not claim that Tudor monarchs created new institutions in Cheshire, as Guenée has described for regions of France; none the less there is a similarity in that English monarchs were prepared to work within, and to an extent respect, the county's existing institutions and privileges. In fact, this respect revived towards the end of Henry VIII's reign, when the 'birth of a new prince . . . and the participation of the county community in war strengthened its coherence and the stability of the palatinate' (p. 243). Whereas the usurping Henry VII was once accused of being the bad guy in Cheshire's history, that failed warrior Henry VIII is now painted in far from unflattering colours.

It remains odd, though, that the county's role as a military community never emerges as a principal theme in Thornton's Cheshire. Echoes of the

county's special role as a royal recruiting ground are scattered throughout the book. Citing Roger Virgoe, Thornton notes that in 1481 the prince of Wales's council levied a tax on all the areas under its control, except for Cheshire, which offered military support instead. Henry VII retained 100 men from Cheshire and Lancashire in 1486, and leading gentlemen were recruited for the king's French campaigns in the 1490s. In 1558, 200 Cheshire men were sent to the Scottish border. But the county was not only a supplier of soldiers. It was also strategically placed. If Wales was no longer seen as a threat, and Scotland was only a danger if England went to war on the Continent, Cheshire was clearly seen as important in guarding Ireland. The potential threat posed by Sir William Stanley's disaffection was exacerbated by the fact of Perkin Warbeck's interest in Dublin, a major maritime partner for Chester. The county's élite were often promoted to positions in the administration of Ireland. As Thornton also notes, Protector Somerset's recruitment of Irish kerned led to their passage through Chester, with the privy council keeping tabs on the disruption they brought in their wake. In other words, Thornton concentrates on Cheshire from the point of view of a palatinate, yet he does not entirely do it justice as a 'marcher' territory. Looking at the county from this angle, it is less surprising that he cannot find any sudden changes or discontinuities. There is no need to explain why the county's peculiarities survived for as long as they did. Instead, it might be profitable to look comprehensively at what Cheshire had to offer in terms of furnishing the Crown with soldiers and in protecting the edges of its territorial authority. As England refigured itself through the absorption of Wales, union with Scotland, and the imposition of soldier-colonists in Ireland, the liminal county of Cheshire saw the original reasons for its privileged position alter, but of necessity slowly and over several generations, as is usually the case with social rather than dramatic constitutional change. More to the point, this would help explain why so many things that made Cheshire special, its peculiar baronies, its own taxation, its non-centralized courts to name but a few, were just as true of other northern counties in England. What is telling, of course, is that these counties, the other marcher palatinates of the North, were also at the edge of London's authority. In other words, the question should not be 'Did Tudor kings and ministers dissolve Cheshire's privileges?' Rather it should be 'Did the type of state which drew upon Cheshire's privileged status itself alter in ways that would impinge upon the county's utility?' Seen that way, Cheshire's history begins to have much in common not only with other Tudor palatinates, but also with the process of state-formation in early modern Europe. It is against the background of the disappearance of many of Europe's smaller countries that we should view how and why Cheshire's special status changed, altered, or was confirmed.

I began by saying that *Cheshire and the Tudor state* would interest all

members of the Society. In fact, any early modern historian who wishes to understand the complex layers which held society in this period together cannot afford to ignore this most brilliant and stimulating of books.

University of Manchester

Glyn Redworth

Leading the way: a history of Lancashire's roads, ed. A. G. Crosby. Preston: Lancashire County Books, 1998. xxvi + 328 pp. £14.95 pbk. ISBN 1 871236 33 9.

This book comprises a collection of eight essays, in addition to the editor's succinct introduction, which chart the emergence of Lancashire's road transport system from pre-Roman times to the present day. The essays are in broadly chronological order, beginning with Ben Edwards's contribution on Roman and pre-Roman roads, and Mary Higham's discussion of roads in the Dark Ages and the medieval period. The contributions of Alan Crosby and Diana Winterbotham take us through developments in the early modern period, the former having a good deal to say on road and bridge conditions and the latter focusing on road traffic and road travellers. A chapter by John Whiteley on the turnpike era, perhaps the best known period in Lancashire's road history, follows, and the same author takes us through developments from the 1880s to 1940, when motor traffic brought new demands upon the road system. Finally, Harry Yeadon brings us up to date with an examination of road developments during the motorway era.

The book is generally an instructive and enjoyable read and does valuable service both in drawing together existing findings and in adding to them. The earlier chapters are particularly impressive, not least because they demonstrate that a good deal of development was taking place in roads and road travel long before the profound changes that occurred during the classical Industrial Revolution period. Such developments, which can all too easily be overlooked or understated, plainly had a notable impact in helping Lancashire's proto-industrial economy to emerge and, no doubt, to enable those who could afford to travel to extend their social horizons. Equally, as Alan Crosby points out, profound difficulties persisted throughout this period, hindering both the pace and degree of improvement that took place.

The book also has a good deal of value in aiding further research into Lancashire's road history and therefore of contributing to a fashionable area of study among transport historians. It has a strong stock-taking dimension, and this helps to provoke thought about the areas in which we know too little or where deeper analysis is required. The nature of road

improvements springs to mind, with regard, for example, to the debates among McAdam and his fellow road-builders about the relative merits of paved and broken-stone techniques and about the importance and impact of easing gradients. Certainly the sources and approaches used by the contributors, along with the extensive bibliography which they provide, will prove to be of considerable help to researchers.

Each author is able to develop his or her theme in satisfying detail, and a good deal of original research is evident. Well selected illustrations are incorporated too, including some showing landscape features created by road-building and improvement over the ages. As we have come to expect from Lancashire County Books and Carnegie Publishing, a very high standard of presentation is achieved. Historians of all eras and areas in Lancashire will certainly find much to interest and inform them, as will those with a general interest in transport history.

University of Central Lancashire

Geoff Timmins

Charles F. Foster, *Cheshire cheese and farming in the North West in the 17th and 18th centuries*. Northwich: Arley Hall Press, 1998. xii + 116 pp. £8.95 pbk. ISBN 0 9518382 1 0.

Cheshire cheese and farming is Charles Foster's second study (of three promised) of the rural society of the district about Arley in the seventeenth and eighteenth centuries. It falls into three loosely connected parts. The first, which will be familiar to readers of these *Transactions*, having been previously published in volume 144, is a study of the development of the Cheshire cheese trade to London in the seventeenth and eighteenth centuries. The second, a much slighter section, is an account of Booths Farm at Appleton, built at the end of the 1680s; and the third and more extensive portion is an account of the farming around Arley in the mid-eighteenth century which draws on detailed home farm and tithe accounts from the Warburton muniments in the John Rylands Library. The first and third parts are buttressed by extensive statistical appendices. The whole is attractively presented for a very reasonable price.

When I first saw Foster's book on publication, I greatly admired it, but, returning to it at the request of the *Transactions* reviews editor three years or so later, I am not quite as impressed. For one thing, the three essays do not really cohere terribly well. For another, I detect a scatter of wayward judgements and some missed opportunities. The book seems based on a limited range of exceptional sources, notably the mid-eighteenth-century Warburton accounts, where other sources which one might expect to be drawn upon (and here I particularly missed a systematic discussion of the evidence of probate inventories) are absent.

Having expressed reservations in general terms, let me explore the strengths and weaknesses of the book in greater depth. The first essay on the cheese trade is, and I have not changed my mind on this, one of the most important pieces of writing on agriculture in northern England of recent years. It is also a very valuable addition to the sparse literature on the domestic trade of a staple commodity. I think that the essay contains some very fine deductive logic. The demonstration of links between the changing technology of cheese-making, the demands of the London market for cheeses of a certain weight (and hence consistency), the need to have herds of a certain size to make the cheeses, and the engrossment of farms to make larger units to support larger herds is masterly. But does table 1 really show that 'from 1687 cheeses grew steadily in size until by the end of the century a standard weight of 20–24 lbs became standard' (p. 13)? The maximum yearly average (in 1699) was 19.4 lbs. The mean for eight years between 1690 and 1699 was 12.8 lbs, but in the 1670s (seven years in observation) it was 11.4 lbs. And how do we know that the occupants of Arley Hall ate on average 40 lbs of cheese per head per annum (pp. 5 and 16)? I thought that the consolidation of farms could have been described more fully; to my mind, Foster glides over what one might suppose to have been an unpleasant and painful shake-out of poorer, smaller, and less viable farmers.

The short essay on Booths Farm (by James Barfoot) is fine, but one would have liked to have known how typical this farm is of the others in the district. The history of the farm could have been thickened out a little, and again one must ask whether there are any probate inventories.

Part three describes the agriculture practised about Arley *c.* 1750, based on the accounts of the home farm (including extremely good 'timesheets') and tithe accounts for some of the townships of Great Budworth parish from about the same date. The quality of the data available to Foster is very fine indeed. As he is of a mathematical bent, he uses the data to construct detailed tables of productivity, farmers' costs, and even working capital (but the last without any reference to inventories). My reservation about his table 14 is that it does not include any allowance for improvements made by the previous tenant and sold to the incoming tenant. The fact that improvements were being sold on this estate by the 1750s is itself a point of great interest, but the cost must have been a great burden to farmers. All this material is of lasting value. The tithe data could have been better presented in some of the tables and we are owed an explanation about why herd sizes are so different in Aston and Cowley (appendix 12 table B). The account of the labour employed at Arley home farm is not terribly sophisticated given the excellent quality of the data; perhaps someone will rework it in greater detail.

On a second and more detailed reading, I find there is still much to praise but rather more to quibble over than I remembered. But this is a very

valuable book for which Mr Foster is to be congratulated. The companion volume is eagerly awaited.

Rural History Centre, University of Reading

R. W. Hoyle

John K. Walton, *Blackpool*. Edinburgh and Lancaster: Edinburgh University Press and Carnegie Publishing, 1998. x + 194 pp. £12.95 pbk. ISBN 1 85331 215 0.

The English invented seaside resorts and they are a major feature of our coastline which for many years dominated the tourism industry in England. While domestic tourism still thrives, our resorts are now going through the painful experience of adapting to greatly increased competition from other types of attraction. We are visiting towns but not resort towns. Some resorts could become heritage towns by the sea and need good quality research in order to see whether there is any potential in their past for marketing themselves in the future. Such research will perhaps help the myriads of local and national government bodies that now 'plan' us to identify where their future lies, as resorts or as good quality residential towns beside the sea.

Resorts have not been as respectable a historical topic as provincial and industrial towns. John Walton has published books and articles that have played a major role in drawing our attention to their importance. It was in the Georgian resorts that many of our forebears learnt public manners as they joined in public bathing, promenades, and other events. As more and more people were able to afford to go to them, so the resorts became a major influence on fashions in leisure and behaviour that were introduced from London and elsewhere.

John Walton has produced a splendid case study of one of England's major resorts and in it he identifies the importance of sensitivity to the needs of the visitors. He discusses how Blackpool's strength lay in providing effectively for a wide range of people. Any hiccups in the town's development tended to be when the council and the private operators either took ages to wake up to an opportunity (for example the arrival of the railway) or tried to cut corners when change was needed such as investment in basic infrastructure. Professor Walton points out that Blackpool's early growth was limited by a lack of large inland towns to act as a market. The resort thrived after the mid-nineteenth century as the inland towns grew and their residents began to prosper enough to afford not only the fare for the railway, which provided the vital communications link, but also a holiday. It was the spending on accommodation that really helped resorts like Blackpool to grow; day-trippers spent and still spend far less than staying visitors. John Walton also identifies the town's need for a good image

within its regional catchment area even in the later nineteenth century. This study also identifies a key point about many resorts; they often helped to keep money earned in a region within its boundaries by encouraging spending on leisure trips and holidays there.

I would have liked a map of the area as it was when Blackpool was growing rapidly during the later nineteenth century, showing the railways, and a map charting the growth of the town. No matter how good local knowledge is, maps are always useful and, in a book with a regional and national market, crucial. While this is not intended to be a picture book, more pictures (not taken from a standardized album) that conveyed an image of the town in the early nineteenth century would have been helpful. Overall, this an excellent introductory study, and I look forward to seeing more about the social and economic roles of their seaside resorts from historians of this fascinating region.

Lewes

Sue Berry

Harry Foster, *New Ainsdale: the struggle of a seaside suburb, 1850–2000*. Birkdale: Birkdale and Ainsdale Historical Research Society, 2000. 132 pp. £13.95 hbk. ISBN 0 9510905 5 0.

This is the latest in a series of well documented histories published by the Birkdale and Ainsdale Historical Research Society. It continues the story of the development of Ainsdale traced in Sylvia Harrop's *Old Birkdale and Ainsdale: life on the south-west Lancashire coast, 1600–1851*, published in 1985. Harry Foster also uses many of the sources which he researched in *New Birkdale: the growth of a Lancashire seaside suburb*, which appeared in 1995. Central to the development of both Birkdale and Ainsdale (and indeed of Formby) was the role of the Weld-Blundells of Ince Blundell. The author has made careful use of that family's papers preserved in the Lancashire Record Office and the Merseyside Record Office. The work, as with others in the series, is very well illustrated, although in the copy under review the frontispiece of Ainsdale Mill in 1886, listed on the illustrations page, was missing.

The text carefully and clearly recounts the steady growth of Ainsdale from the hamlet of a few farms and a mill in 1850, still part of the chapelry of Formby, to today's extensive residential suburb. The Weld-Blundells' efforts encompassed first agricultural improvements, secondly attempts to create a seaside resort, and thirdly and most successfully residential development. In all these endeavours the local railways, the Liverpool to Southport line and the Cheshire Lines route, now defunct, played an important part.

A minor criticism is that in the first chapter there is no mention of the

private Act of Parliament of 1848 which allowed Thomas Weld-Blundell to improve his landholdings on this coast. A more substantial omission is the lack of any comparison with other coastal developments in the North-West, apart from a passing reference to Cleveleys. There is no reference to recently published work in this field. Nevertheless, this is a well written and substantial contribution to the history of south-west Lancashire.

Formby

† *Neville Carrick*

Aspects of Accrington: discovering local history, ed. Susan Halstead and Catherine Duckworth. Barnsley: Wharncliffe Books, 2000. 192 pp. £9.95 pbk. ISBN 1 871647 65 7.

Aspects of Blackburn: discovering local history, ed. Alan Duckworth. Barnsley: Wharncliffe Books, 2000. 192 pp. £9.95 pbk. ISBN 1 871647 56 8.

These two attractively produced paperbacks are the first ventures of the publisher (part of the Barnsley Chronicle group) into the Lancashire area, most of the previously published *Aspects* titles being about Yorkshire towns or cities. It is obvious that the publisher has appreciated the professional worth of local studies officers in the appropriate towns, as both these volumes are edited and contain contributions by librarians involved in the local history field. Both books consist of medium-length essays on disparate topics which, while of obvious interest to local historians in the towns covered, also contain information relating to politics, the arts, religion, popular culture, and other topics which should prove to be of general interest to local historians in the North-West.

The Accrington volume includes essays on the early years of Henry Watson (of Manchester Music Library fame), born at Burnley but brought up in Accrington; the natural history of the town; the glory days of Accrington Stanley; a history of the borough's grammar school; and a description of the war memorials of Hyndburn district. The postal service in the town, and canal workers and boatmen in the surrounding area are among other topics covered.

Alan Duckworth's Blackburn compilation is perhaps the meatier of the two and includes essays on boatbuilding (for the Leeds and Liverpool Canal); a history of Roman Catholicism in the town; and the experiences of an Asian immigrant who arrived as a child in 1964 and paints a very positive picture of integration in Blackburn. A chapter on 'Blackburn at the polls' is particularly interesting, giving a thumbnail sketch of the constituency since before 1832, as is an essay on Charles Tiplady, a local printer and bookseller who kept a diary recording events in and around Blackburn from 1829 to 1873.

As these books are presumably intended for the general reader they are written in plain and readable prose, and some chapters, although by no means all, are followed by endnotes or bibliographical references. Both are generously and well illustrated (another example of the resources at the fingertips of the local studies professional), and are good value for their modest cost. They demonstrate commendable enterprise on the part of the publisher and I am sure that the appearance of future volumes on other north-western towns will be eagerly awaited by local historians.

Liverpool

John Tiernan

Chris Driver, *Britain in old photographs: Bolton and district*. Stroud: Sutton Publishing, 1999. 128 pp. £9.99 pbk. ISBN 0 7509 0974 9.

The author is quite explicit in his introduction as to what this book of old photographs is not. It is 'not a history of the Bolton area'. It is 'more a collection of snapshots of life over the last hundred years'. The book covers not only the centre of the town but also suburbs like Horwich, Deane, and Farnworth, with sections at the end on coal mining, transport, and fashion.

Can one take away some idea of what Bolton was like from this book? Is it meant purely for old Boltonians or could outsiders get a grip on the town? How far should maps be included to locate buildings which no longer exist? Two maps are included but both are disappointing in being too small in scale. Both, conveniently or inadvertently, exclude Manchester to the south-east. The book does include some superb 'snapshots' which must be real rarities, like those of the west doorway of St Peter's church under demolition in 1866 or the grim courts on pp. 52-3.

The book is frustrating, however, for it lacks a logical sequence and order. It jumps about chronologically, for example in chapter five from 1896 to 1936, back to 1907, to an undated print, and to 1924. In chapter eight, on Deane, it appears that the only significance of this suburb was that it had a church and was bombed during both world wars. The snapshots taken are to be applauded, but reading the book is too much like looking at a fragmented kaleidoscope. The references at the end are needed in order to find out more.

Liverpool

Roger Hull

Simon Gunn, *The public culture of the Victorian middle class: ritual and authority in the English industrial city, 1840–1914*. Manchester University Press, 2000. x + 207 pp. ISBN 0 7190 5715 9.

According to the author, the ancient and well-worn contrast between 'Manchester men' and 'Liverpool gentlemen' provided the initial spark for this important study of nineteenth-century provincial urban culture. However, the precise terrestrial geography of that particular inter-urban cultural contest does not provide the focus for the book. Three cities are explored in detail, Birmingham, Leeds, and Manchester, and Liverpool is touched on only in passing. Instead the book's subject is the cultural geography that helps us to understand better the presumed distinctions of culture and status implicit in such sayings.

The history of urban bourgeois culture has been strangely neglected over the years compared to the attention given the culture of the working classes. Moreover, the domestic culture of the middle classes, and particularly its gender dimensions, has attracted more attention than the public culture of the industrial cities which the middle classes did so much to create. This is all the more surprising when one considers the array of sources available for such a study (Gunn has made especially good use of the periodical press). Some time ago Bob Morris noted the extent to which the industrial towns acted as 'theatres' for the display of bourgeois power and authority, and the representation of power through cultural performance is Gunn's theme. His three-city case study provides a stage large enough to allow room for the display of several cultural forms. Thus there are separate chapters on architecture and urban design (casting light on the role of the city centre rather than the suburbs), the social uses of public space, urban networks of secular societies and chapel communities, the distinction between 'high' and 'low' culture (especially in music), and the evolving traditions of civic ritual (particularly the public pageant). Much of this is innovative. Gunn's grasp of empirical detail is secure and he deploys an impressive understanding of relevant theoretical writings. Bourdieu and Sennett are especial influences.

The public culture of the Victorian middle class is engaging and well written. Its language is clear and its style direct. Although there is much here for the local reader interested in new evidence and new interpretations of Victorian Manchester, the book is primarily intended as a contribution to the broader cultural history of the British middle classes. Arguably its most interesting aspect is the significance attributed to ritual and performance in the construction of authority. There is a resonance here which transcends the book's subject matter. The chief thesis is that the urban and bourgeois public culture which originated in Manchester, Leeds, and Birmingham in the 1840s and reached its apogee during the last three

decades of the century had a distinct identity that separates it from the metropolitan culture and 'gentlemanly capitalism' of London and the landed classes, and also from the domesticity of the suburbs. One might quibble about the precise nature of its origins or the chronology and character of its decline but the central idea of the book is persuasive. In many ways the most interesting question now is the extent to which a national (upper) middle-class culture had emerged by the 1930s.

Manchester Metropolitan University

Alan Kidd

Graeme J. Milne, *Trade and traders in mid-Victorian Liverpool: mercantile business and the making of a world port*. Liverpool: Liverpool University Press, 2000. x + 243 pp. £33.95 hbk. ISBN 0 85323 606 2; £15.95 pbk. ISBN 0 85323 616 X.

Graeme Milne's long-awaited book makes a significant and innovative contribution to existing work about Liverpool shipping and trade. Using an approach of lateral analysis of major sources, namely the Customs Bills of Entry and the Liverpool Register of Shipping, Milne has built on work undertaken by Williams and Neal in the 1960s. Hampered by the restrictions of manual data collection and analysis, the output by Williams and Neal was necessarily limited. Milne, now taking advantage of advances in information technology, has gathered and analysed sample data, and using extensive supplementary material presents a masterful account of trading in mid-nineteenth-century Liverpool.

The book is divided into three parts. The first considers the trading environment, examining shipping patterns and port development. Part II looks at how trading communities operated within and reacted to this environment. Part III studies how these traders managed their dealings on a national level, working with official bodies and responding to initiatives such as the passenger trade, troop-carrying, and the sought-after mail contracts. It is the approach adopted by the author that renders this work both refreshing and challenging. The methodology is thoughtfully explained, and from the outset, assumptions that have previously been made about the nature of shipping trends and trading patterns are deconstructed and rebuilt to illustrate a detailed, if select, account of Liverpool's trade at this time. Because of this, and because of how the sources are used, a picture of the regional pattern of trading activity is strongly established. In Part I, for example, in his examination of the shift from sail to steam, Milne explores how Liverpool traders reacted to the decline of American sail, how they increased their own tonnage in sail, and where their investment lay. Similarly, Milne examines Liverpool's ventures into steam, and the levels and areas of trading using this new technology.

This is the strength of this work, the detail that has been teased out from the sources, giving the reader an impression of the subtleties and complexities within Liverpool's trading processes. The first chapters of Part II demonstrate in detail the interaction between factions within the trading communities and the minutiae of their business, and hint at the wonderfully cosmopolitan nature of the communities themselves. Milne rightly points out that this cannot be an all-encompassing work, and that much valuable study could be pursued in areas adjacent to those within the remit of this book, for instance by examining the social and political contexts of Liverpool trade during this time.

The reader has to bear in mind that the conclusions are drawn from sample data, and are therefore indicators of what was happening within Liverpool's trading businesses. The supplementary material used, British parliamentary papers, various financial records, and the records of the Mersey Docks and Harbour Board, add valuable detail about the business of individual traders and companies and the nature of their relationships with official bodies. The reader might expect in a work of economic history to be confronted with pages of statistical output. These, of course, must and do feature, but another strength of this book is that the general reader is not overwhelmed by them, because the accompanying narrative is engaging, and the arguments and conclusions are presented with clarity.

The only disappointment is that the rather sparse index does not do justice to the richness embedded within the narrative, especially for some of the individuals and firms active within Liverpool's trading world. For instance, Rankin Gilmour are mentioned a number of times in the text, particularly with reference to their financial dealings, and yet the reader cannot locate them in the index. Similarly George Matthews, whose papers are used as a primary source, cannot be found in the main index, although referred to in the 'Notes on Abbreviations'. For readers whose interest lies in the business of a particular firm or individual, this is a pity, as there is such interesting detail on offer that is probably not published elsewhere.

National Museums & Galleries on Merseyside
Merseyside Maritime Museum

Rachel Mulhearn

John Belchem, *Merseypride: essays in Liverpool exceptionalism*. Liverpool: Liverpool University Press, 2000. xvii + 228 pp. £27.95 hbk. ISBN 0 85323 715 8; £11.95 pbk. ISBN 0 85323 725 5.

'We're different, and we're proud of it!' That is the line taken by many a Merseysider, native or adopted, whenever there is a chance to proclaim our region. 'Merseypride' is as good as endemic in the local culture and it is

based on a profound sense of 'otherness'. There is nowhere else quite like it. But, as John Belchem, Professor of History at the University of Liverpool, points out in his fascinating collection of eight essays, this Liverpool 'exceptionalism' is not always viewed so positively by outsiders; we are reminded, for example, that Ramsay MacDonald rued that 'Liverpool is rotten and we had better recognize it', and that in the early 1980s the *Daily Mirror* advised Liverpudlians to build a fence around their city and charge admission, 'for sadly, it has become a "showcase" of everything that has gone wrong in Britain's major cities'.

Belchem's purpose, however, is not to make judgement as to the positive or negative perceptions of Merseypride, so much as to 'deconstruct some of the representations that Liverpool is "different"'. He is to be congratulated on his 'deconstruction', though it has to be said that, despite the potential popular appeal of his topic, the style is hardly 'populist', being written in the established traditions of scholarly research so beloved of academics. Copious footnotes, cross-references, and comments in numerous parentheses abound. It is, in the main, a none-too-easy read for the non-academic who will, no doubt, need to pause regularly to understand some of the more opaque passages, for instance 'Traditionalist agrarian redresser movements operated alongside urban-based networks which combined labour protection and collective mutuality with forward-looking political and/or nationalist goals' (p. 70), or 'Inspired by the methods and paradigms of historical geography and urban sociology, studies of Liverpool have tended to concentrate on spatial and socio-economic factors, ignoring cultural and associational aspects of ethnic identity and collective mutuality' (p. xv).

Nevertheless, the essays give a fair insight into the origins and development of a good number of Merseypride features and characteristics. The collection begins with cultural studies of how Liverpool projected itself in the past, especially at the time of the 1907 celebration of its 700th anniversary (what Belchem calls 'the city's climacteric'). Of particular interest here is the revelation of the paucity of early records and history, and the way in which the anniversary celebrations played down (practically expunged) the city's involvement in the slave trade. There follows a lively and more readable deconstruction of 'An accent exceedingly rare', the famous Scouse tongue which, for many, is what makes the Liverpudlian 'different'.

The heart of the book, in many ways, is its second part, 'Irish Liverpool'. This comes as little surprise, since early in the preface, the author makes it clear that 'What made Liverpool different was not its precocious multi-cultural demographic profile . . . but the disproportionate Celtic presence in an English city.' One essay focuses on the Irish pub and its role in ribbonism and nationalism; another on the Catholic 'parish' and its characteristics of charity and ethnicity; and the section rounds off with

'Micks on the make on the Mersey'. This latter essay's title is somewhat misleading since it is not about 'scallywagging', as might be inferred, but the extent to which the Irish were what we would now probably call 'upwardly mobile'.

'Tory Town' is the subject of the third part of the book which consists of just the one essay, 'Protectionism, paternalism and Protestantism: popular Toryism in early Victorian Liverpool'. Given that one of the abiding recent images of Merseyside exceptionalism is that of the Militant era of Liverpool politics, this makes especially interesting reading; and the more so as it attempts to relate Liverpool's Toryism to both the Catholic and Protestant communities of their day. All politicians should read this, if only to be reminded of how quickly political labels and ideas can change sides.

The last section is, perhaps, the least successful of the collection. Consisting of two essays, one on 'Ethnicity, migration and labour history', the other on '*Grandes villes*' (Liverpool, Lyon, and Munich), the theme of 'Comparative Perspectives' seems, somehow, to lose the plot. Comparisons are made, but they do seem to be either very academic (as principles) or rather slight. Either way, they bring the book to an end with Liverpool and Merseyside somewhat buried in generalization, and this is a pity since it is the 'exceptionalism' that is far more interesting.

All in all, this is a timely publication as we begin to plan the 800th anniversary of the city, and the author's plea that 'the need is urgent' (p. 29) for a comprehensive history of the city and its inhabitants must not go unheeded. Indeed, this very volume of essays makes the point eloquently in its own way, for the reader is left with the feeling of having been able to open only the first few of the early windows on an incomplete Advent calendar. The calendar needs completing so that all its windows may be opened. Belchem's *Merseypride* will undoubtedly make the academic reader call for more. What is also needed is a rather more accessible version which all who have 'Merseypride' can understand and enjoy.

Liverpool

Peter Toyne

Sam Davies, *Liverpool Labour: social and political influences on the development of the Labour Party in Liverpool, 1900-1939*. Edinburgh: Keele University Press, 1996. 416 pp. £25 hbk. ISBN 1 85331 161 8.

It would be rash to declare that Sam Davies has written the last word on the Labour Party in inter-war Liverpool, but this is certainly a massive work of scholarship which will endure for many years. There is much here that will fascinate anyone interested in the history of twentieth-century Liverpool, for in his efforts to explain Labour's relative weakness in the city before the 1950s Davies casts a wide net. He offers tantalizing glimmers into the world

of working-class Toryism (and militant Protestantism) which complement Waller's *Democracy and sectarianism*, including a useful analysis of how the different denominational composition of Protestantism in the north and south ends of the city helped sustain divergent forms of anti-Catholic politics (pp. 227–30). Throughout the book Davies is keen to argue against monocausal explanations of Labour's weakness in Liverpool, especially the tendency to exaggerate the corrosive impact of sectarianism on party fortunes. He convincingly argues that special factors operated in Liverpool to exaggerate Labour's weakness in local politics. In particular, the failure to redraw ward boundaries meant that Labour received far fewer seats than its share of the vote would suggest. Indeed in 1927–9 and 1932–5 Labour out-pollled the Tories, but still won fewer council seats. Combined with the relocation of many working-class voters to council estates outside the city boundaries, and the Tories' blatant manipulation of the aldermanic system, Davies plausibly insists that 'the party's poor electoral record was to some extent a reflection of the failings of the electoral system itself'.

That said, Davies does accept that in some strongly Protestant working-class wards, such as St Domingo, Netherfield, and Kirkdale in the north, and Dingle in the south, Labour underperformed, while in others, such as the central working-class districts of Everton and Edge Hill, it was much stronger. Davies explains this mainly in terms of the occupational structures of the different areas. The central districts were less dependent on dock and related labour and contained a higher proportion of the skilled and semi-skilled workers who formed the backbone of Labour organization in the city. Labour organization is shown to have been weak in areas dominated by unskilled workers, including the predominantly Catholic riverside wards where Davies suggests that the strong Labour vote was delivered by local élites rather than won by mass mobilization. However, there are problems with this typology. For instance, the occupational structure of Kirkdale was little different from Edge Hill (31 per cent 'trades' and 39 per cent 'transport' in Kirkdale, compared with 33 per cent and 36 per cent for Edge Hill), but it proved much more difficult terrain for Labour between the wars (pp. 206–8). Intriguingly, we are told that another central ward, Kensington, contained the greatest number of Labour activists prior to 1914 (p. 57), but there is no discussion of why this also proved difficult territory for Labour with only two victories in twenty inter-war contests. The Kirkdale anomaly is discussed, and Davies argues that the presence of active branches of the Working Men's Conservative Association and Protestant Party proved decisive (both were also present in Kensington). However, this does more to describe than to explain the historical problem. Clearly the key question is why these organizations prospered in one area and not another when both had broadly similar occupational structures and both were predominantly Protestant. The seats Labour did well in were less

monolithically Protestant, and this may suggest a structural explanation of the problem, though one somewhat at odds with Davies's overall argument about the importance of sectarianism. An alternative approach would focus more directly on how Labour and its rivals sought to mobilize support in the different areas: what they said, how they campaigned, and what they delivered in policy terms. For the most part this is an approach eschewed in *Liverpool Labour*. We learn remarkably little about day-to-day politics, even less about political discourse and how Labour articulated a sense of who 'its people' were in the different parts of Liverpool. This leaves the book rather unbalanced. It is impressive in its analysis of the structural factors shaping political fortunes in Liverpool, but much more shaky in its analysis of the city's diverse political cultures and the parties' strategies to mobilize support.

University of Liverpool

Jon Lawrence

Quentin Hughes, *Liverpool: city of architecture*. Liverpool: Bluecoat Press, 1999. 176 pp. £15.99 pbk. ISBN 18772568 21 1.

Many bookshelves, not only on Merseyside, contain a well-used copy of Quentin Hughes's classic on Liverpool, *Seaport* (1964), which was the first work to show the importance of nineteenth-century cities in Britain and to urge strongly for the conservation of the architectural wealth which they contained. In this new publication, which Professor Hughes describes as a gazetteer, he demonstrates once more his qualities as an outstanding architectural historian. The work is introduced by an essay on the development of Liverpool's most important architectural and engineering characteristics, which provides a panorama against which the gazetteer is set, describing the present use and condition of the buildings which are illustrated.

It is an excellent book which combines high pictorial qualities with an enlightening commentary. The coloured photographs, all newly taken, have been most skilfully chosen to illustrate the thoughtfully selected examples of Liverpool's outstanding building wealth, which is shown in chronological order from the fourteenth to the twentieth century. The informative commentary which accompanies each is based upon a sound knowledge and a clear devotion to the subject.

Liverpool is a city with an outstanding architectural heritage, particularly from the Victorian and Edwardian periods, reflecting its rapid expansion during those times. This is shown by its commercial and civic buildings, culminating in the renowned masterpiece of St George's Hall. However, an added strength of this book is that it contains a comprehensive coverage of the whole compass of buildings, from churches and libraries to public

houses, park lodges, and terraced housing, which all served to create the social and commercial entity of this great city at the height of its civic and commercial splendour.

It may seem churlish to find any weakness, but it would have been helpful to have had an alphabetical index to supplement the chronological list. Also, a simple plan of the city would have enabled strangers to find their way around while also indicating the stages of Liverpool's development. Such an A-Z would give more detailed guidance at a later date. However, this is a book to be cherished by all those interested in the built environment.

Liverpool Athenaeum

Roger A. Burgess

Susan George, *Liverpool park estates: their legal basis, creation and early management*. Liverpool: Liverpool University Press, 2000. xvi + 165 pp. £15.95 pbk. ISBN 0 85323 409 9.

By the end of the Napoleonic Wars the élite families of the burgeoning industrial and commercial towns of England had started to flee the crowded and infested central districts for fresh air and verdant suburbs. Some went to residential estates carefully designed to establish a social tone appropriate to their class. Often they made for high ground affording smoke-free vistas; Everton comes to mind. But others moved into protected enclaves, gated parks with a premium on fine villas in a well designed landscape shared by the proprietors. This small book is a study of three such parks in south Liverpool. Fulwood Park (established in 1840) lies on the edge of Toxteth Park, annexed by Liverpool in 1895; the conjoint Grassendale and Cressington Parks (1848 and 1851) are a mile and a quarter beyond, in Garston township, brought within the municipal limits in 1902. By 1881 the three housed some 700 persons. Unlike several such parks, shabby and marooned in distinctly unfashionable districts, these have remained relatively unmolested by new properties and by division into flats.

The study has four main ingredients: the history of Liverpool estate development; the general history of land tenure with its rights and obligations; some local history of Liverpool, especially its parks and municipal expansion; and some wider historical context. Readers may find it difficult to disentangle them. As the subtitle accurately indicates, it is the legal and administrative aspects of the development and maintenance of these parks that fascinates the author, and she draws attention to some of the many studies on exclusive residential estates in other towns and cities. However, there is an uneasy relationship between the dominating local detail and the sketchy, episodic context. The first sentence, for example, tells

us that in the thousand years to 1750 the population of Britain [*sic*] 'probably experienced no more than a five-fold increase'. Who knows? And, in this context, who cares? Much of the local detail is vivid and Mrs George clearly wanted to write about parks of which she knows a great deal. Why did the editors not let her, instead of encouraging that sort of stuff?

As well as being let down by poor editing, the author has not been well served by the publisher; the type design, if such it be, is amateurish (in the case of the notes, positively bizarre) and the maps illegible. The cover is attractive but it comes as a shock to find that the once impeccable Alden Press was persuaded to print to this standard.

The context of building and suburbanization in Liverpool, and even the wider movement to create residential parks, is not clearly presented. The social context, the author might justifiably claim, was not her concern, but it was in the interests of a certain class that the legal and financial apparatus she describes was deployed. Many significant questions are left to others. For example, the sort of people who chose to live in Cressington Park were of the same kind as those who chose instead to live in the developments associated with Princes Park, or in Grove Park, or over the Mersey in Egerton Park, Tranmere. Or were they? Why should anyone choose to live all that way out in Garston rather than in, say, Percy Street or Abercromby Square? This is not a work of urban history or a study of middle-class society or urban design, but it does suggest that architectural studies of exclusive Victorian estates (Tanis Hinchcliffe's *North Oxford*, for example) might pay more attention to the role of solicitors. In that respect it is a welcome publication.

University of Liverpool

Paul Laxton

John F. Wilson, *Ferranti: a history. Building a family business, 1882-1975*. Lancaster: Carnegie Publishing, 2000. xviii + 621 pp. £25 hbk. ISBN 1 85936 080 7.

This is an excellent book. It is meticulously researched with a wealth of technical detail, reports of interviews with key individuals, and replete with dozens of photographs from the Museum of Science and Industry at Manchester. These serve to illustrate the impressive range of products which flowed from the Ferranti business for much of the twentieth century. Wilson's portrayal of the Ferranti family shows them to be closer to Keynes's notion of the entrepreneur driven by 'animal spirits' than a capitalist dynasty concerned only with profit and loss. Sebastian de Ferranti's foreword, for example, suggests that an academic history cannot convey 'the fun' involved, and there is talk about taking 'sporting swipes' at ventures. What is clear is that the protagonists took great pride in

elegant engineering solutions even when they may have added little to the bottom line.

The book is particularly strong in analysing the engineering and financial implications of the lines Ferranti developed. This leads from time to time to useful discussions of the origins of particular sectors of industry (e.g. chapter 9 on the computer industry). In addition various tables and bar charts serve to illustrate the significance of different divisions as well as the general ups and downs of the company's fortunes. The author does not shirk from criticizing personalities where it is warranted by evidence of slack management or questions of overall financial control.

Wilson accepts the Ferranti case that family control, without the pressure of outside shareholders, implied longer-term horizons, and that this offered a route to economic success via a technology-led strategy and engineering excellence. However persuasive this argument, it is apparent that 'outsiders' did play a significant role in the story. Periodically, when the emphasis on technology produced financial distress, the firm was able to rely on a sympathetic relationship with the National Westminster Bank. The conviction that family control was the key to taking 'the long view' is not enough, as it omits the fact that deep financial pockets are crucial when things go awry. Outsiders may induce short-termism but they can also exert financial discipline to kill off family attachments to dangerous lame ducks. It is getting the balance right that is important. Wilson implicitly acknowledges this when he describes the 1974 crisis which ultimately led to the loss of family control. He suggests (p. 525) that 'Natwest and Ferranti ought to have negotiated the conversion of the overdraft into a single fixed-term loan covenanting the latter into pursuing certain objectives as a condition of the deal.' Had 'outsiders' exerted more discipline to eliminate loss-making divisions earlier, things may have turned out differently.

Given the book's length, errors are remarkably few but there are some: thus OPEC in 1973 did not treble (p. 522) but quadrupled the price of oil; John von Neumann, one of the twentieth century's greatest mathematical minds (the Theory of Games, Neumann algebras), was not an engineer (p. 343). There is also a memorable display of 'hauteur' by Sebastian referring to Edison (p. xvi) as 'that indifferent engineer'. This is an instructive and enjoyable book and very good value.

University of Liverpool

Bernard Foley

