

BOOK REVIEWS

FLUID ARGUMENTS: FIVE CENTURIES OF WESTERN WATER CONFLICT. Edited by Char Miller, Tucson AZ: The University of Arizona Press, 2001. xxix + 354 pp \$45.00 (hardcover). ISBN 0-8165-2061-5.

Fluid Arguments consists of a collection of papers dealing with the history of conflicts over water rights, extending back to the period of time in which the American West was initially settled by Europeans to the present. Each chapter of the book was written by a different author. As noted in the Acknowledgments (actually a Preface), the book grew out of a 1998 American Society of Environmental History-sponsored conference that included as participants scholars from many different disciplines as well as others who were interested in the history of conflicts over water rights as well the consequences of these conflicts for the current development of the arid West.

The book opens with an introductory chapter by Char Miller, the editor, who outlines the general scope of the book and the nature of the historical and current problems related to water rights. The remainder is divided into 15 chapters or papers—each by a different author—in five sections which deal with issues related to water rights in something of a chronological order but also related to issues about specific geographic regions of the West.

Part 1, three chapters, is devoted to issues related to water rights in territory in the U.S. West which at the time was still under Spanish control. The focus of these chapters is to emphasize that water rights issues and conflicts in the arid West were important to the earliest settlers from Europe that predate the takeover of the West by the U.S. The basic issues and conflicts today are a direct outgrowth of these very early issues and conflicts.

Part 2 consists of four chapters devoted to the Native American struggle for water. Here the issue of who had first use really comes into play. Prior to the arrival of European settlers, there was no organized system of private property ownership among Native Americans. All shared in the “wealth” of the land, and part of this wealth was the access to available water. While conflicts among tribes may have occurred, access to water was shared in much the same manner in which sharing took place for other natural resources.

European settlers brought with them European approaches for ownership of private property, and part of private property rights was access to water from rivers and streams that ran across the land. Native Americans, without a system of private property which deeded land to specific individuals, found that they lost not only the property as it was deeded by the U.S. government to white settlers, but also access to water—a particularly important issue for survival in the arid West. This resulted in particular conflicts if a settler/landowner was upstream from a Native American settlement. The system of private ownership resulted in doctrines that allowed the first settlers the right to divert as much

water as they wanted, even if that meant that Native Americans living downstream would no longer have access to adequate water supplies. The writers point out that the European settlers, with the support of the U.S. government, regularly used Native American access to water as a means of limiting where Native Americans could live, confining them to ever smaller areas.

Daniel McCool's chapter in this section, "Winters comes home to roost" highlights the conflicts that arose as a result of giving the first private-property settlers the right to divert for their own use as much water as they pleased from streams flowing over their land, with no regard for the consequences for those living downstream—the so called Prior Appropriation doctrine. Over time, courts made increasing provisions for those living downstream. This led to the so called Winters doctrine, a key water rights policy arising out of a series of court cases that placed limits on "first in line, first in right." This Prior Appropriation doctrine had governed water rights in the West since the first European settlers came to the area. However, the 19th century conflicts about who owns rights to how much water persist today.

Part 3 of the book, *Agricultural Conundrums*, consists of five chapters that focus on issues related to the irrigation of the arid West in an effort to increase agricultural production. Brad Raley's chapter on the advent of private irrigation systems in Colorado's Grand Valley was particularly interesting. In it, he traces the earliest efforts by entrepreneurs to develop a system of irrigation canals designed to make the arid regions of Colorado productive areas for crops. The earliest efforts were not successful, as entrepreneurs spent lots of money trying to develop a workable system and subsequently went bankrupt. It was only after several attempts, consolidation of competitors, and, in many instances, government assistance, that these efforts came into being. As I was reading this, I was struck by the similarity of the problems faced by the earliest irrigation entrepreneurs, and the "dot com" and Internet "pioneers" of the 1990s. In both cases, entrepreneurs were looking at enormous potential not only for becoming very profitable but also for increasing the wealth of the entire area. But it was only after many false starts and huge losses for many individuals and companies that a few eventually were successful and made money.

Never resolved in the book is the question of whether irrigation made sense in the arid West. While U.S. consumers were in need of, and would benefit from the additional food supply that could be made available as a result of these efforts, irrigation of arid lands was also a means of attracting people to settle areas that would otherwise be almost uninhabitable. It "could" be done from an engineering perspective, and that there was "good" in making a once arid land into productive farmland. The early entrepreneurs would have probably said "all of the above."

These large irrigation projects were being constructed at a time when business and engineering were doing other great things for the U.S. with projects such as cross-country railroads. U.S. residents at that time perhaps had unreasonable faith in the ability of a combination of entrepreneurial prowess and engineering skill to solve problems and make everyone's lives better. But once again, this is little different from the public's increasing (and also misguided) belief in the 1990s that computer-related technologies could entirely remake the U.S. economy, rendering everything else in the economy unimportant and irrelevant. The public often has a tendency to become overly enamored with the "latest thing" only to have to back off later on, and the public described by Raley in the late 19th century was little different from the public in the late 20th century in this regard.

Part 4 focuses on issues related to the dam building projects built throughout the West from the early 1900s through the 1970s. "Mark Harvey's chapter "The changing fortunes of the big dam era in the American West" outlines the basic issues involved. The construction of these huge dams represented major expenditures by the federal government and many were constructed in the Hoover and Roosevelt eras, a period of time when the U.S. economy was badly in need of fiscal stimulation and the creation of new jobs. The dam-building projects became part of the Roosevelt "New Deal." Civil engineering had progressed to the point where large-scale dam building represented the pinnacle of engineering skill, and there were plenty of rivers in the West that could be dammed.

During the Cold War, newly-constructed dams in the U.S. became symbols of economic power and might. It was not until the 1970s that serious questions started to be raised with respect to the benefits versus costs of these projects, and doing benefit/cost analyses seriously came into fashion as a requirement for getting federal funding for the new projects.

Early on, dam projects were justified simply because they were possible from a civil engineering perspective. The notion of residents having a stable water supply available from a man-made lake damming a river held strong appeal as the population of the West increased, so that new residents would not have to rely on the unpredictability of the rainfall for a water supply. Dams were also justified for their potential as suppliers for irrigation water which was critical if farmers were to succeed. For some dams, the potential for flood control downstream was also highlighted, as were the recreational benefits for residents interested in water-related sports such as boating and fishing. Dam boosters also promoted the potential of low-cost hydroelectric power for industrial and residential use.

As Harvey points out, starting in the late 1960s, environmentalists began to raise serious questions regarding the benefits of these projects relative to the loss

of land covered by water behind the dam as well as the loss of habitat for wildlife and other environmental costs, such as the loss of salmon fishing in once free-flowing rivers. These issues have become so important today that it is likely that few if any of the dams built in the 20th century would now be built. As dams built in the 20th century increasingly fill with silt, and lakes behind the dams become increasingly in need of reconstruction, it will be interesting to see if the federal government will be willing to spend the necessary money to reconstruct them, or whether some (perhaps many) of the dams will eventually be “decommissioned” (removed) and rivers once again be allowed to flow free, gradually restoring the natural environment to the conditions that existed prior to when the dam was built.

Part 5 consists of a single chapter by Hal Rothman “Water and the western service economy” that focuses on where we are today with respect to water rights and water policies in the West. He argues that the transformation of much of the arid west into centers for computer technology, such as the California Silicon Valley, is linked to water and water rights. The development and growth of cities such as Las Vegas and Reno could not have occurred in the absence of a readily available water supply in what is essentially a desert climate.

This chapter only scratches the surface with respect to current issues and problems regarding water rights and access to water and Rothman does not mention one of the important issues. A few years ago, California moved past Wisconsin as the nation’s number one producer of milk. That California has become the leading milk producer is largely because of the ready availability of forages grown with large amounts of irrigation water as well as access to drinking water for cows. Farmers producing irrigated forages are able to do this economically only because water is made available to farmers at much lower prices than it is supplied to urban residents. Were it not for the cheap water, forages grown under irrigation would not be economically feasible, and much of the California dairy industry would likely disappear. Milk production would return to states such as Wisconsin where forages can be readily grown without relying on irrigation water. The California economy might indeed be better off if much of this water now used for irrigating forages for dairy production was instead provided to urban residents, or instead used for the production of higher-value fruit and vegetable crops.

So the issue of who gets the water and at what price remains critical. The book is often not an easy read, but it lays out, in perhaps the most detail thus far, the history of the conflicts over water and water rights in the West.

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FROM CHICAGO TO L.A.: MAKING SENSE OF URBAN THEORY. By Michael Dear, ed. Sage Publications, 2002, 444 pp.

A defining characteristic of *From Chicago to L.A.*, Michael Dear's new edited volume on Los Angeles, is its heterogeneity. It is a cliché in reviews of edited volumes to complain of unevenness and a lack of coherence. The heterogeneity of this volume, however, deserves mention because it is so very noticeable. The book really does not hold together as a unified account of Los Angeles or of urban theory. However, there's nothing really wrong with that. Like all edited volumes, there are good chapters and bad chapters: chapters that make a real contribution and chapters that probably shouldn't have made it into print. As with most edited books, if the reader chooses carefully she will be rewarded. But this reviewer thinks that reward is to be found only in certain specific places rather than in the book as a whole.

There is a clear goal here, even if the book as a whole does not achieve it. The book aims to explore the tensions and possible accommodation between the Chicago School of urban sociology and the newer Los Angeles School of urban theory. It also debates whether Los Angeles is the appropriate crucible in which to fashion a new urban theory. As an author, Dear clearly has the agenda of promoting the Los Angeles School as a successor to the Chicago School—and Los Angeles as a key laboratory in which new postmodern urban theory should be written. As an editor, however, Dear is very good about not imposing this agenda on the authors. The book offers critical perspectives on several assumptions, including the existence and utility of the L.A. School, the generalizability of Los Angeles, and the political and intellectual failings of the Chicago School. It is not clear, however, that Dear's editorial generosity is turned toward a productive task. Those familiar with both the Chicago School and the L.A. School will likely find the book mostly a rehash of the old debates between Chicago and Los Angeles, between modernism and post-modernism, between concentric circles and multiple centers, and among naturalistic, structuralist, and agency-based explanations of urban form. To those unfamiliar with these debates, the book will offer a fairly disjointed introduction. To my mind, the book's authors offer nothing so compelling as Manuel Castells' extremely productive and devastating critique (from the 1970s) that Chicago sociologists ignored how the processes of capitalist accumulation undergird the social patterns they observed. Moreover, the book's agenda is almost identical to *The City*, Soja and Scott's 1996 edited volume that argued that Los Angeles had replaced Chicago as the new crucible for urban theory. The agendas are so similar in fact that one wonders why the editors at Sage felt there was a hole that *From Chicago to Los Angeles* would fill. That is not to say that the book has no value, only that its stated agenda does not necessarily constitute an original

contribution to urban theory. Like most edited volumes, the book's real value is in a few particularly compelling chapters. Individually these chapters offer very provocative contributions to our understanding of both Los Angeles and urban theory.

Before discussing these chapters in more detail, I want to first give a sense of the overall content of the book. The book is divided into four parts. Part I introduces the reader to both Los Angeles and to the L.A. School. In Chapter 1 Dear and Stephen Flusty offer an account of the rise of the L.A. School. Although their manner is grandiose (the section describing the birth of the L.A. School is titled "The Chrysalis Unfolds"), Dear and Flusty argue cogently for the existence and importance of an L.A. School of urban theory. In Chapter 2 Dowell Myers contends that Los Angeles' current demographic trends (toward polyethnicity and larger percent non-native) prefigure those of Chicago, New York, and Washington, DC. Dear and Flusty conclude the section (Chapter 3) by presenting a post-modern theory of urban structure to replace the Chicagoans' concentric-ring model. Part II of the book chronicles the industrial history and geography of Los Angeles. In Chapter 4 Greg Hise offers a detailed history of how early boosters worked to establish an industrial base for the city. Steven Erie follows that in Chapter 5 with the argument that the economic development of Los Angeles depended very heavily on massive public works projects carried out by the local state. In Chapter 6 Allen Scott offers a well-worn (yet important) analysis of Los Angeles as a post-Fordist metropolis.

Part III picks up on the Chicago School's obsession with communities and social areas to give an account of contemporary community in Los Angeles. Jerome Straughan and Pierette Hondagneu-Sotelo describe in Chapter 7 the social implications of increased and increasingly transnational migration to Los Angeles. Chapter 8 has Madeleine Stoner providing a general overview of homelessness; she makes the argument that homelessness is a structural as well as an individual problem. In Chapter 9, Cheryl Maxson and Malcolm Klein present an account of gangs in Los Angeles, and in Chapter 10 Donald Miller notes that religion remains an important social and cultural phenomenon in contemporary Los Angeles. The section concludes with Chapter 11, in which J. Dallas Dishman explores the implications of the rise of virtual communities on the internet. Part IV "begins the task of retheorizing the twenty-first century city" (p. x), and is surely the most thought-provoking part of the book. In Chapter 12 Darnell Hunt stresses the importance of the discourses through which people make sense of the city. Ashwani Vasishth and David Slone argue in Chapter 13 that an ecological approach, significantly updated from that of the Chicago School, can form a solid basis for understanding how the city works. In a long Chapter 14, Jennifer Wolch, Stephanie Pincetl, and Laura Pulido argue forcefully that we need to integrate an understanding of the natural ecology of

the city and its hinterland into our analyses of the city. Chapter 15, by Philip Ethington and Martin Meeker, argues against choosing either an abstract or a concrete way of knowing the city. They advocate combining both epistemologies into a more complete urban analysis. Dear ends the book with Chapter 16, in which he stridently argues that “we urgently need to revision urban theory” (p. 423) and that Los Angeles is the perfect context in which to develop new theory.

Despite the fact that as a whole these 16 chapters do not add up to an innovative contribution, several chapters stand out for their original and/or insightful arguments. Dear and Flusty’s piece on “Los Angeles as postmodern urbanism” (Chapter 3) is provocative and compelling. Reprinted from a 1998 piece in the *Annals*, the chapter attempts a comprehensive account of the political-economic order that underlies the postmodern city. Using a wave of neologisms, it argues that a radical and ongoing restructuring of the global political economy has led to a distinctive postmodern urban spatial structure, which they call “keno capitalism” (p. 80). Of course each of their arguments is subject to debate, but the usefulness of the article is that it attempts a comprehensive explanation of contemporary urbanism and its underlying social processes. It is a text that can form a productive basis for debate about the nature of the new urban order. In a different way, Steven Erie’s piece on “Los Angeles as a developmental city-state” (Chapter 5) stands out. Erie makes a bold argument that urban development in Los Angeles has always been dependent on (rather than just aided by) a proactive local state. Erie’s piece is an important corrective to contemporary theories of urban development that too often underplay the complex role of politics, the state, and the local state in particular. Moreover, it is an important contribution to L.A. School analyses, which have paid scant attention to the important role of urban politics in Los Angeles.

J. Dallas Dishman’s chapter offers a thoughtful theoretical and empirical exploration of how community and its relationship to place are changing as the internet makes possible “virtual communities.” Dishman explores how gay men’s use of the internet to establish virtual communities changes their experience of face-to-face communities in place. Dishman is certainly not alone in exploring this issue, but his piece is an accomplished and careful contribution to our understanding of how place and community are being transformed by contemporary technology. Lastly, the piece by Jennifer Wolch, Stephanie Pincetl, and Laura Pulido (Chapter 14) is distinctive because it identifies a true frontier in urban studies, one that L.A. School scholars have played an important role in exploring. They argue that a central shortcoming of urban theory is that questions about the natural environment and ecology have been ignored. They contend that natural processes are just as much *urban* processes as are land

development, capital investment, segregation, etc. The authors join other L.A. School members, such as Mike Davis and Roger Keil, who argue that if we are to understand the city we must understand its natural ecology as well. I think they are right that this is an important frontier in urban theory, and it is one that the L.A. School is very well positioned to contribute significantly to.

To be clear, the book is a welcome contribution to the literature on Los Angeles and urban theory. Its failings are common to most edited volumes. In the individual chapters where the book shines, it offers insightful arguments that make exciting contributions to how we think about Los Angeles and about urban theory more generally.

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SUBREGIONAL ECONOMIC COOPERATION IN CENTRAL AND EASTERN EUROPE: THE POLITICAL ECONOMY OF CEFTA. By Martin Dangerfield. Cheltenham, UK: Edward Elgar. 2000. xiii + 189 pp. (hc); ISBN 185898 900 0.

The Central European Free Trade Agreement (CEFTA) is unique in that it had no formal institutions, it only accounts for a small proportion of its member states' total trade, it is a low-level form of integration and its lifespan is widely regarded as limited. Consequently, one might question its relevance and the need for an entire book on the subject. However, Martin Dangerfield's book, (above) successfully highlights ways in which CEFTA has contributed and is relevant to the political economy of Central and Eastern Europe (CEE) and beyond.

The book argues that subregional economic cooperation in CEE through CEFTA is a resource with wide-ranging benefits. It has helped to promote economic stability and restructuring in the region. It is a forum for political dialogue and a source of experience in multilateral cooperation. Crucially, it is also viewed as an important stepping stone towards EU Enlargement. The book gives detailed account of trade figures, commodities traded, treaties and agreements. However, it also focuses on wiser political economic issues, e.g. EU enlargement, political relations, and integration. In separate chapters the author discusses the background to subregional trade in CEE prior to the establishment of CEFTA, integration strategies in post-communist Europe, the specific objectives, structure, content and implementation of CEFTA, issues and controversies in CEFTA Cooperation and European Union Enlargement and the Future of CEFTA.

The first two chapters discuss economic integration trends and strategies prior to the establishment of CEFTA in 1993. The first chapter reviews developments in economic integration during the Socialist period, in particular the role of the Council for Mutual Economic Assistance (CMEA). It briefly considers the ideas and concepts behind economic integration in CEE during the communist period, the numerous problems of associated with CMEA subregional cooperation and the impact of the disintegration of the Communist political regimes on the trading regime. This discussion not only sets out the background against which subsequent economic cooperation was undertaken but it also helps to account for some of its outcomes. The following chapter discusses views and suggestions on integration strategies that emerged in the wake of the collapse of the Communist regimes. The case for pursuing economic reintegration after the demise of the CMEA, the obstacle to integration and how the CEFTA framework came about are examined. The issues raised cover not only economic arguments but also the ideological, intellectual, and in particular the political arguments for and against various forms of economic integration in the region.

Chapter three offers a description of CEFTA cooperation. It tackles detailed issues such as the structure and provisions of relevant treaties and agreements, how CEFTA functions in terms of monitoring and implementation of its provisions, and the progress that has been made towards fulfilling agreements. The next chapter considers the wider issue of the contribution of CEFTA to the reintegration of Central and Eastern Europe. It examines both the economic and political results of CEFTA cooperation (e.g. the impact on trade, the contribution to the EU pre accession process, improved sub-regional security and political relations). Having looked at the positive contributions made by CEFTA, chapter five is concerned with its evolution and the controversies encountered during this process. Key debates included how to deepen CEFTA cooperation, how to manage the expansion of CEFTA, and whether permanent institutions should be established. All are areas where shifting political views play as much, if not more, of a part that economic considerations.

The Eastward enlargement of the EU is one of the key issues for Europe. Consequently, one of the most interesting chapters deals with European Union Enlargement and the Future of CEFTA. The book suggests the formation of CEFTA was "at least part based on a desire to send the correct signals to the main Western organizations coveted by post communist leaders," e.g. the EU (p.2). It is argued that CEFTA has been in the shadow of and heavily influenced by the main integration task of furthering relations with the EU. This raises questions about the role of CEFTA after EU enlargement or more fundamentally about whether CEFTA has a future after enlargement? No firm conclusions are reached in the book about the long-term future of CEFTA. However, in general

the outlook is not altogether optimistic. The possibility of CEFTA developing as an alternative framework for integration for those CEE countries that have no immediate prospect of EU membership it viewed as unlikely. Even the continuation of CEFTA in its role as a support for future EU memberships could be undermined by internal problems and uncertainties about future EU enlargements.

Despite questions over its future role, it is still the case that, as this book argues, the nature and role of CEFTA and subregional cooperation in CEE merit particular investigation. First, it has made positive contributions to economic reconstruction and development and multilateral cooperation in the region. Second, the prospect of EU enlargement has increased attention given to subregional cooperation in the region. Finally, subregional economic cooperation provides an “interesting and, again, virtually ignored case study of the ‘new regionalism’ for which international relations theorists are having to develop new explanatory frameworks” (p. 3-4). Martin Dangerfield’s book thoroughly explores all of the points raised above except the latter. This aspect is acknowledged to be beyond the scope of the book. Yet it would have been useful if this interesting assertion, having been referred to in the introduction, could have been developed more, at least in the book’s conclusion.

Having said that, this is a valuable in-depth study with a specific focus on the economic cooperation within Central and Eastern Europe, which is a subject area not widely covered in the existing literature. At the same time, the book also discusses wider issues related to EU enlargement and the political economy of multilateral cooperation. By bringing out these issues, the appeal of this book is widened. It is an excellent text likely to appeal especially to researchers and students, in a range of disciplines, with an interest in Central and Eastern Europe, trade relations, or the political economy of subregional cooperation

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AIR TRANSPORT NETWORKS: THEORY AND POLICY IMPLICATIONS.

By Kenneth Button and Roger Stough. Northampton, MA: Edward Elgar. 2000. 377 pp.

The disruptions that cascaded throughout the airline industry on September 11, 2001 and the subsequent days and weeks and months cast into stark relief the inherent interconnectedness of the industry as well as its centrality in the global economy. Indeed, the key role of the industry in contemporary globalization has spawned a growing competition among places for a favored

position in international airline networks. Once, a city's fortune was determined principally by its position amid the trading routes of the sea. Today, a city's fortune is shaped by its accessibility in airline networks. *Air Transport Networks: Theory and Policy Implications* offers an account of the economic factors that shape the development of airline networks and the manner in which those economic influences are mediated by public policy. The policy emphasis of the book is fitting because much the dynamism in airline networks in the last two decades has been driven by the uneven deregulation of the industry.

The rapid growth of air passenger traffic in recent decades and the even more stunning increase in air freight traffic have been matched by a growing volume of academic studies of air transport. An impressive share of that work has been produced by Kenneth Button and his colleagues. In this work, Button, whose background is principally in economics, has teamed with geographer Roger Stough. (It is perhaps surprising that a book co-authored by a geographer does not contain a single map). Both authors are associated with the School of Public Policy at George Mason University.

The early chapters of the book provide an overview of airline economics. The authors do a fine job of synthesizing evidence from a wide variety of sources. Concepts and innovations that are important to the industry, including price discrimination, frequent flyer programs, hub-and-spoke systems, and alliances, are illustrated with clear diagrams. Though some of the econometrics, particularly in Chapter 2, will be inaccessible to non-economists, the diagrams are likely to prove useful to readers from diverse backgrounds.

Much of the book deals with regulation and deregulation. Certainly the state has had a profound influence upon the structure of airline networks; yet the book's initial coverage of regulation and deregulation seems misdirected. A chapter on regulation contains a tedious inventory of data resources dealing with airline industry. The inventory seems only tangentially related to the focus on the book. By far the longest chapter in the book is that dealing with the early impacts of airline deregulation in the United States, Canada, and the European Union. Again, the chapter seems overly detailed inasmuch as its subject matter has been well-covered elsewhere in the literature.

The examination of airline deregulation experiences in several specific markets is followed by an intriguing chapter entitled, "Filling Incomplete Networks: International Air Transport". Button and Stough argue that the bilateral system of agreements that governs the international airline industry is inherently incompatible with the complexity of multilateral network flows of passenger and goods. They consider a variety of "pragmatic options" for making the transition to multilateralism and detail the problems with each. Unfortunately, only a page of the chapter is devoted to developing country markets. The authors correctly note the important differences that characterize

the relationship between government and the airline industry in such countries but make little effort to explore the implication of those differences for the development of airline networks.

Indeed, one of the disappointments of the book is that, while the introductory chapter draws attention to the rapid emergence of Asian air transport markets, the remainder of the book pays little heed to Asia or other developing country markets. Instead, the book focuses on American and especially European examples. That bias likely reflects the authors' backgrounds, but the orientation is also defended in terms of data limitations in developing country markets as well as the advantage to be gained by studying markets where the most important reforms affecting the industry have advanced farthest.

The middle chapter (Chapter 7) of the book is based on the premise that the liberalized air transport sector may confront an "empty core". That is, the airline industry may be inherently unstable because carriers in an open market would be unable to secure sufficient earnings to cover their full costs. Button and Stough suggest that such critical innovations as frequent flyer programs may have emerged as attempts to deal with this tendency. However, the authors fail to show the presence of an empty core in aviation, and consequently the devotion of a chapter to the topic seems unwarranted.

The "empty core" problem is followed by two chapters dealing with airports. A chapter on airport pricing and access deals with congestion pricing and with the difficulty of setting airport user charges in a manner sufficient to ensure funding for adequate long-run capacity. The chapter is illustrated with mainly European examples. The authors then turn to a chapter devoted entirely to European airports policy. The chapter contains numerous tables dealing with major airports in the region, but these data are used only to substantiate some fairly obvious points (e.g. that the number of passengers per departure is greater at busier airports, that the likelihood of flight delay is correlated with the volume of airport traffic).

A more insightful chapter is the one examining the advantages accruing to hub cities. The authors rely on the results from an interesting variety of empirical studies to explore this theme. One study is a detailed examination of the predicted impact of relaxing the "perimeter rule" at Washington's National Airport. That rule, which requires that no flight of more than 1,250 miles be operated from National, has spurred the rapid growth of traffic at Washington-Dulles. This case study is odd insofar as its main focus is the methodology of predicting changes in traffic volumes and airport employment that would result if the perimeter rule were relaxed. The case study deals only briefly with the impact of the airport on the wider economy, though that would seem to be the intent of the chapter. The other empirical studies, including a comparison of

high technology employment in several hub and several non-hub metropolitan areas in the US, are more instructive.

The final three chapters of the book broaden its scope. To balance the emphasis on passenger transport that characterizes most of the book, Button and Stough present a chapter on air freight. The treatment of this relatively neglected component of the air transport sector is welcome. The penultimate chapter of the book is one of the best. It considers the interplay between airline networks and other types of networks. For instance, the authors employ a case study to demonstrate the significance of information networks (electronic data interchange or EDI) in air freight.

The last chapter explores the safety and environmental issues that accompany the rapid growth of traffic across airline networks. Button and Stough situate their discussion of safety in the context of proliferating airline alliances. Though alliances represent a critically important trend in the industry, the authors fail to make a strong case for why the expansion of alliances should have much effect on safety and ultimately this section is inconclusive (e.g. the safety “effects of strategic alliance are, therefore, far from clear”). The discussion of environmental issues in the second half of the final chapter is weighed down by a not particularly useful examination of benefit transfers and meta-analysis.

The book has no summary or concluding chapter.

Air Transport Networks: Theory and Policy Implications suffers from two problems throughout. The first is the poor editing. The book is littered with minor editorial problems including typos, subject-verb disagreements, and confusingly worded passages. There are also relatively minor errors of fact. For example, the authors assert that current technology prevents aircraft from flying transpacific routes to many Asian points beyond Japan, rendering the country a crucial gateway to the region. In fact, points throughout East Asia as far away as Hong Kong and Manila had nonstop service to the USA in the 1990s. Japan’s importance as a gateway was due as much to the nature of its bilateral agreement with the USA as to its proximity.

The larger problem with the book is the fashion in which it was compiled. The authors write in their preface that the book “can be seen as a coming together of a number of earlier studies.” Indeed, this can be seen but it is not an attractive feature of the book. It produces an unevenness similar to an edited volume of chapters by numerous authors. More importantly, many of the studies included in the book do not relate very closely to its theme. The Dulles study, the discussion of empty cores, the methodological elaboration of meta-analysis and value transfers are drawn from previous studies by one or both of the authors but do not fit particularly well in this book. In sum, *Air Transport Networks: Theory and Policy Implications* contains a variety of useful

information and synthesizes a great deal of research by the authors and others, but those many threads have not been woven together well enough to make the book a compelling whole.

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