

excuse for ignoring a rich but "difficult" source. Here, county by county, crop by crop is rendered in accessible form all the information that the files can yield. The man hours saved for future researchers in being able to locate precisely where in the files to find what they need will repay the Economic and Social Research Council and The Leverhulme Trust many times over.

Each county for which tithe file data are sufficiently extensive has 21 maps. One is of relief and one locates tithe districts by file index number. The remainder concern land use, providing information about: percentages of arable, pasture, woodland and common in each tithe district; specific crops and fallow as a percentage of total arable acreage; and yields per acre in bushels of crops, in hundredweights for meadow and in shillings for pasture. Towards the end of the volume, nationwide maps provide summary data of proportions of arable and pasture and of crop yields. Tables for each county list assistant tithe commissioners or local agents engaged on commutation work and provide a chronology of the process.

An index categorizes each tithe district (borough, manor, lordship, etc.) and indicates what categories of record are to be found in each. For many, the most useful section of the book will be its exhaustive subject index, containing no fewer than 182 categories. This enables the user to determine at a glance which files may be profitably consulted for valuable incidental comment about such topics as local tithe customs, settlement patterns, road provision, land management, crop rotations and, as the phrase has it, "much, much more". The value of such comment, of course, will need careful and expert assessment. Some assistant tithe commissioners were windbags. Others knew very little about places they can have visited only for a few days before their next lucrative assignment called them away. Others again were administrators rather than observers, taking the view regrettable only for historians that their professional responsibilities lay only in the efficient discharge of a legal duty. For them, incidental comment was a distraction.

The information provided in the files is, of course, partial. Some counties experienced extensive ancient enclosure, involving exoneration of tithe rights, or had many parishes where only customary tithe payments were made. Here few data are available. Except near the Wash, for example, Lincolnshire parishes provide little while Cumberland and Westmorland were not worth mapping at all. The most remote northern counties, therefore, will remain least studied. The historian of Suffolk, Devon or Cornwall, by contrast, will find his interests very well served.

Whatever the prospects for the specific research interest of the geographer or rural historian, however, they can now be gauged almost at a glance. The production of this ample volume has been a monumental labour for Kain and his team. It is difficult to imagine how it could have been better discharged. It is pleasant to be able to record a final tribute to Cambridge University Press whose production department have proved equal to every difficulty. For all concerned, this is a tremendous achievement.

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JOHN LANGTON and R. J. MORRIS (Eds), *Atlas of Industrializing Britain 1780-1914* (London and New York: Methuen, 1986. Pp. xxx + 246. £25.00 hardback, £9.95 softback)

Fifty thousand words and about 300 maps in 31 essays on the economic history of nineteenth-century Britain, this is a collection which can be strongly recommended to students as a supplement to course reading and more substantial textbooks. The maps are line-drawings and not as lavish as in some of the more popular colour atlases. The quality of reproduction is good. The maps range from the really helpful to some where the data could have been more usefully presented as tables. The scale at which the maps are presented often bears no relation to the density of information on them. Roberts' maps of rural settlement and landscape types are so complex that one is only grateful three dimensions weren't available whereas Hunt's data on carpenters' wages gain

nothing from their cartographic presentation. In some cases the distributions on the maps are so striking, or the topographical context so vital, that one feels that these topics cannot be usefully taught without these maps. Students must consider von Tunzelmann's cost surfaces when studying the coal industry, Freeman's many interesting maps if studying transport, Laxton's demonstration of the sheer density of wind and water power sites in some districts when looking at the early industrial revolution, Charlesworth's depiction of the cells of Luddism if contemplating the making of the English working class, or Levitt's maps showing the persistence of the early nineteenth-century geography of pauperism when reading about the effects of the New Poor Law. In interpreting these maps students will find Langton and Morris's Introduction very helpful. However, the brevity of the text accompanying the maps means that many patterns are not adequately described and the widespread use of registration counties for mapping occupational data obscures the importance of urban regions, some of which are diluted by, and other eccentric to, these large units. In fact, chapters 11 through 18 could all have drawn upon such occupational data and have presented them by registration districts for common bench mark censuses.

Although some of the chapters make a substantially new contribution to our knowledge of this period, in general the *Atlas* is a distillation of recent work in its chosen areas. Nevertheless many of the contributors, both historians and geographers, reflect upon the value of the enterprise for economic history generally. Certainly the text is too short, the contributions too inconsistent and its engagement with macroeconomic issues too brief, for this book to promote a coherent geographical account of economic change in nineteenth-century Britain. A number of themes which should become part of standard economic histories are developed here and it is a measure of how neglected they are that one can only speculate about how radically they might reorganize state-of-the-art economic history. The fiction of a national accounting unit for describing economic change is undermined by topographical variety, uneven distribution of natural resources, regional specialization and the variability of population density. Economic feedbacks depended upon contacts and thus on transport costs. The *Atlas* also documents a number of other ways regional integration was encouraged. Railway companies made most money from short-range flows and "found it in their best interest to structure freight rates so as to encourage the trade of the regions they served" (Freeman). In the textile industries "geographical change, with few exceptions meant the increasing dominance of core areas of production at the expense of peripheral regions" (Laxton). Similarly, shipbuilding was important "in particular regions which developed an interdependent complex of coal, iron, steel and engineering trades focusing around shipbuilding" (Slaven). In sectoral terms the spatial reorganization of the British economy was perhaps more extensive in the eighteenth century with the clear separation of an industrial North and a service-economy South but these specializations deepened in the nineteenth century prompting Hunt to opt for a disequilibrium model of industrialization: "the British experience over the whole period 1760-1900 clearly affords far more support for the growth-pole school than for the general equilibrium alternative".

The geography of poor relief cannot adequately show the distribution of poverty but certainly, taken together, Levitt on Poor Relief and Hunt on Wages make the unsurprising case that the losers in the industrial revolution were those in sectors shedding labour. At a broad scale the agricultural labourers of the South must join the handloom weavers of the North as victims. Marketing was as important as production so that the industrial revolution was the motor of the service as well as the manufacturing economy. North-south divisions are clear in two further ways. Rubinstein shows the degree to which the really wealthy were associated with the commercial metropolis rather than the manufacturing town. Laxton remarks on the vulnerability of small textile towns with staggering dependence on one industry for male, and even more especially, female employment: "The secular decline of cotton manufacture after 1920 picked off such places with scalpel-like precision as particular products or processes had their

markets destroyed." The *Atlas* prompts many modern comparisons and contrasts in distributions and rates of economic activity but these are only occasionally underlined by the contributors.

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PAT HUDSON, *The Genesis of Industrial Capital: A study of the West Riding Wool textile industry c. 1750–1850* (Cambridge: Cambridge University Press, 1986. Pp. xx + 345. £25.00)

Pat Hudson is already well known to students of the industrial history of the West Riding for her indispensable *Catalogue of Business Records* which lists all the source materials scattered round the region. The earlier work has evidently provided the essential basis for the present book which traces the financial relations between the numerous specialists in the woollen trade and manufacture. It concentrates on working capital, complementing D. T. Jenkins' book, *The West Riding Wool Textile Industry 1770–1835: A Study of Fixed Capital Formation* (1975).

In 1800 it was said that from wool grower to final consumer a piece of broad cloth could pass through as many as a hundred hands, and Dr Hudson suggests that at each change of hands there was the possibility of credit. She has worked out a "credit matrix" for the domestic worker and the *verleger*, and for woollen and worsted manufacturers at various stages of evolution of the factory system. It appears that mercantile credit increased in time allowed for payment until the Napoleonic War then fell away from the 1820s.

The question which has long beset economic historians is how the Industrial Revolution was financed. For the early period of "primary accumulation" Dr Hudson critically examines two sources: credit raised from artisan landholding (which varied with local conditions over the Region) and merchant support; mercantile involvement in industry was generally limited to extending credit, it seems. The conventional answer to the problem of origins of capital is retained profits, but reference to four case studies of more successful concerns casts some doubt on this possibility due to the high initial capital outlays required. More generally, the capital market of the West Riding "was overwhelmingly a local phenomenon"; attorneys and private banks played the major role in channeling the savings to those who could put them to work.

This is a close and intense study of a complex subject in which all the fragments of evidence to be found in the West Riding are meticulously examined and assembled. The conclusions are not startling but they may persuade us to re-examine other regions with particular reference to the influence of land-holding patterns on early industrialization, the contribution of merchants, and the role of retained profits.

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JOHN K. WALTON, *Lancashire: A Social History, 1558–1939* (Manchester: Manchester University Press, 1987. Pp. x + 406. £35.00)

This large book has blossomed from a course on regional history at Lancaster University. Whoever else may afford it, it will not be the students on that or any other course; and university presses really should not publish at any price books of amateurish typographic design, no bibliography, and 1027 endnotes without page references.

But the author too could have done more to make his book a more attractive buy. Walton's view that a regional history should "form a contribution to the new social history of Britain which must eventually emerge, taking full account of the diversity of regional experience which went to make up the national whole" (p. 2), has considerable merit but the book itself is a *county* history, tending at times to endorse rather than