

merchants and the ships, and a short introduction providing both the historiographic context for the monograph, and the research strategy adopted by the author.

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A Detailed Catalogue of the Second Archives of Bertrand Russell. KENNETH BLACKWELL and CARL SPADONI. Bristol, England: Thoemmes Press, 1992. xxvi, 433 p. ISBN 1-85506-162-7.

This book catalogues the contents of the second acquisition of the Bertrand Russell Papers by McMaster University. It is a very detailed description of 72,000 documents that centre on Lord Russell's political activities, especially his involvement with the "ban-the-bomb" movement, from 1960 until his death in 1970. The archives also includes further papers regarding his personal life and his philosophical endeavours. The collection is divided into numbered classes and further indexed so that each item is accounted for. While the cataloguing system is somewhat confusing at first, it is obvious that there is a wealth of material for the patient scholar who will also benefit from the separate index of 14,000 names, a brief chronology of Russell's life, a selected bibliography, as well as a partially completed computer retrieval system on site at McMaster Library.

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The Shipbuilding Industry: A Guide to Historical Records. L.A. RITCHIE, ed. Manchester: Manchester University Press, 1992. vii + 206. ISBN 0-7190-3805-7. Business Archives Council Studies in British Business Archives.

The great shipyards of the Clyde and the Tyne are no more. Britannia no longer rules the waves; gone with her battleships are the scruffy tramp steamers that were the real foundation of Britain's maritime power. The technological advance that produced the steam driven, metal (first iron then steel) hulled vessel doomed wooden shipbuilding and simultaneously created a vast industry. Before the Great War, British shipyards provided sixty per cent of the world's output of ships. This industry employed more than 300,000 men annually. Canadians purchased their share of this output; Canadian Pacific and Canadian Great Lakes shipowners, for example, were important customers of British shipbuilders. While such industrial dominance could not last, who in 1920 could have foreseen the complete collapse of shipbuilding in Great Britain? All but a mere handful of the great shipbuilders have disappeared. Only diminishing orders from the Royal Navy keep any yards alive. The industrial revolution fathered the British shipbuilding industry, the post-modern global economy buried it.

The Shipbuilding Industry begins with a concise history of the modern British shipbuilding industry by Anthony Slaven, professor of business history at the University of Glasgow and noted authority on the subject. He attributes the rise of British shipbuilding to the engineering advances of the industrial revolution. More controversial is his contention that the industry withered and died after 1960