

Dennis, Richard J. *English Industrial Cities of the Nineteenth Century: A Social Geography*. New York: Cambridge University Press, 1984. Pp. xiv, 368. Tables, maps, index. \$49.50

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of interest to all scholars concerned about the North American fur trade and business history in general.

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Dennis, Richard J. *English Industrial Cities of the Nineteenth Century: A Social Geography*. New York: Cambridge University Press, 1984. Pp. xiv, 368. Tables, maps, index. \$49.50.

This is a most valuable addition to the Cambridge Studies in Historical Geography. At the core of the work is Dennis's own research on community and interaction in Huddersfield, but he ranges beyond this to provide a synthesis of the many recent detailed studies of other nineteenth century cities, providing *en route* a sustained critical and theoretical dialogue between the geographer and the historian. The historian is warned against too simple an invocation of spatial determinacy—“from shapes on the ground to shapes in society”—and geographers are alerted to the mediating role of class consciousness and social stratification in testing the ecological variables that pattern their model making. Overall the author seeks to promote a creative liaison between the positivism of his own first discipline and the more humanist, experiential perspective of today's social historian, applying this approach to central themes in the history of his cities: uniqueness and generality; segregation and community.

Thus on the first theme, where modern research emphasises diversities among the new industrial towns, Dennis argues for the continuing validity of contemporary testimonies to their general similarity, since it was these perceptions that governed social relations and decision making among the Victorians (though this is as much the history of ideology as of experience). On the second duality, the book is particularly good. Contemporaries were equally convinced of the great fact of segregation, usually as an explanation for class alienation and urban degeneration. In fact, physical segregation of the classes can now be shown to have been exaggerated, its mythic persistence a function of a more deeply wrought defensive social and psychic separation. Dennis is not arguing the primacy of past or present knowledge but an appreciation of different views of reality.

He takes issue with treatments of the city that remain too static or deal with change by stages rather than process, and his concern to relate temporal to spatial determinacy is considered within the specificities of daily life as well as longer range shifts in social and economic development. Chapters on public transport and the journey to work, the geography of housing, and residential mobility and persistence effec-

tively combine this dynamicism with attention to structure and agency.

The reviewer's test of any book whose range and eclecticism (however properly instructive and discriminating) outruns his own will lie ultimately in its handling of his own speciality. Thus Dennis's propositions on working-class community structure appear questionable by his reliance upon the concept of a labour aristocracy, at a time when many historians seem ready to discard it. (He seems also to award more importance to Neale's formulations of class than historians do). But yet his overall discussion of this area is so well done that it may serve to revalidate the concept. And his general proposition that *gemeinschaft* and *gesellschaft* are co-existing states of experience rather than historically specific and mutually exclusive entities is profoundly illuminating for any historian trying to reconcile views of the late nineteenth century working class as locked into the dense affectivity of the neighbourhood *and* afflicted by the desolations of an anomic mass society.

For all his evocation of the experiential Dennis is most at home with a technical methodology, and here his book serves as a sophisticated primer as well as a critical review to the field, for he illustrates as well as discusses the use of statistical analysis applied to census records, directories and marriage registers. The extensive notation and comprehensive bibliography also add the virtue of the reference handbook to those of an effective synthesis and a provocative analysis. This is essential reading for the modern urban historian.

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Schmiechen, James A. *Sweated Industries and Sweated Labour: The London Clothing Trades, 1860-1914*. Urbana, Ill.: University of Illinois Press, 1983. Pp. xii, 209. Tables, index.

James Schmiechen takes an analytical and chronological view of sweating in London during the nineteenth century. His argument is that sweating was a result of industrial growth, not stagnation. Skilled artisans were replaced not by factories but by mechanised outwork. Effects of the sweating system included “social compression,” by which he means that workers remained to live in the inner city, near their sources of work, and, he argues, sweating “perpetuated many of the preindustrial values of working class women” by requiring women to perform their paid work in their home, spatially integrated with family responsibilities. Women continued their preindustrial responsibility as managers of