

Book Reviews

JOHAN DAVID, *L'Outillage Manuel de la Ferme. Essai de terminologie*. Centre Belge d'Histoire Rurale, publ. no. 31. Louvain, 1973. 104 pp. 76 illus. (No price stated.)

Every country has a dual language, that of the rustic or other skilled man, who designates his tools by some local name, although in a country like England this man would be sure to know, so to say, the classical or general appellation of his tools. In a country like Belgium which has two (if not three) languages in current use, and where the rural community uses Vlaamse or Waalse, this matter is more important than it might be elsewhere, except for the curious.

As M. David so pertinently remarks, it is essential, more especially perhaps for the historian, to have an exact or precise definition of each of the words (especially as even the dictionaries do not agree); and, for example, to distinguish between *le pioche* and *le houe*, so far as there is any difference between them in actual fact. The variation is possibly more one of pattern than of meaning, but this is only a wild suggestion. When research into the patterns of ploughs used in different places in England was made in the early years of the war a very large number of variations, some perhaps trivial, was discovered, the variations being based in local practice and prejudice. Of hand tools there is a very large variety in Belgium, and most of these have two names, one in each language. M. David has attempted to compare these names, and to distinguish between the wide variety of patterns. It is a work that will be of great value to curators of museums, and to the student of the history of agricultural practice.

G. E. FUSSELL

FRANK TYRER (ed.), *The Great Diurnal of Nicholas Blundell of Little Crosby, Lancashire, Vol. 3, 1720-1728*. Record Society of Lancashire and Cheshire, 1972. xi + 289 pp. 4 plates, 5 figures, and appendices. £5 to non-members.

The first two instalments of Nicholas Blundell's *Diurnal* were published by the Record

Society of Lancashire and Cheshire in 1968 and 1970. The third volume now issued completes the project and takes the diary from 1720 to its final entry in April 1728. The diary ends abruptly, nine years before its writer's death in 1737 at the age of sixty-eight. Precisely why Blundell abandoned his diary, so methodically kept for twenty-six years, must remain a matter for conjecture. Probably his failing eyesight contributed. More important, however, were the facts that from 1728 Blundell's time for writing was filled by another task, the compilation of a new Tenants' Book, while at the same time, having no male heir to succeed him, he became increasingly anxious and preoccupied with the problem of the descent of his estate.

Blundell was a Roman Catholic and part of the interest of his diary derives from its revealing comments on the way in which at local level religious differences could exist without creating social tensions and barriers. (On one occasion, for example, the Catholic diarist is found engaged in friendly disputation with a Quaker (p. 73).) But for readers of this journal Blundell's activities as farmer and landowner will provide the main interest, and as in the two previous volumes this final part of the diary contains much useful information about crops, farming operations such as draining and marling, and about the weather, marketing, wages, rents, and prices.

R. C. RICHARDSON

RUDOLF MAJUT, *Über hippologische Bezeichnungen. Tiernamen und ein gotischer Pflanzenname*. Beiheft zur Zeitschrift für Deutsche Philologie, 2, 1972. 180 pp.

This book is very difficult for an agricultural historian to describe. Suffice it to say that it is an exercise in historical philology confined to the study of what might be called horse words. An example that immediately springs to mind, with memories of a hot summer in the Schwarzwald, is *Pferdefliege*. This is discussed at some length and with considerable learning, an excellent indication of the kind of thing the reader may expect—and indeed enjoy.

The amateur of comparative philology will be greatly intrigued by the fascinating connections made by Herr Majut, between both legendary lore and the practical application of the terminology he discusses so ably. The immediate connection of his labours and those of the farming historian is in a sense remote, but in a less recondite way he presents a wealth of references that will be of sporadic but continuing interest. Its immediate appeal of course, will be to the philologist, the student of words.

Unfortunately the present writer is not qualified to discuss the *Aihvatundi*, being innocent of Gothic.

G. E. FUSSELL

ERIK HELMER PEDERSEN, *The Danish Agricultural Industry, 1910-39*. University of Copenhagen Institute of Economic History, 1973. 45 pp. Privately printed, no price stated.

Erik Helmer Pedersen's paper, issued as a pamphlet by the University of Copenhagen Institute of Economic History, makes a welcome addition to the brief list of works on Danish farming available in English. Its most valuable feature is the large body of statistics which both quantify and illuminate the trends discussed in the text. The scope of the paper, too, is wider than the title suggests, for the author begins with a concise survey of nineteenth-century developments, and concludes with a short epilogue covering changes since 1939.

Technical innovations, marketing, and the shifts in the Danish agrarian structure are considered in turn, each with a wealth of statistical support. Among other aspects of the period, the author touches too on the introduction of new strains of seed, improved breeds of livestock, and greater use of fertilizers, as well as the interest taken by Danish farmers in the marketing of their products, an interest which was associated with the regulation by Danish law of farm product standards.

Agriculture was a dominating and vital element in the Danish economy, employing as late as 1901 almost two-fifths of the population, while in the inter-war years exports of agricultural produce accounted for some three-quarters of the country's total exports.

The Danes' export trade was heavily dependent on the British market, and for an understanding of how the trade was adjusted to the changing conditions in this market during the troubled inter-war years, Mr Pedersen's paper is essential reading. As he concludes, conditions in these years forced Danish farmers to abandon their successful system of converting imported foodstuffs into more valuable dairy and meat products, and to embark instead upon "a totally new marketing policy in which dirigisme replaced the free play of forces."

G. E. MINGAY

EDWARD HYAMS, *Animals in the Service of Man—10,000 years of domestication*. Dent, 1972. 209 pp. £2.95.

Edward Hyams is perhaps best known for his writings on gardens and on wine, but he recently wrote a book on *Plants in the Service of Man*, and this companion volume illustrates a remarkable grasp of zoology as well as of botany. In a few years he has gained an academic and detailed insight into the problems of domestication and the history of domestic animals—not only of livestock but of many tame animals not usually thought of as domesticated—and shows himself familiar with the most recent literature on the subject.

The author begins with dogs, the first animal to be domesticated, and covers cats, horses, and poultry, before returning to the sequence of domestication with sheep and goats, pigs, and cattle. He then continues with reindeer, camels, and elephants, with such mammals as mink and rabbits, before going on to consider insects and fishes.

The historian who studies within the four walls of an Oxbridge college may tend to forget that domestication was a prerequisite of civilization, and the picture on the dust jacket of two shire horses drawing a beer-dray provides unspoken recognition of the unique part played by that animal for over 2000 years.

Although written for the general reader adequate reference is made to a comprehensive bibliography, and the author makes none of the mistakes common amongst archaeological and historical writers. This volume can therefore be confidently recommended to agricultural historians—particularly those trained

in an arts discipline—as an authoritative yet simple and concise introduction to a subject which involves some of the most profound problems of modern biology.

M. L. RYDER

ERIC RICHARDS, *The Leviathan of Wealth*.

Routledge & Kegan Paul, 1973. xx+316 pp. 4 plates. 4 maps. £5.25.

This book, sub-titled 'The Sutherland Fortune in the Industrial Revolution', is an important case study of the role of the aristocracy in the economy in the first half of the nineteenth century.

In 1803, when George Granville Leveson-Gower became second Marquis of Stafford, the family possessed estates in Salop, Stafford, and Yorkshire. By his marriage to Elizabeth Gordon, Countess of Sutherland, they had between 800,000 and one million acres in the Highlands of Scotland. As a result of his father's marriage to the eldest sister of the childless Duke of Bridgewater he received the profits of the Bridgewater Canal, but for his lifetime only. In the early years of the railways the family also made valuable investments in the Liverpool and Manchester Railway. At his death in 1833 (the year he was created Duke of Sutherland) his annual income from all sources was around £200,000.

The book has two main parts. The first (pp. 37–148) is called 'The House of Sutherland and the Coming of Railways'. It deals with the railway and canal rivalries of the 1820's and 1830's in Lancashire and the Midlands. The other main part of the book (pp. 151–279) has the title 'The Highland Clearances'. In fact the scope of this section is wider than the title suggests. It does deal with the events that have gained notoriety with the passage of time—the removal of the people from Strathbrora and Strathnaver and the case concerning the hated Patrick Sellar. But it is also a more general discussion of attempts to divert some of the profits from the railway and canal interests in England towards developing the immensely large and extremely poor estates in Sutherland.

The difference between these two parts of the book is absolute. One deals with the most economically advanced region of Britain at a

time of dynamic change. The other is a study of one of the most backward and poverty-stricken regions on the periphery of the economy. The unifying feature of these two contrasting studies is provided by the management of the estate. This was personified by that king of estate agents in nineteenth-century England, James Loch. As commissioner of the Leveson-Gower properties from 1812 till his death in 1855, this lowland Scot was responsible for the supervision of the entire properties. He was more than a mere paid employee of the family. Educated at Edinburgh University, Loch was a lawyer, financial expert, economist, and a family friend. He, as much as anyone, determined the uses of the family fortune. In this work Dr Richards has provided a comprehensive picture of the decision-making process of a great estate. He also provides far more information than has hitherto been published on James Loch. Indeed, in this study Loch emerges as a far more sharply defined figure than either the second Marquis of Stafford/first Duke of Sutherland before 1833, or his son, the second Duke, after 1833.

The Leviathan of Wealth demonstrates how inadequate it is to regard patterns of aristocratic expenditure in the nineteenth century in purely economic terms. Neither Loch nor his masters can be seen as profit-maximizers in this respect. Although Loch realized that the family wealth derived principally from its participation in industrial development, he also accepted that the family's future social standing and resilience rested on its territorial foundations. Unlike most aristocrats the Leveson-Gowers were not merely satisfied with lucrative land sales to the railway companies. Their investment in the Liverpool and Manchester Railway in 1825 was £100,000. But the expenses of a noble household were immense. The family had three country houses, a London house, and a castle in Scotland to maintain. After 1833 the family income ceased to expand at its former rate. But expenditure, especially in Sutherland, was well maintained. In the event, this expenditure represented a loss to the family, no matter what its effects on the Highland economy. Even Loch's constant vigil over the income and expenditure accounts did not prevent a

reduction of the family's resources by 1855, though they were not forced to relinquish any of the territorial foundations before 1900.

The book is not a complete survey of the family's activities. For instance, very little is made of industrial development on their Salop and Staffordshire estates, nor is there any mention of the drainage of the Salop Wealdmoors. Presumably these enterprises also had some effect on the size of the Sutherland fortunes at that time. Nevertheless this is an excellent and well-documented study. Also its appeal should be to a wide readership. There is new material here to interest three groups: industrial historians concerned with the early growth of the railways, Scottish historians, and finally agricultural historians who are interested to know more about the management of the landed estate in the nineteenth century.

R. PERREN

W. E. MINCHINTON (ed.), *Wage Regulation in Pre-Industrial England*. David & Charles, 1972. 263 pp. £4.20.

Remarkably often the products of the booming Devonshire reprint industry are still market leaders in spite of their antiquity. The works of Tawney and Kelsall on wage regulation under the Statute of Artificers, the one nearly fifty, and the other over thirty years old, are no exceptions.

Tawney's major contribution to the debate on wage regulation initiated by Thorold Rogers first appeared in *Vierteljahrschrift für Sozial- und Wirtschaftsgeschichte*, XI, in 1913—not, as stated in the acknowledgements, 1914—and really set the pattern for systematic study followed and developed by Professor Kelsall. It remains an article of prime importance, for what Kelsall called Tawney's "masterly analysis" remains undiminished in stature by subsequent research.

Here are also reprinted two more detailed studies by Professor Kelsall: a book, *Wage Regulation under the Statute of Artificers*, of 1938; and an article from the *English Historical Review*, LVII (1942), on wage regulation in Herefordshire, 1666–1762, which is really little more than a transcription of an extensive series of assessments. His work greatly extend-

ed the range of known assessments, and with its more particular and local emphasis revised some of Tawney's broad conclusions. In essence, however, his was the role of the hound, not the fox.

To these "classic" studies, Professor Minchinton has added an invaluable list of all assessments and reassessments known to date, an extensive bibliography, and a useful introduction. Modern students will be grateful for the commendable energy which produced these. When Tawney wrote, ninety assessments were known, and in 1938 Kelsall listed 159: this book gives reference to 1,452, and still more may yet appear as a result of the "further assiduous research in borough and county record offices" urged by Professor Minchinton. But, as his introduction makes clear, the discovery of wage assessments has far outstripped their analysis. The publication of this book shows the need for systematic research on the subject.

The bibliography is not quite comprehensive. Thorold Rogers' views on the subject were revised in a minor way in the *Economic Interpretation of History* of 1888. Dr G. W. Hilton's book, *The Truck System* (Cambridge, 1960), added to the later history of wage assessment, and suggested more rigorous lines of analysis. Neither finds mention here. But the real criticisms of the footnotes and bibliography lie in error and inconsistency, not omission. There is a reference to a book called *Elizabeth Winchester* on page 248, the lady wrongly supplanting the adjective. Elsewhere erroneous dates of publication and omissions serve as minor irritants: the second edition of Cunningham's *Growth of English Industry and Commerce* appeared in 1892, not 1907 as stated on page 86, and on page 57 Tawney's reference to the third edition of 1903 should have made this clear: volume references to the same work are omitted; and on page 90 footnote 107 refers to a printed, not manuscript, source, as one can see from the bibliography (p. 218), and which was clear in the original article. Here is also a new and rather strange convention for authors' names. While it may offer marginal assistance to the researchers of catalogues, names such as 'James W. Francis Hill', 'Richard H.

Tawney', 'Frederick J. Fisher', 'Jonathan D. Chambers', and 'William H. B. Court' are incongruous and are employed inconsistently. These features mar a considerable bibliographical achievement.

The printing of this volume also shows signs of what might be called the "growing pains" of the reprint industry. On a quarter of the pages of the text, proof-reading marks are distractingly visible. On one page (113) correction and error uneasily coexist. Pages 57 and 58 are transposed. This is overall a shoddy example of the printer's art.

Tawney's article and Kelsall's book are essential reading for any student of early modern England. Professor Minchinton has ensured that they are available and can be read critically by producing this volume with its excellent introduction and bibliography. Its publication is therefore most welcome and should stimulate further research. But it is perhaps a comment both on Tawney and on the nature of modern scholarship that his general analysis has endured so well.

J. A. CHARTRES

J. GERAINT JENKINS, *The English Farm Wagon, Origins and Structure*. New edition, David & Charles. Newton Abbot, 1973. 264 pp. 42 half-tones, 16 line illus. £3.50.

Although first published in 1961 by the Oakwood Press for the University of Reading, this book remains the major work in the field. The reprinting testifies to the continuing interest in the subject so it is all the more remarkable that, apart from James Arnold's detailed drawings and descriptions in *The Farm Wagons of England and Wales*, published in a limited edition by John Baker in 1969, and the author's own *Agricultural Transport in Wales*, National Museum of Wales, there have been so few publications extending or rejecting Mr Jenkin's general theories. Around six hundred vehicles were examined by the author but, throughout the 1960's many others must have come to light, some are being preserved in museums and private collections, and a consideration of further examples could perhaps alter the distribution patterns represented in the first part of the book.

The origin of the four-wheeled farm wagon

in Britain is discussed in the first section with specific reference to design and construction, and international parallels are considered. The factors influencing the distribution of the main wagon types, the box and bow wagon, and their later derivatives are discussed briefly under the heading reasons for use: topographical, economic size of holding, field patterns, and cultural. The economic factors could well be considered in greater depth particularly the uses of farm wagons, for example whether for harvest, root crops, or manure. The more substantial second edition, which is well arranged, discusses in detail the design, structure, and construction methods for the main types of wagon with photographs and drawings. This section, together with Appendices II and III, provides an excellent practical guide for cataloguing and evaluation which could usefully be followed by students, museums, and local history groups.

The author, one-time Assistant Keeper at the Museum of English Rural Life, University of Reading, is now Keeper of Material Culture at the Welsh Folk Museum, St Fagans, Cardiff, and the post-1960 additions to the wagon collections of these institutions are included in the new edition (Appendix v). Unfortunately the photographs which add much to the text are poorly produced in this edition.

The book represents a considerable amount of careful research and analysis and it is to be hoped that the new edition will reach a wider audience of interested people who may continue the work.

LAUREL BALL

JANE M. RENFREW, *Palaeoethnobotany: the prehistoric food plants of the Near East and Europe*. Methuen, 1973. xviii+248 pp. £6.50.

Palaeoethnobotany is the study of the remains of plants used or cultivated in ancient times, and this book provides not only a detailed survey of the evidence as it applies to Europe and the Near East but also a sound text and reference book for people wishing to embark on the subject. It deals only with food plants: plants used for other purposes, such as textiles, are omitted.

Chapter 1 provides an introduction covering the development of palaeoethnobotanical research from its beginning in 1826 with the descriptions of desiccated seeds from ancient Egypt, and later of the waterlogged remains from Swiss Neolithic villages, to the useful list of workers currently engaged on different topics in various parts of the world.

The next chapter deals with conditions of survival and techniques of examination; the latter are still mainly based on gross morphology, although a microscopic approach, already in use with animal tissues, is foreshadowed. Chapter 3 covers the very pertinent problems of sampling and interpretation. There follows a discussion of the basis for identifying the species of the temperate cereals: wheat, barley, rye, oats, and the millets, and each is then covered individually in a separate chapter, which discusses genetic history, environmental requirements, and the possible uses by prehistoric man. The pulses—horsebeans, peas, lentils, and vetch—are treated in the same way, after which there is a chapter on flax, which was probably first cultivated for its oil-yielding seeds.

There is a chapter on fruits, and another on nuts. These are mainly concerned with those species cultivated in Europe—apple, pear, fig, olive, and vine. Wild fruits and nuts are considered in less detail. Following these is a

survey of the use of drug plants (poppy and hemp), and a catalogue of the seeds of edible wild plants most commonly found in prehistoric sites. The last two of the twenty-one chapters cover the food values of the plants used, and present conclusions about the origins and development of agriculture.

The chief cultivated crops of temperate Europe (wheat, barley, peas, and lentils) were first domesticated in the Near East, and were introduced into Europe before 5000 B.C. Other crops, such as oats and rye, were probably first domesticated within Europe. The earliest agriculturalists concentrated on the cultivation of annual crops—cereals and pulses—and relied on local wild trees to supplement their diet with fruits and nuts. Orchard husbandry is a long-term undertaking implying mature and secure economic and social systems. The vine and the olive were not cultivated in the Near East before the end of the fourth millennium B.C., and the apple, cherry, pear, and plum in Europe not until the Early Bronze Age, a thousand years later.

There are forty-eight plates (ending with a striking illustration of a loaf of bread from Pompeii), 130 line diagrams, and three maps. There are also an eleven-page bibliography, a five-page glossary, and a good index.

M. L. RYDER