

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

**Patrick K. Burden**

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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.

**Judith Roberts-Moore**

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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

because of its antiquated marketing practices. This thesis is in contrast to the argument put forward elsewhere by the American scholar Edward Lorenz that the British shipbuilders' loss of market share was due entirely to higher costs fostered by obsolete work practices.

Michael Moss, Archivist, University of Glasgow provides the next chapter, a guide to the types of records generated by the shipbuilding industry. Each type of document is described and related to the function it served in vessel construction. Perhaps most useful for landlubbing archivists is his listing of the principal types of marine architectural drawings.

The two introductory chapters serve merely as an hors d'oeuvre to the main body of the guide. The list of shipbuilders' records covers 125 pages with 197 entries. Each entry has a standard format. Entries are arranged alphabetically by company name. This is followed by the location(s) of the firm's yard (or yards), a brief history, a description of the company's business, details on the surviving records and their location(s) and a listing of published works (if any) on the shipyard. Entries vary in length depending on the size of the builder and extent of extant records. The entry for Fairfield Shipbuilding & Engineering Co. Ltd. who built ships for Canadian Pacific among others is two and half pages long and lists records at five different repositories. In contrast the Montrose Shipbuilding Co., a builder of small craft from the 1890s to the end of World War I, gets a third of a page.

The main section on shipbuilders' records is followed by five pages describing the records of shipbuilders' trade associations. There are also three appendices listing the locations of classification societies records, public records relating to shipbuilding, and shipbuilding plans and photographic collections respectively. These additional inventories follow the same layout as the main portion of the book. The volume closes with separate indices for names, places, and subjects.

*The Shipbuilding Industry* is a worthwhile addition to the limited number of guides available on business and industrial records. The editor is to be commended for this fine volume. It is an essential reference for archives with marine collections.

**M. Stephen Salmon**

National Archives of Canada

**Awaiting the Millennium: The Children of Peace and the Village of Hope 1812-1889.** ALBERT SCHRAUWERS. Toronto: University of Toronto Press, 1993. 300 p. ISBN 0-8020-6793-x paper / 0-8020-5021-2 cloth. \$17.95 paper / \$50. cloth.

The Children of Peace, a small sect, that spun from Quakers in 1812, barely survived the lifetime of David Willson, its spiritual leader, and never expanded from its narrow geographical base in northern York County, Ontario. Albert Schrauwers's multi-pronged analysis seeks to make sense of these people.

This study is based on assessment rolls, minutes of meetings (monthly and yearly) of Quaker meetings in York, diaries, journals and observations of several people, the extensive published writings of David Willson, and the many papers