The Transport Revolution from 1770 Philip S. Bagwell



Transport Revolution From 1770 Studies In Economic And Social History

Asa Briggs

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The Transport Revolution from 1770 Philip Sidney Bagwell, 1974 Studies in Economic and Social History Michael Oliver, 2017-11-01 This title was first published in 2002 There are few students of European economic history who will not have come across the writings of Derek H Aldcroft His contributions to the field of economic and social history are vast and distinguish him as one of the most prolific economic historians of the 20th century This volume honours Derek s contribution to the literature of economic and social history and its contents reflect his wide ranging interests particularly on issues relating to transport history and the growth and structural change in economies From transport in the Industrial Revolution to late 20th century international financial architecture the essays in this book contributed by leading economic historians are a tribute to a remarkable scholar British Economic and Social History R. C. Richardson, William Henry An Economic and Social History of Britain, 1760-1970 Trevor May, 1987 Chaloner, 1996 **English Economic and Social History, 1760-1939** Patrick John Larkin, 1979 **A Concise Economic History of the World** Rondo E. Cameron, 1993 This classic book offers a broad sweep of economic history from prehistoric times to the present and explores the disparity of wealth among nations Now in its fourth edition A Concise Economic History of the World includes expanded coverage of recent developments in the European Union transition economies and East Asia The Electric Vehicle Gijs Mom, 2013-02-15 Winner of the Engineer Historian Award from the International History and Heritage Committee of the American Society of Mechanical Engineers and the Nicholas Joseph Cugnot Award given by the Society of Automotive Historians Recent attention to hybrid cars that run on both gasoline and electric batteries has made the electric car an apparent alternative to the internal combustion engine and its attendant environmental costs and geopolitical implications Few people realize that the electric car neither a recent invention nor a historical curiosity has a story as old as that of the gasoline powered automobile and that at one time many in the nascent automobile industry believed battery powered engines would become the dominant technology In both Europe and America electric cars and trucks succeeded in meeting the needs of a wide range of consumers Before World War II as many as 30 000 electric cars and more than 10 000 electric trucks plied American roads European cities were busy with electrically propelled fire engines taxis delivery vans buses heavy trucks and private cars Even so throughout the century long history of electric propulsion the widespread conviction it was an inferior technology remained stubbornly in place an assumption mirrored in popular and scholarly memory In The Electric Vehicle Gijs Mom challenges this view arguing that at the beginning of the automobile age neither the internal combustion engine nor the battery powered vehicle enjoyed a clear advantage He explores the technology and marketing consumer ratio faction relationship over four generations of electric vehicle design with separate chapters on privately owned passenger cars and commercial vehicles Mom makes comparisons among European countries and between Europe and America He finds that the electric vehicle offered many advantages among them greater reliability and control less noise

and pollution He also argues that a nexus of factors cultural underpowered and less rugged electric cars seemed feminine at a time when most car buyers were men structural the shortcomings of battery technology at the time and systemic the infrastructural problems of changing large numbers of batteries ultimately gave an edge to the internal combustion engine One hopes as a new generation of electric vehicles becomes a reality The Electric Vehicle offers a long overdue reassessment The Archaeology of the Roman Economy Kevin of the place of this technology in the history of street transportation Greene,1986 Kevin Greene shows how archaeology can help provide a more balanced view of the Roman economy by informing the classical historian about geographical areas and classes of society that received little attention from the largely aristocratic classical writers whose work survives **Insuring the Industrial Revolution** Robin Pearson, 2017-07-05 Fire had always been one of the greatest threats to an early modern British society that relied on the naked flame as the prime source of heating lighting and cooking Yet whilst the danger of fire had always been taken seriously it was not until the start of the eighteenth century that a sophisticated system of insurance became widely available Whilst a number of high profile fires during the seventeenth century had drawn attention to the economic havoc a major conflagration could wreak it was not until the effects of sustained industrialization began to alter the economic and social balance of the nation that fire insurance really took off as a concept The culmination of ten years of research this book is the definitive work on early British fire insurance It also provides a foundation for future comparative international studies of this important financial service and for a greater level of theorising by historians about the relationship between insurance perceptions of risk economic development and social change Through a detailed study of the archives of nearly 50 English and Scottish insurance companies founded between 1696 and 1850 virtually all the records currently available together with the construction of many new datasets on output performance and markets this book presents one of the most comprehensive histories ever written of a financial service As well as measuring the size market structure and growth rate of insurance and the extent to which the first industrial revolution was insured it also demonstrates ways in which insurance can be linked into wider issues of economic and social change in Britain These range from an examination of the joint stock company form of organization to an analysis of changing attitudes towards fire hazard during the course of the eighteenth century. The book concludes by emphasising the ambivalent character of fire insurance in eighteenth and early nineteenth century Britain contrasting the industry s dynamic long run rate of growth with its more conservative attitude to product design and diversification **Age of Improvement, 1783-1867** As a Briggs, 2014-06-17 The Age of Improvement has long established itself as a classic of modern historical writing Widely read and quoted it has had a unique influence on teaching and research This second edition draws on the great volume of new research produced by Lord Briggs amongst others since its original publication The book stresses both the underlying unity and the rich variety of the age and raises fundamental issues about a period of crucial change in British history industrialisation war constitutional change and the attitudes of politicians towards it political

development and not least society and culture In the background are the new economic powers based on the development of a coal and iron technology in the foreground new social and political problems and new ways of tackling them The author also discusses perceptions of and reactions to changing circumstances the influence of religion and science on national life and changing styles in art and literature The story ends not with a full stop but with a question mark Could improvement be maintained Could balance and progress continue to be reconciled On the Move Chris Wrigley, Johnathan The Cambridge Economic History of Modern Britain: Volume 1, Industrialisation, **1700-1870** Roderick Floud, Jane Humphries, Paul Johnson, 2014-10-09 A new edition of the leading textbook on the economic history of Britain since industrialization Combining the expertise of more than thirty leading historians and economists Volume 1 tracks Britain's economic history in the period ranging from 1700 to 1870 from industrialisation to global trade and empire Each chapter provides a clear guide to the major controversies in the field and students are shown how to connect historical evidence with economic theory and apply quantitative methods New approaches are proposed to classic issues such as the causes and consequences of industrialisation the role of institutions and the state and the transition from an organic to an inorganic economy as well as introducing new issues such as globalisation convergence and divergence the role of science technology and invention and the growth of consumerism Throughout the volume British experience is set within an international context and its performance benchmarked against its global competitors Britain and America. 1850–1939 Philip S. Bagwell, G. E. Mingay, 2024-10-31 First published in 1970 Britain and America 1850 1939 is a key text for anvone seeking to trace and interpret the development of the two great trans Atlantic economies The authors present a comparative survey of the economic development of Britain and America The book compares and contrasts the economic and social progress of the two countries in the period of rapid industrialization and dramatic social change between 1850 and 1939 Throughout the authors explain the interaction of the two economies upon each other and give reasons social and political as well as economic for the outstanding differences in the economic life of the two countries Separate chapters give a comprehensive account of agriculture transport trade unions banking overseas trade industry and social problems Among the individual topics considered are the economic significance of the Civil War the influence of the railways migration of labour and export of capital the retardation of the British economy the great slump of the 1930s and the New Deal The authors support their arguments with numerous statistical tables charts and diagrams This book will be of interest to students and researchers of economics and history **Economic Laws and Economic History** Charles P. Kindleberger, 1997-07-24 In this volume Charles Kindleberger makes a powerful case against the idea that any one model could be used to unlock the basic secret of economic history It is essentially an exercise in methodology addressed to economists and economic historians alike He argues that too many economists discover a relationship or a uniformity in economic behaviour develop a model and use it to explain more than it is capable of including on occasion all economic

behaviour These lectures discuss four laws in economics to show how uniformities can illuminate economic history in particular aspects They illustrate the view that the economist or economic historian seeking to test analysis against historical data should have a variety of different models and not just one The implication is that however scientific and technical the tools choosing them carefully to fit particular circumstances is itself an art **The Forging of the Modern State Eric I.** Evans, 2018-07-16 In what has established itself as a classic study of Britain from the late eighteenth century to the mid Victorian period Eric J Evans explains how the country became the world's first industrial nation His book also explains how and why Britain was able to lay the foundations for what became the world's largest empire Over the period covered by this book Britain became the world's most powerful nation and arguably its first super power Economic opportunity and imperial expansion were accompanied by numerous domestic political crises which stopped short of revolution The book ranges widely across key political diplomatic social cultural economic and religious themes in order to convey the drama involved in a century of hectic but generally constructive change Britain was still ruled by wealthy landowners in 1870 as it had been in 1783 yet the society over which they presided was unrecognisable Victorian Britain had become an urban industrial and commercial powerhouse This fourth edition coming more than fifteen years after its predecessor has been completely revised and updated in the light of recent research It engages more extensively with key themes including gender national identities and Britain's relationship with its burgeoning empire Containing illustrations maps an expanded Framework of Events and an extensive Compendium of Information on topics such as population change cabinet membership and significant legislation the book is essential reading for all students of this crucial period in British history *Selected List of Recent Acquisitions* of the Transportation Library University of California, Berkeley. Institute of Transportation Studies. Library, 1974-11 Car and British Society Sean O'Connell, 1998 The car was first introduced into British society over one hundred years ago Sean O Connell's study of the social impact of the car offers a radical new way of looking at the history of motoring

Bread and the British Economy, 1770-1870 Christian Petersen, Andrew Jenkins, 2017-07-05 In this ambitious book Christian Petersen has taken a central topic in economic and social history and given it a new sweep and coherence As the Lord's Prayer suggests securing an adequate supply of bread was a matter of over riding concern to everyone until very recently Bread was always by far the largest single item in the budgets of the poor but bread could be made from many grains wheat rye barley etc Christian Petersen describes how in the later eighteenth century the process of replacing other cereals by wheat in bread making was completed throughout Britain He provides a continuous series of estimates of bread consumption per caput of bread prices and consequently used in conjunction with population data of total national expenditure on bread and of wheat output and net imports The implications of the changes in techniques of milling and baking that occurred are analysed and the organisation of the baking and retailing of bread is described Bread was so central to the economy of individual households and to the national economy as a whole that this book represents a major

Economic History of Modern Britain Roderick Floud, Jane Humphries, Paul Johnson, 2014-10-09 A new edition of the leading textbook on the economic history of Britain since industrialization Combining the expertise of more than thirty leading historians and economists Volume 1 tracks Britain s economic history in the period ranging from 1700 to 1870 from industrialisation to global trade and empire Each chapter provides a clear guide to the major controversies in the field and students are shown how to connect historical evidence with economic theory and apply quantitative methods New approaches are proposed to classic issues such as the causes and consequences of industrialisation the role of institutions and the state and the transition from an organic to an inorganic economy as well as introducing new issues such as globalisation convergence and divergence the role of science technology and invention and the growth of consumerism Throughout the volume British experience is set within an international context and its performance benchmarked against its global competitors

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