

Italy, a clear statement of how far we have to go as a profession. As with countries, so too with industries. Sections on chemicals, cotton, and cars are compelling because these areas have been extensively studied and fought over; so too are sections on industries such as paper, where we have recently seen high quality research. But, in contrast, the sections on biscuit manufacturing—a British success story—are based largely on the experience of one firm, and we have to question how representative that firm will prove to be. More work on more countries, and on more firms covering more industries will allow others to assess to what extent these experiences fit in with Broadberry's explanations.

Some aspects will prove controversial. For example, Broadberry believes that the British postwar managerial revolution was bound to fail. The move to mass production did indeed lead to massive labor problems, and a fall in relative manufacturing labor productivity. But the postwar era was one of freer trade, and a move towards a global market, equally open to all firms. This should have allowed economies of scale, and the successful Americanization of parts of the British economy. That Americanization did fail does not prove that it had to fail; my hunch is that postwar industry studies will begin to find European firms and sectors that succeeded by standardization and high-throughput methods. Second, while this reader found Broadberry's evidence that competition is the best guarantee of a dynamic economy compelling, this debate will inevitably continue until the end of time. That said, this is a useable book which marshals large amounts of relevant evidence, and uses it intelligently. It deserves the widest possible audience.

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Inland Navigation and Economic Development in Nineteenth-Century Europe. Edited by Andreas Kunz and John Armstrong. Mainz: Verlag Philipp Von Zabern, 1995. Pp. 330. DM 58, paper.

The seventeen papers in this volume were originally presented at a conference in Mainz in 1993. Presenters were asked to investigate three questions. First, what was the economic significance of inland navigation in the preindustrial economies of respective countries or regions, and how did this change with the coming of railways and industrialization. Second, can the economic performance of waterways be established quantitatively? Third, what role did government and voluntary associations play in the provision of waterways? The first eight papers focus on different countries, while most of the remainder have a narrower geographic focus.

Transport history has progressed much farther in some countries than others. For England, Gerald Crompton provides an impressive survey of the vast literature on English internal waterways. Most other authors content themselves with the important task of providing estimates of ton-kilometers of freight carriage over the nineteenth century (and often parts of the eighteenth and twentieth centuries). These figures suggest that the tendency of historians to ignore waterways after the coming of the railway is misplaced. Freight carried by water continued to increase during the decades of massive railway building, and rose even more rapidly in the late nineteenth century. For Germany, waterways carried one-fourth the freight by volume of railways through the middle decades of the century, with this figure rising to one-third in 1910.

Francois Caron ("L'Evolution des transports terrestres en Europe vers 1800—vers 1940" *Histoire, economie et societe* 11 [1992] pp. 91 ff) had suggested that the late century "renaissance" in water transport reflected capacity limits on steam railways. Ollie Krantz argues that, at least for Sweden, the explanation lies rather in the increased traffic as the Second Industrial Revolution intensified in the sorts of low cost bulky goods best suited to water transport, combined with efforts to widen waterways to handle larger powered boats.

Bert van der Hertzen likewise attributes the post-1880 increase in Belgian inland shipping to the Second Industrial Revolution, the widening of waterways, and the use of steamboats. Andreas Kunz finds that in Germany those regions which did not successfully improve their waterway network saw a collapse in traffic with the advent of railways.

Antonio Gomez-Mendoza argues that while the Spanish economy's backwardness was in large part due to high transport costs, Spain's topography and aridity prevented ambitious plans for canal construction from being economically viable. He recognizes that Spanish government financial straits, as well as a shortage of skilled engineers, contributed. In making his argument, the author would have benefitted from international comparison; the French government bungled its canal-building role for decades despite much more favorable geographic conditions. Local decision making, as in England, might have proved more successful.

Crompton concludes his paper with a call both for more comparative work, and for the study of the impact of transport developments on particular firms, industries, and regions (including urban food supply). I would strongly applaud both sentiments. Historians of transport have very rarely stepped across national borders. This volume, by providing an overview of the state of research in various countries, should greatly facilitate such research. And now that the basic work of identifying the time path of improvement and estimating usage over time has been performed for a range of countries, the time is ripe for efforts to connect the too often distinct fields of transport and economic history by examining the effects of these developments. While static social savings calculations have their place, Crompton is right to favor the micro-level analysis of dynamic effects.

Few authors devote much space to the third of the organizers' questions, concerning the role of government (papers on Italy and the lower Danube do record the deleterious effects of political fragmentation). The editors, in their introduction, discuss the many reasons why a government might be unwilling or unable to build economically justifiable infrastructure, and why private interests might be blocked (though they neglect the key argument that landowners along a route will each seek to extract all the economic rent, in the absence of the power of eminent domain). The comparative study of institutional barriers to transport improvement, coupled with comparative analysis of the economic impact of such improvements, offers great potential for enhancing our understanding of cross-country differentials in early industrialization. This book is a good starting place for scholars who wish to pursue this promising line of research.

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A Financial History of The Netherlands. Edited by Marjolein 't Hart, Joost Jonker, and Jan Luiten van Zanden. Cambridge: Cambridge University Press, 1997. Pp. xi, 232. \$59.95.

This edited volume offers a compilation of the most current scholarship on all aspects of the development of financial markets in the Netherlands over the whole modern period. The goal of the editors, as is clearly stated at the outset of their introduction, is to provide English-speaking scholars with a comprehensive look at a long moribund field, but one which has more recently experienced something of a revival, at least in the Dutch language. The individual contributions to this volume address the development of public finance, as well as its connections to international capital markets, the banking sector, and currency management from the late-sixteenth-century period of revolt to the present. Indeed, the single best feature of this book is the breadth of its coverage, both chronologically as well as thematically.

It is this comprehension which allows the reader to see what might otherwise be easily overlooked in a more focused treatment. Despite the major changes occurring in domestic political structure and outside financial forces over this long period of time, the characteristics of the Dutch financial sector remained remarkably consistent. Dutch public finance has