historic preservation and the energy crisis have shaped the valley's character. Taniguchi places her own Japanese-American history into the valley's history, for although she was not born there, her children were, and many of her relatives still live there. This family connection gives *Castle Valley America* a very personal touch.

This review comes back to a haunting story that is suggested by this book's attractive cover. A color photograph of the stratified valley walls appears behind a historic black and white photo of the first dwelling in what would become the town of Helper—the log cabin homestead of Mormon pioneer Teancum Pratt, who lived here with his two wives until imprisoned for cohabitation. Despite owning a strategic piece of real estate and attempting to irrigate and farm a portion of the valley, Pratt's declining fortunes ultimately found him working in a coal mine in the winter of 1900, where he was killed in a cave-in. Pratt's life and death symbolize the harshness of life in Castle Valley, where utopian Mormon vision collided with corporate industrial development. For mining historians and western historians, *Castle Valley America* makes both inspirational and sobering reading.

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Raymond E. Dumett. ***El Dorado in West Africa: The Gold-Mining Frontier, African Labor, and Colonial Capitalism in the Gold Coast, 1875-1900***. Athens, OH: Ohio University Press, 1998; 396pp., ill., maps, paper, $24.95.

Raymond Dumett's *El Dorado in West Africa* is a well-written book of significance to scholars in several academic disciplines. It describes how European "industrialists" competed with African "traditionalists" to mine West African gold at the beginning of the colonial age. Although the book contains plenty of technical details about mining and geology, its focus is on people—the anonymous workers, assimilated Africans and European entrepreneurs who created and sustained the gold rush. The result is a view from multiple perspectives of the problems of economic development in the first decade of the "scramble for Africa."

As Dumett explains in the introduction, there were a sequence of international gold rushes in the nineteenth century that began at Sutter's Mill in 1849, and reached Russia, Australia, Mexico, South Africa, and Canada by the end of the century. Dumett's gold rush took place in southwestern Ghana, which was known at the time as the Gold Coast by Europeans. The region of Wassa is located about sixty kilometers inland from the modern port of Sekondi-Takoradi, along the railroad that leads to Kumasi, the regional capital of the north. At the time, it was outside of the area claimed by Great Britain, the sole colonial power along the coast.

Kumasi was the pre-colonial capital of the Asante federation, a centralized state based on the trade in gold mined from shallow pits and alluvial deposits as early as the fifteenth century. Reports of gold attracted Portuguese traders to the coast in the late fifteenth century, and by the eighteenth century, ships came from Sweden, Denmark, Holland, England, France, and Brandenburg. In the nineteenth century, however, the British gained a monopoly along the coast and the worsening terms of trade generated African resistance, including the Third Anglo-Asante War in 1873. After peace was restored and mining resumed, reports of African gold miners attracted the first sustained European mining interest to the region between 1876 and 1879.

In his earlier work, Dumett focused on pre-colonial West Africa, and this book shows how traditional African society responded to the arrival of industrialization. To provide context, he includes chapters on the geology of southwestern Ghana and its pre-industrial mining techniques. Other chapters cover developments in technology, relations between miners and the colonial government, and the process by which mining claims were consolidated after the rush. Each chapter concludes with a set of black and white photos and there are also glossaries of Twi terms and mining terms. All of this is amply documented with a good mix of primary and secondary sources, including periodicals, interviews, and documents from levels of government ranging from parliament to districts officers.

The narrative of the gold rush begins in chapter four. After hostilities ended between the British and Asante, African miners began to reenter the Wassa region during the dry season. Dumett believes that the miners were particularly numerous in 1874 because the war coincided with a series of especially dry years that lowered the water table and made flooded mines workable. In 1875, a handful of Europeans arrived and found enough gold to interest London capital markets, generate newspaper stories, and sell stock subscriptions. The resulting gold rush lasted approximately from 1879 to 1882, followed by a period of declining profits and consolidation. The book ends in 1900, just before the government started to build the railroad that finally made mechanized mining feasible.

Dumett concludes that African miners not only survived the arrival of European competition, they out-performed the Europeans until 1893 and remained competitive thereafter. Africans had several advantages with respect to Europeans: better access to permission to enter gold-bearing land, easier labor recruitment, and resistance to the local climate and diseases. Their European competitors had difficulty assembling enough capital to overcome "awesome physical and environmental barriers" and they were very unsuccessful at recruiting African labor.

Dumett challenges European accounts of African "laziness" and calls labor resistance a rational response to work that was dangerous and paid too little. Dumett observed that a disproportionate number of African women became porters, while males were more likely to dig on their own account during the dry season. Dumett also described several Africans who organized their own European-style companies, although they were generally unsuccessful at obtaining European investment capital. Finally, Dumett discussed how the gold rush undermined traditional African society, particularly the authority of the chiefs who granted land concessions, and the lawlessness of boom towns like Tarkwa.

Dumett's book shows the difficulties faced by industrial enterprises that tried to operate at the "edge" of the developed world. Not only were the mines located beyond the reach of steam-based transportation, they were also in an area beyond the influence of the British colonial government. In particular, the government feared that encouraging gold mining might rekindle African resistance, so their attitude was distinctly *laissez faire*. Without government loan guarantees or funding for infrastructure, gold field investments remained highly speculative. European firms were undercapitalized and artisan miners could compete with them successfully.

Dumett devotes special attention to the problem of transporting heavy equipment into the interior. It required the disassembly of machinery into loads that could be transported upstream forty miles by canoe and then overland by porters along footpaths whose quality varied with the seasons. Since there were never enough porters, transport costs and losses remained high, and miners had to make due with lightweight and incomplete machinery.

Dumett's book is not perfect. He refers to photographs that are not identified, requiring the reader to search for them, and some of his maps would benefit from clearer legends. I also found a reference to the French "Larique system" of railroad construction, which was in fact a monorail system designed by Raymond Lartigue. Despite these small criticisms, this is a well-organized and readable account of how industrialization made an impact, both socially and economically, in the border area between imperial Europe and pre-colonial Africa.

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Jose R. Deustua. ***The Bewitchment of Silver: The Social Economy of Mining in Nineteenth-Century Peru***. Athens, OH: Ohio University Press, 2000; 290pp., paper, $28.

This small book of 189 pages is of interest far beyond its author's narrow intention. While its beginning and end are presented in the language of scholarly argument, its middle section makes sensible and worthwhile reading for anyone who wants to learn more about the history of Peruvian (and by extension, Latin American) mining.

First, ignore the "bewitchment" in the title; it has nothing to do with the text, which is reasonable and factual. Second, get beyond the introduction, which sounds defensive, even accusatory: "mining . . . was crucial for nineteenth-century Peru, although badly understood by current historiography." After a slap at various other schools of thought, Deustua boldly announces:

> I also introduce a new concept for the social and historical sciences in today's world, that of social economy. . . . Throughout the book the reader will notice my questioning of the validity of economic and quantitative analysis, of the role of social history in understanding historical events, and of the importance of the individual and of social classes as actors in the human drama.

His thesis is that "mining was a constant engine of development of the Peruvian national economy." He claims that this is "revisionist" and that it "contradicts the conventional view." Despite this academic posturing, his presentation of his subject is thoroughly readable.

Helpful maps and charts and a few photos are included, as well as ample endnotes, an impressive bibliography, and an index. Deustua supports his claim that mining, although overshadowed by the guano boom, continued to be import through the nineteenth century. He discusses clearly the differences, economical, technological, and social, between copper and silver mining. The first chapter, on mining production, is a masterful analysis, relating the Peruvian domestic scene to the international situation, and briefly recalling historic precedents as well as forecasting later developments.

In a chapter on mining as social system and as market, he discusses the mines, mine owners, mine workers, and labor relations. During the century, ownership became more concentrated in a few families, even including female relatives, to form a wealthy and powerful class of "predominantly white, Peruvian Creoles of Spanish and other European origin (with a few mestizos), who felt themselves attached to a European cultural tradition." They were separated racially, culturally, and socially from the workers. Deustua vividly presents the circumstances of "the transitory peasant-miner [who] never became a true proletariat during the nineteenth century." Lured or forced to work under terrible conditions, he could bear it "because mine work was just a temporary occupation, and was paid in money."

Deustua identifies marketing, finance, and transportation as the bottlenecks in the development of mining at that time. He analyzes the muleteering system as crucial, continuing in its importance even after the railroads came. He tells the complete story of railroad development, including vital coastal lines and other Andean routes, as well as the famous accomplishments of Henry Meiggs, the "Yankee Pizarro," in the Andes.

He concludes that:

> mine owners and the mining industry were largely motivated by the extraction of rents (from labor or from the abundance and quality of