

nied the ironmasters' neglect of their workers, and preference for building chapels rather than sewers, meant that Merthyr had the second worst health record of any city in England, with an average life expectancy of 17 years.

Despite these weaknesses, Jones has produced a first-rate company history. The author and publishers are also to be congratulated on a superb piece of book production. The text is not only handsomely printed but is enhanced by 120 plates of photographs and illustrations which vividly complement the narrative and often speak louder than a thousand words.

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*Transport in Victorian Britain.* Edited by Michael J. Freeman and Derek H. Aldcroft. Manchester: Manchester University Press, 1988. Pp. vii, 310. \$40.00.

The sequel to *Transport in the Industrial Revolution*, this book contains survey papers by well-known transport historians on various facets of British transport between 1830 and 1919. Following an introduction by Freeman, there are two essays on railways, by T. R. Gourvish (1830–70), and P. J. Cain (1870–1914). T. C. Barker discusses urban transport, P. S. Bagwell and J. Armstrong write on coastal shipping, and G. Jackson contributes two papers, one on British ports and the other on the shipping industry.

In the preface to the previous book on the Industrial Revolution, Freeman and Aldcroft regretted the lack of attention devoted to linkages between transport and the economy. The extensive transport history literature has largely ignored the effects of transport improvements on economic development, instead being largely descriptive. The new economic historians have in turn shown a relative disinterest in transport. It is a relief, then, that this book addresses at some length the impacts of transport improvements on the wider economy, although a couple of chapters are still largely descriptive. Not surprisingly, such analysis is concentrated in the chapters on railways and urban transport.

Gourvish provides a detailed critique of G. R. Hawke's social savings calculations, noting that, with reasonable adjustments to the assumptions, a range for social savings of 3 to 23 percent can be obtained. He also notes that Hawke too readily dismisses the possibility that railways generate external economies. Social savings calculations simply cannot capture the potential dynamic effects on the behavior of entrepreneurs. Unfortunately, the literature Gourvish has to rely on provides little basis for postulating how large these effects might be.

Indeed, the degree to which some chapters of the book ignore the relationship between transport developments and economic growth simply reflects the state of the literature. Much of what needs to be done requires that historians of industrial and commercial development pay more attention to the role played by transport. If the introduction of railways caused entrepreneurs to expand their scale of operation, or caused increased competition in an industry, or in various ways fostered an increase in technological innovation, it is only through studies at the industry level that we will know. We perhaps should not expect transport historians themselves to follow up on the myriad of possible effects of the developments they study. It is a significant contribution to outline in detail the time-trend of improvements in transport services. One possible advance would be to couch the discussion more firmly in a comparative context. To be sure, the authors often note differences in the speed of adoption of new technologies in different countries, and posit possible explanations. Gourvish, for example, describes why railway construction costs per mile in Britain were eight times those of the United States and three to four times those of Germany (p. 62), and Barker discusses the role of public authorities in delaying electrification. We must have a grasp of cross-country

differentials in adoption rates and the reasons for them if we are to comprehend fully the role of transport in economic development.

Disappointingly, the chapters devoted to railways and shipping pay no attention to roads and inland waterways respectively. The few allusions elsewhere in the text can only heighten the reader's curiosity as to what happened to the modes of transport which had carried Britain through the Industrial Revolution (p. 16). There were more horses in Britain in the late nineteenth century than ever before or since (p. 15). Canals carried one-third the tonnage of railways in 1880 (p. 97) and were responsible for 9 percent of the total tonnage carried as late as 1910 (p. 173). No mention is made of the nationalization of turnpike trusts, or of the attitude of the British government toward public highways in the era which at its end would see the introduction of the internal combustion engine. It is easy to concentrate on railways and ships in the age of steam, but Barker's contribution on urban transport provides clear evidence that horse power remained indispensable for a range of transport services throughout the nineteenth century.

Freeman can perhaps be forgiven for claiming in his introduction that the period covered is more revolutionary than those before or after. Nevertheless, the relative decrease in travel time achieved by railways was no greater than that achieved by stagecoaches and turnpikes in the eighteenth century. And deciding whether railways or automobiles were more revolutionary compares apples and oranges. The foregoing simply serves to indicate how far our transport system has come in a couple of centuries. Somewhere between the easy-going romanticism of early writers on transport and the harsh judgments of early cliometricians lies the truth. A book such as this provides a handy survey of the existing literature on Victorian transport. If the bibliography is a bit selective, the extensive footnoting in the individual chapters does much to compensate. One can only hope that economic historians will attempt to integrate this literature into their own research.

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*The Process of Occupational Sex-Typing: The Feminization of Clerical Labor in Great Britain.* By Samuel Cohn. Philadelphia: Temple University Press, 1986. Pp. xiii, 279. \$34.95.

Reading a book by a scholar trained in another discipline can be like going to a foreign restaurant. Some of the ingredients are familiar, but others are exotic, and they are combined in unusual ways. Samuel Cohn is a structural sociologist with a left-of-center perspective. For an economic historian, particularly one trained in the tradition of neoclassical economics, Cohn's book presents the same kinds of challenges as a trip to a foreign restaurant. Much of what he presents is rich, tasty, and nutritious, but some of the dishes are hard for the nonnative to swallow. In this case, the overall result is worth the effort. It is not home cooking, but it is recommended.

Cohn tries to answer a very difficult question: why are some jobs women's and others men's? Specifically, why did clerical work become a woman's job in the late nineteenth and early twentieth centuries? He takes a historical approach to the question by examining two major British employers: the General Post Office (GPO), which was among the first to hire women for office jobs, and the Great Western Railway (GWR), which maintained a predominantly male clerical labor force until quite late. By comparing and contrasting the behavior of these employers, Cohn tests various explanations for the feminization of occupations.

The author considers many explanations offered by other researchers and rejects most of them. The book begins with a wholesale rejection of supply-side explanations