

for those interested in the role of American commanders in the Pacific Theatre. It is by no means perfect, with several venues available for improvement and expansion. For students of American naval tactics, however, or those interested in the actions of Admirals Fletcher, Nimitz, Kincaid, and Spruance, and scholars seeking a compendium of key carrier actions during the Second World War, the work offers a solid compilation of data and analysis. Hopefully Smith will further refine his work to improve on his relatively solid foundation.-

Charles Ross Patterson II  
Yorktown, Virginia

Anthony Tibbles. *Liverpool and the Slave Trade*. Liverpool, UK: Liverpool University Press, 2018. ix+118 pp., illustrations, notes, bibliography, index. CDN \$32.95, £14.95, paper; ISBN 978-1-78694-153-4.

*Liverpool and the Slave Trade* is the companion book to the International Slavery Museum in Liverpool. It introduces readers to the story of the slave trade and, in particular, Liverpool's role in that notorious trade and the profit it reaped from trafficking in humans. Brief, yet uncompromising, it is a valuable addition to our understanding of slavery, especially its role in bringing prosperity to a city through which relatively few slaves directly passed.

Six chapters tell the story from the start of the slave trade to the abolition and aftermath for Liverpool. The first lays out the slave trade cycle as it related to Liverpool (though Tibbles does occasionally touch on other European cities). The merchants of Liverpool who engaged in the trade would send ships with merchandise desired in western sub-Saharan Africa to trade for Africans captured by the local African slavers

and their European collaborators. The captured men, women, and children were then loaded on ships and carried to South America, the West Indies, or North America. There they were sold, and ships' captains then either bought goods from these areas (i.e., sugar and coffee from South America and West Indies, cotton from the colonies), or simply brought back bills of sale, that could be exchanged for money upon arrival in Liverpool. Though the English slave trade began in the ports of London and Bristol, Liverpool gained prominence by 1750, sending more slave ships to Africa than all the other British ports together. Between 1780 and 1807, Tibbles informs the reader, 80 percent of the British slave trade, and half of Europe's slave trade, originated in Liverpool.

Tibbles explores the Liverpool families who benefited from the slave trade and the men who went to sea to carry it out. He touches on the trade goods sold to acquire slaves, which included coiled brass wire bracelets and pieces of brass or copper, called manillas, that were used as currency in West Africa. At the height of the commerce, some 200 Liverpool merchants dominated the trade. Most worked in groups to arrange and finance expeditions. Shares in the voyage were sold to local investors, which increased the number of possible profiteers from slavery. A trade voyage was costly to organize and financial rewards could take a year, or more to recover.

Once ships reached Africa, acquiring the number of slaves needed to fill the ship could take months. Ship captains (often with a financial stake in the journey) would arrive at a slaving port and negotiate with their local contacts bartering for slaves. Having reliable contacts in the local system of slavers was critical for success, so Liverpool merchants spent money and time on building relationships with African chiefs who dealt in slaves. The mer-

chants would even offer to educate the chief's sons in England, thus deepening the web of relationships, while grooming the next generation of slave traders. The middle passage (between Africa and the American destination) was the most dangerous time. The enslaved Africans were kept in such confined and filthy conditions that sickness and death were common. Crews were susceptible to contagious diseases, as well, and their death reduced the ship's compliment, which could put everyone at risk. Revolt of the enslaved was always a possibility.

A short fourth chapter focuses on the profits made by Liverpool merchants. The slave trade helped to build the city of Liverpool, from expanding its dock system to providing bankers with money for investment in other economic development schemes, often involving local industry. With significant financial gain often came increased political power for merchants within the community, resulting, in some cases, in election to Parliament, or at least to the local council. Whiles some sailors may have earned well, most were not enriched by the experience in any sense of the term. Certainly not all slave voyages were successful. Death of too many of the slaves, capture by enemy ships, and shipwreck all served to financially stress, or even bankrupt investors.

The abolitionist movement was a harbinger of change. Liverpool merchants and their political representatives in London resisted the drive to end the slave trade. They produced speeches and pamphlets protesting the economic harm such a development would create. There were, however, abolitionists in Liverpool who worked to ensure the trade's end. William Roscoe, one of these, was elected to Parliament in 1806, in time to vote in favour of abolition. While fighting its end, slave merchants diversified their businesses into other financial activities to offset the

cost of losing the profitable business.

Tibbles ends with a discussion of the ongoing profits of slavery, both in the West Indies (until emancipation in 1834) and the American South (until 1865). Liverpool merchants, as well as others, developed the palm oil and cotton industries using the raw product produced by slaves. Needless to say, these economic activities promoted the continuation of slavery. But with changes to sugar tariffs in the 1820s, plantations in the West Indies gradually became financial drains on their British owners (including those in Liverpool). Even with the government's financial compensation for the emancipation of their slaves, West Indies plantations were on their way out. This began a process by which many in Britain forgot their direct connection with the slave trade. The book ends with a section on Liverpool's coming to terms with its slaving past, culminating in the building of the International Slavery Museum.

Frequent sidebars explore, in more detail, aspects covered by the chapter in which they appear. From Liverpool's earliest slave traders (i.e., Sir Thomas Johnson and Richard Norris (6) through the Liverpool families that benefited from the trade (i.e., the Tarleton's (12) and the Cunliffe's (16), to the men who made their living at sea, such as Owen Roberts (49), and those who profited by the whole trade, including the West Indies merchants (66), bankers, and slave traders (75). These brief snippets manage to dive deeply enough into their subject to provide the reader with a good glimpse of the people behind the trade. Together they illustrate the personal financial gain made from the slave trade by Liverpool's middle and upper classes.

Tibbles clearly notes areas where academics still debate the nuances of what took place, who prospered and by how much, but he is acutely explicit on

the horrors of the trade in humans, the profits reaped, the company fortunes made, and the mansions built. For anyone who thinks of the slave trade as a distant event from British shores, this book shatters the illusion. The direct benefit is traced right back to the docksides, bank vaults, factories, and the front steps of the great homes of Liverpool.

The book presents three maps and 68 images (many in colour) of the slave merchants, seamen, places, ships, and victims of the slave trade. Though not noted on the abbreviation page, those attributed to NML are from the National Museums Liverpool, providing the reader with a glimpse of the International Slavery Museum's Liverpool exhibit. It is an impressive array of images that help to give life to this horrific story. Just the pictures in this volume, alone, could provide the visual stimulus for a teacher to capture the minds of their students as they broach the topic.

The bibliography is thorough, with the archival sources focused, naturally, on Liverpool. The index is workable. While written for the general public, this book will be of use to academics studying the slave trade's influence on economic and urban development in slave trading nations. As noted above, it would be a valuable resource for teachers engaged in introducing the story of slavery to their students.

Thomas Malcomson  
Toronto, Ontario

Tom Womack. *The Dutch Naval Air Force Against Japan. The Defense of the Netherlands East Indies, 1941-1942*. Jefferson, NC; McFarland & Co., Inc., [www.mcfarlandpubs.com](http://www.mcfarlandpubs.com), 2006. 207 pp., abbreviations, illustrations, appendices, charts, endnotes, bibliography, index. US \$35.00, paper; ISBN 0-7864-2365-X.

The prime objective of Imperial Japan when initiating combat in 1941 was to give that nation access to the natural resources of Malaya (now Malaysia) and the Netherlands East Indies (NEI—now Indonesia.) In December 1941, Japanese forces attacked the American naval base at Pearl Harbor, Hawaii, the then-American colony of The Philippines, the British colony of Hong Kong (which was defended in part by two Canadian Army battalions,) and then Malaya. The ultimate objective, the NEI, was the last attacked.

The Dutch forces in the NEI had an impossible task—the NEI was spread out over thousands of miles of the Pacific Ocean and contained literally hundreds of islands, both large and very small. The Dutch military in the NEI was only adequately equipped and trained, the troops were largely indigenous peoples of the NEI (of doubtful reliability in combat) and spread across the vastness of the territory. Those troops—air, sea, and land—faced a combat-tested enemy in the Imperial Japanese Army and Navy and their respective air forces. Moreover, the NEI had an additional handicap: the Dutch homeland had been conquered by Nazi Germany in May 1940, and the Dutch government was in exile in London. These facts made it difficult, if not impossible, for the NEI forces to be properly reinforced and equipped.

Nevertheless, when Japanese forces finally confronted them, the Dutch forces resisted. The naval battles in the NEI have been chronicled and more recently, the air war over the NEI has received attention from historians. But one facet of the NEI campaign was little-known; that of the Dutch Marine Luchtvaart Dienst (MLD—Naval Air Service) against the Japanese forces. In *The Dutch Naval Air Force Against Japan*, Tom Womack fills in a gap in Second World War history.

Unlike the Imperial Japanese Navy