

*Deutsche im Ausland – Fremde in Deutschland. Migration in Geschichte und Gegenwart*, ed. Klaus J. Bade (Munich: C. H. Beck, 1992; pp. 542. DM 68), is a multi-authored handbook on the history of German emigration, of internal migration and of migration into Germany. It was conceived in the light of present problems in a Germany where (some) persons, whose ancestors lived outside the area of the present federal republic for centuries, have immediate

literature of the country is in great part rooted in a rural perspective. Even Robert Burns, although living within sight of the Clyde in one of its most captivating aspects, and a witness allegedly to one of the earliest examples of Scottish marine engineering enterprise, (the Dalswinton trials of William Symington's first steam paddler), displayed strangely little feeling for the destiny of his people on the water. It is thus something of a relief to turn to *Scotland and the Sea*, ed. T. C. Smout (Edinburgh/Savage, Md.: John Donald/Barnes & Noble, 1992; pp. 232. £25), which demonstrates that the Scottish historical enterprise at least is endeavouring to come to terms with the subject. A collection of conference papers, it demonstrates most splendidly the range and diversity of scholarly work currently in progress, but suffers from the want of a locating essay or overview of the kind which Professor Smout could so easily, and so elegantly, have provided. As it is, the titles span the work of many centuries, from the Romans to the political economy of North Sea oil, and embrace the work of economic historians, geographers, archaeologists, ethnographers, political scientists and other specialist disciplines, to present the reader with a stimulating introduction to the state of work in progress in Scottish maritime history. Starting with Colin Martin's essay on the use of harbours and inlets as a tool of seapower in the Roman occupation of Scotland, each of the contributions demonstrates in one way or another the extent to which, from earliest times, maritime activity and water-borne communication have generally been influential in shaping Scottish history. While some are superior in style and composition, others excel in value and content, and all advance our understanding of Scotland and its maritime associations. Among the best contributions are those by Gordon Jackson and Anthony Slaven. The former's is a crisp, tightly argued assessment of the transition from sail to steam in the Scottish coastal trade, and shows clearly how comfortably he has succeeded to the mantle of Ralph Davis. Professor Slaven's contribution consists of another chapter in his continuing dissection of the roots of Scottish shipbuilding and marine engineering success, and failure – this time based on a study of the evidence of entrepreneurial biography – and leaves one craving for the big book on these subjects which he is now so clearly, and uniquely, equipped to provide. Given the sweep of its contents, it is regrettable that this book contains no index, and this failing, coupled with the absence of the kind of editorial introduction, which, in the editor's hands, would surely have teased out the essential themes and variations, makes it a difficult one to recommend at the price. Scholarly works in this range really demand the appropriate apparatus, but if the purpose of the thing was simply to bring the work of its distinguished contributors to a wider audience, a paperback at half the price would surely have sufficed.

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