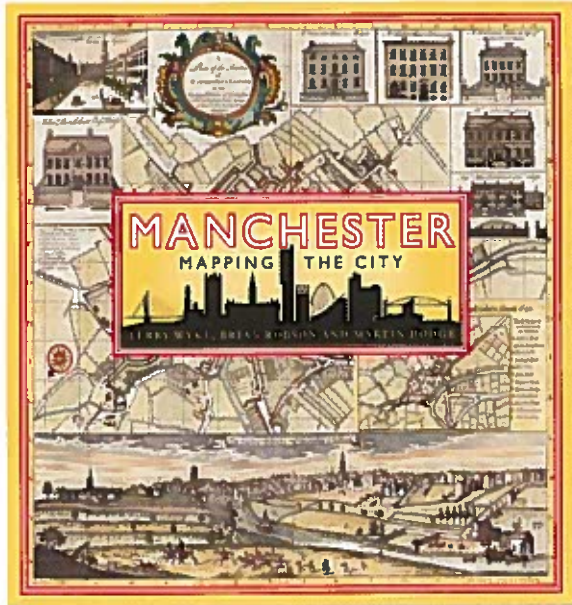


BOOK REVIEWS

Manchester: Mapping the City by Terry Wyke, Brian Robson and Martin Dodge. Edinburgh: Birlinn Ltd., 2018. ISBN 9781780275307. HB, xv, 256, generously illustrated. STG £30.00.



Manchester: Mapping the City brings together a wealth of cartographic delights which tell the story of Manchester. I had the pleasure to be involved in sourcing some of the material for this book for which I am credited in the acknowledgements, however, I will endeavour to remain objective. This will be especially difficult, being a Mancunian, born and bred, and having a love of maps.

The idea of producing a book about maps of Manchester was conceived during a high-profile exhibition at the John Rylands Library in 2009. The exhibition 'Mapping Manchester: cartographic stories of the city' was curated by Chris Perkins and Martin Dodge and was one of the Library's most successful exhibitions to date, exploring themes such as industry, transport, wealth and poverty, leisure and Utopian city planning.

Material for the book was drawn from the City's public libraries and archives: the University of Manchester Library, Chetham's Library in Manchester, the British Library, the National Library of Scotland and the private collections of the authors. Historic

maps, unpublished plans, supplements to magazines and contemporary schematic plans appear throughout the impressive 250-page hardback volume. The book is lavishly illustrated and well produced, including full-page illustrations and detailed extracts of many of the maps featured, making it easy to relate details in the text to the appropriate area of the map discussed.

Authors Terry Wyke, Brian Robson and Martin Dodge tell the story of Manchester's dramatic urban development from its emergence as an important provincial town at the beginning of the eighteenth century to a twenty-first-century city region. The maps selected demonstrate how Manchester grew rich on the cotton trade and of its transformation into the world's first industrial city. They give an insight into people's health, their moral behaviour and leisure pursuits, and they bear witness to how innovation has impacted upon the city's landscape and has helped realise its reconstruction. The maps also portray some of the events which have shaped Manchester and celebrate its iconic places and landmarks.

The book is arranged chronologically with each date relating to a specific map, beginning with early panoramic views of the city and the town's first street map. The city's most significant mapmakers are featured throughout the book: William Green and Charles Laurent who were responsible for the first large-scale plans of the city; James Pigot who continually revised plans for nineteenth-century street directories; the exquisite but flawed Victorian masterpiece by Joseph Adshead; and the ingenious modern city centre plans by Andrew Taylor. What strikes me about this book is the depth of investigation made into the maps and their makers; credit for this is due to the extensive research carried out by its authors who have all published works on aspects of Manchester's history, urban planning and cartography.

The historical, political and social context surrounding the production of the maps is also well researched and key themes, events and places are explored. An example is a detail of Castlefield Canal Basin by J. Howgrewe, which demonstrates how technological innovation drove the city's industrial development. The canal allowed the transportation of coal from the Duke of Bridgewater's colliery in Worsley to Manchester and later, sugar from the West Indies and, most notably, cotton from the southern

states of America. In regard to the trade of raw materials, reference is also made to Manchester's role in the anti-slave movement.

The maps which depict the area of St Peter's Field refer to the Peterloo Massacre of 1819. The events of that tragic day were well documented by maps and plans, and the authors discuss several which were published in contemporary newspapers. However, it is made very clear that these are far from neutral records created by an impartial hand, but produced, in most cases, for use by lawyers fighting the cause of the radicals in ensuing courtroom battles.

Numerous transport maps appear throughout the volume, alongside handsome plans of revolutionary projects such as the Manchester Ship Canal and the Liverpool and Manchester Railway. Manchester's original electric tram system and the 1906 tiled wall map of the Lancashire and Yorkshire Railway on permanent display in Victoria Station are also welcome additions.

The regeneration of the city and visionary urban planning is a recurring theme throughout the book and is accompanied by maps and plans of those projects which were successful as well as those unrealised. Two schemes which never came to pass were a rooftop heliport on Victoria Railway Station and an underground railway. However, the reconstruction of the city centre following a bomb attack by the IRA in 1996 was triumphant and developments such as Salford Quays and Media City are thriving.

Over one hundred street maps, land surveys, architectural and engineering plans and birds-eye views appear in the book. Besides maps which show outbreaks of cholera and the dark satanic mills of Victorian Manchester, garden cities, theatres and theme parks, there are maps of the long-running television series 'Coronation Street', Old Trafford Football Ground and the Manchester music scene. All of them equally enticing and providing a fascinating insight into the history and nature of the city and its people.

This is a highly enjoyable book. It is presented in a clear and concise way, and is an accessible and informative resource for all those interested in Manchester's local history, town planning, urban development, transport, and, of course, maps. The 'further reading' section at the end of the book provides a useful list of references for those who wish to explore some of the themes or maps featured in more detail.

The first large-scale plans of Manchester published by Laurent and Green at the end of the eighteenth

century were long overdue and this book too has been a long time in the making. However, just like Green's magnificent map of the city, it has been well worth the wait!

Donna Sherman, Special Collections Librarian,
University of Manchester Library

Mapping the Airways by Paul Jarvis, in association with British Airways. The Hill, Stroud, Gloucestershire: Amberley Publishing, 2016. ISBN 978144565465; E-book 978445654652. PB, 160, multiple illustrations. STG £17.99.



In 1903 the Wright Brothers performed the first flight in a machine heavier than air. Disregarding the barnstorming days, World War I was responsible for development in the design, construction and use of flying machines. Thereafter it was realised that controlling air space was of prime importance politically, and in its wake, civil aviation came about, although it did take some time before its potential to become a mass transportation industry was understood.

After the Great War, a large number of airlines were founded but almost all of them have disappeared into historical oblivion. A few have survived, although most can only point to predecessors whose names no longer exist and who merged and combined into their current companies. The book under consideration relates the story of Imperial Airways (1924), BSSA (British South American Airways), BOAC (British Overseas Airways Corporation) and BEA (British European Airways) as parent companies of British Airways (1987). The story not so much describes the maps and charts used by pilots, as this would have become a very technical statement, but