

were political constructs that could be, and ultimately were, turned against them. The country's historical dependence on the warmongering exploits of foreign empires had come to a head. One solution, in the near term, was to try and build a more robust German empire. It failed spectacularly. After 1945, one could argue, East and West Germans went back to riding the coattails of foreign empires—this time the American and Soviet ones.

Whether or not these twentieth-century events should be part of an economic history of German industrialization remains to be seen. That the subject is not broached seems like a missed opportunity, especially in light of the authors' other important interventions regarding the role of the state. For what is at stake here is not just the recovery of links between empire and economic growth but also, more generally, the need to confront a persistent myth-history that understands German industrialization as a comparatively benign, apolitical event built on little more than hard work and human ingenuity.

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Wissensräume im Wandel. Eine Geschichte der deutsch-französischen Tabakforschung (1780–1870)

By Alexander van Wickeren. Cologne: Böhlau, 2020. Pp. 329. Cloth \$69.00. ISBN 978-3412518127.

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Alexander van Wickeren's new book offers a fine-grained, sophisticated account of the knowledge cultures that grew alongside the French and German tobacco industries from the late eighteenth century through the founding of the Kaiserreich. As his predominant analytical frame, the author chose to explore how knowledge-making intersects with the production of divergent spatialities, and this approach allows him to give a remarkably rich and nuanced account of the complex interactions between tobacco-related expertise and the various political, economic, and cultural networks with which it was entangled. The book's central focus is on the tobacco industry on the French and German sides of the Rhine, but the study's attention to the various national and global interactions entailed in this industry's growth gives the work a much wider footprint than that description might suggest. The book makes a number of valuable contributions to our understanding of practical and scientific knowledge-making in the nineteenth century.

Wissensräume im Wandel offers substantial evidence that we should reexamine any straightforward assumptions we might have about the nationalization of scientific communities in the post-Napoleonic era. As van Wickeren shows, in the late eighteenth and early nineteenth century a regionally interwoven community of tobacco-related experts emerged along the Rhine; it included people in Alsace and Baden. National frames of reference became more important over the course of the time period examined, but never fully displaced this interlocking regional network (although the regional network's boundaries also shifted, with the Upper Rhine becoming less integrated as the nineteenth century progressed). At times, these interlocking national and regional networks held divergent visions for the future of the tobacco industry, and they had different relationships to global networks as well. Agricultural experts in Paris, for example, hoped to reform French tobacco production along the lines of the famed Cuban cigar industry, while Alsatian experts paid more attention to the advice coming from their contacts in North America.

Van Wickeren pays careful attention to the boundary work that constructed different kinds of tobacco-related expertise, offering detailed reconstructions of how this expertise stood in varying relation to the manufacturing, commercial, and agricultural actors who had a stake in tobacco-related knowledge. Indeed, this study is the most satisfying account I have seen of the complicated ways in which various forms of scientific and practical expertise related to each other in this period. The book examines the effect that the new agricultural chemistry had on regional discussions of tobacco growing, but also qualifies the overly simple view that chemistry was *always* the science that agricultural improvers found most relevant; in the early part of the nineteenth century, botany played a far more prominent role.

Van Wickeren's careful analysis of botanical knowledge leads to another major strength of the book, the way in which it traces how commercially relevant kinds of knowledge registered in tobacco-related expertise. The author rightly points out that, despite the interest that historians of science have taken in natural history and global trading networks, they often have not done enough to analyze the concrete ways in which natural-historical expertise and commercial criteria interacted. What counted as "good tobacco" shifted considerably in the time period under consideration, in ways that also had implications for growing practices and acclimatization experiments.

In sum, this book significantly advances our understanding of practical and scientific knowledge cultures in the nineteenth century, and if a graduate student of mine wanted an example of spatial analysis done right, Alexander van Wickeren's study would be one of the first titles that would come to my mind.

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Eisenbahn und Stadtentwicklung in Zentraleuropa am Beispiel der Stadt Lemberg (Lwów, L'viv)

By Nadja Weck. Wiesbaden: Harrassowitz Verlag, 2020. Pp. 342. Paper €58.00. ISBN 978-3447114165.

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Ever since Wolfgang Schivelbusch's groundbreaking *The Railway Journey* (1986), cultural history and interdisciplinary approaches have influenced research on the history of railroad lines, railroad buildings, and railroad networks. Nadja Weck's microhistory is no exception in this regard. She focuses on the connection between railroads and urban development through the example of the East-Central European city of L'viv (Lwów in Polish, Lemberg in German), concentrating mainly on the period between the 1830s and the 1920s. During this time, L'viv first was part of the Habsburg Crown Land of Galicia and subsequently integrated into the Second Polish Republic. Today, the city is in Western Ukraine. Nadja Weck draws extensively from methods of urban history. Not surprisingly for a study on space, the spatial turn also informs her research. In this context, the author builds on Henri Lefebvre's seminal work *The Production of Space* (1974) to untangle the many layers of meaning associated with L'viv and its railroad station. At the center is the question of how "the new means of transportation mobilized actors, influenced their agency and ... how it changed the position of L'viv in the region; how it changed its urban territory, and finally, a particular space within the city," which is the railroad station (3).

The first section of the book focuses on the development of L'viv into a critical traffic junction. This part also showcases one of the significant strengths of the author's research,