Dutch and the Huguenots and the financial behavior of investors large and small, male and female, foreign and domestic. As she notes in her descriptions of the procedures used, her statistical tables are the result of much tedious work in the Bank of England Records Office and the Amsterdam Notarial Archives. Despite this, the author is conscious that she has only scratched the surface of the available records. She notes, for instance, that the great bulk of the Bank of England archives remains unstudied some thirty years after she began her work in them.

The question arises, what relationship do the materials assembled by the author bear to the mass of the records? Depending on the archive at issue, Carter makes her task manageable by using some selection criterion: the records for certain years, the records for certain letters of the alphabet, and so on. What we do not know is whether the sample is likely to be random or statistically significant.

In fairness to the author it must be noted that our eighteenth-century ancestors did not often make statistical sampling of their records easy for us. Inherent in the organization of these archives are many pitfalls, and Carter is at pains to make the reader aware of them. But the validity of several of her inferences is open to question as she partially concedes in her introduction. This is the result of ambiguities in sampling as well as statistical distortions created by the limitations of the sources themselves. In addition, it might be noted that the manner of presenting the processed data is often excessively cumbersome.

Carter's work on issues relatively neglected by other economic historians (who preach, but do not always practice, the pursuit of one's comparative advantage) insures that this volume will be useful to advanced students. Its chief merit surely rests in Carter's characteristic insistence on proceeding directly to the primary sources and in her courage to pioneer in the exploitation of impossibly large archival collections.

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*Rural Change and Urban Growth 1500-1800: Essays in English Regional History in Honour of W. G. Hoskins.* Edited by C. W. Chalkin and M. A. Havinden. New York: Longman, 1974. Pp. xxvi, 360.

The work of W. G. Hoskins, recently-retired Professor of Local History at Leicester University, has dealt with several aspects of the regional history of early modern England. He has encouraged the study of geography, using visual, archaeological, and geological evidence to indicate how the landscape was formed and how it affected rural settlements. As an urbanist, Hoskins has analyzed the growth and physical structure of provincial towns and has placed them in a regional setting. He has outlined the occupational and social structure of such places as Exeter, Leicester, and Coventry, studied the development of housing, and the fortunes and social mobility of greater and lesser merchants. Although Hoskins has concentrated his efforts on market and
county towns, the methodology he developed has allowed other historians to
work on regional centers also. His rural studies have focused on the siting,
shape, and building of village settlements, the contributions of farmers (espe-
cially yeomen) and farmworkers to agricultural productivity, and the impact of
demographic change. He has used tax rolls, probate inventories, wills, and
price data to illuminate the histories of the countries of Leicestershire and
Devonshire in particular. Two themes predominate in his work: the importance
of microscopic studies in writing national history and the relationship between
the land and urban settlements.

The twelve articles written in his honor in this volume reflect Hoskins’
varied interests. There are three papers on urban development, two each on
agricultural innovation, architecture, social class, and regional history, and
one on the demographic history of a Midland county. The three regional
studies focus on long-term changes. In his essay on Tudor Northumberland,
Robert Newton has shown how changes in feudal relationships and local
government were brought about by the commercialization of agriculture and
the growing political power of the monarchy. Roy Millward analyzes the
growth and decay of market towns in the Lake District from 1600 to the early
nineteenth century and explains their survival into the industrial period through
factors which he identifies as changes in the social structure and economy,
demographic change, and geography, especially transport. The varying impact
of harvest failure and disease is the subject of D. M. Palliser’s work on the
County of Staffordshire from 1540 to 1670. In establishing a chronology of
demographic crisis and identifying mortality caused by plague, viral infections,
and food shortages, Palliser refines our accepted ideas on the characteristics
of pre-industrial society. The essays by Millward and Palliser are especially
helpful because in using a regional approach, a large number of examples,
and a sufficiently long time period, they allow us to make comparisons with
nationwide trends.

The development of town plans and residential housing is the subject of
essays by Maurice Beresford, Christopher Chalkin and Ron Neale. In these
studies of Leeds in the early phases of industrialization, four seventeenth-
and early eighteenth-century port towns, and Georgian Bath, two factors seem
to have played an important role in determining the townscape: private owner-
ship and initiative, and the difficulty of assembling large plots of land for
efficient development. Neale’s article on Bath shows the complex relationship
between decision-making, entrepreneurial attitudes, and long-run economic
trends. The articles above can usefully be related to Derek Portman’s analysis
of rural building in Oxfordshire and Hope Bagenal’s analysis of traditional
architectural materials to indicate the way in which local styles may have
developed.

Two descriptions of agricultural change reflect Hoskins’ interest in regional
economic history. Michael Havinden shows that the use of lime to improve
cereal yields in Devon was encouraged by rising agricultural prices. He traces
the decline of this practice to the introduction of chemical fertilizers. The
incorporation of tobacco into the regional economy of Gloucestershire is the
subject of an article by Joan Thirsk. She credits the spread of this crop to a
combination of factors, London mercantile initiative, its peculiar suitability to the economic and social circumstances of the West Midlands, and the willingness of cultivators from all classes to take risks in hopes of gaining the large profits promised. In attempting to explain the diffusion of tobacco growing in seventeenth-century England, Thirsk has produced an extremely illuminating analysis of the way in which market factors and entrepreneurial behavior interacted.

Two essays on social history are less well integrated into the overall themes of the collection, which focuses on regional phenomena. J. C. K. Cornwall has written on an average country gentleman in early sixteenth-century Lincolnshire whose fortunes, he believes, mirrored those of the provincial gentry in an increasingly fluid social structure. Alan Everitt traces the history of the family of Edward Hasted (1732-1812) to show the rise of the leisureed and professional classes from the seventeenth to the early eighteenth centuries.

With the exception of Palliser's work on the demographic history of Staffordshire, the articles in this volume stress the importance of entrepreneurial behavior and geographic factors in urban and rural development. There is little effort to use price and demographic data to chart the interrelation between economic, cultural, and institutional history on a regional level. The book will probably appeal most to local historians; they will find it filled with sound judgments and interesting data. The bibliography of the writings of W. G. Hoskins at the end should be required reading for graduate students in social and economic history.

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Technical Choice, Innovation and Economic Growth: Essays on American and British Experience in the Nineteenth Century. By Paul Allan David. London and New York: Cambridge University Press, 1975. Pp. x, 334. $21.00.

The first generation of 'new' economic historians saw themselves as raiding the peaceable but misguided camps of 'old' economic historians in regard to technical change. By employing powerful new weaponry such as the concept of the 'social savings' they carried off some of their most highly-prized scalps, such as the 'axiom of indispensability' concerning the role of the railroads in American economic development. But these attacks did not always inspire the support even of their fellow-tribesmen. Professor David's irreverently-titled review, "Professor Fogel on and off the Rails," reprinted as Chapter VI of this book, constitutes one of the most incisive critiques of the early forays.

Whatever the current state of opinion over the outcome of such debates on the economic consequences of technical change, the discussion over causes remains far from any kind of resolution. Again, 'new' economic historians were quick to venture into the field, but the initial thrusts led to despondency even in some highly sympathetic quarters, as well as to profound incomprehension more generally. These responses followed partly from the comparative theoretical difficulty of the economics of technical change. There were, however, more