

of Jerenje, was knocked unconscious with a steel bar (p. 69-70). These inward responses were oblivious to the position of women and would at times become a hindrance to organization. However, the history of the colliery is also a history of strikes — a reflection of the super exploitation of Black workers for purposes of capital accumulation.

The book is well illustrated with maps and photographs which help to give a very vivid picture of the history of the Colliery in all its ramifications *viz.* — the geographical location of the company in the country, key people who were closely associated with the development of the company, labour issues, and other important production activities on the colliery. By using secondary and archival sources, in addition to oral testimony, the author comprehensively documents the history of an aspect of mining whose centrality to the development of the country, if not the subregion, is not in doubt. The book is a welcome addition to the history of mining in colonial Zimbabwe which should find its way into the shelf of every historian, economic historian, political scientist and other scholars who have an interest in the history of the colliery.

University of Zimbabwe

MAURICE K. MUTOWO

The Transport and Communications Sector in Southern Africa *Edited by S. Ngwenya.* Harare, SAPES Books, 1993, 135 pp., ISBN 0-7974-1224-7, Z\$38.

The book is a sectoral study conducted under the auspices of SAPES and is primarily based on Integration papers on regional cooperation presented at a Southern African Development Community (SADC) conference held in Gaborone in 1991. The study attempts to evaluate the strategy of SADC in the light of the main objectives of the 1980 Lusaka Declaration, involving co-operative development within the group and a reduction of dependence on countries outside it.

In the first three sections of the book, the reader is given a succinct account on the formation of SADC and an overview of the regional transport and communications programme. Of importance is the role played by the Southern African Transport Co-ordination Conference (SATCC) in coordinating the use of existing systems of transport and communications as well as planning and financing new ones.

The body of the book covers specific areas related to ports and transport systems, intra-regional surface transport projects, civil aviation, telecommunications, posts and meteorology. Seven transport corridor systems are covered in detail. The book undertakes an appraisal of each transport corridor in terms of its development, capacity, constraints and performance. An important area covered by the authors is that of freight modal choice which does not solely depend on the least cost route but in most cases the choice of the freight forwarder. The freight forwarder's choice is in turn influenced by considerations related to freight forwarding companies in the transit country, which in most cases are branches of the

same company. Consequently, much freight has been sent through the South African ports, negating the objective of reducing dependence on that country.

Throughout, the authors have argued that the regional transport and communications programme is heavily dependent on foreign funding and technical assistance and clearly not sustainable in the long term.

The last three sections make important observations on new directions and issues to be addressed. These include; the need to establish a common policy in the transport and communications sector, removal of non physical barriers and maximum mobilization of financial resources from within the region rather than relying on external assistance. The authors also conclude that the strategy to remove links with South Africa was not to use the South African routes and ports.

The book is undoubtedly an important contribution to the understanding of transport and communications in the region, being the first to bring together so many issues. The book is well supported by statistical appendices. It is free of jargon and easily read by a wide cross-section of people in different professions.

Although the book is analytical, it would have been more useful in some instances to discuss issues in the context of what is taking place in the region rather than generalising. For instance, the harmonization of road user charges should have included specific examples on country disparities.

The authors rightly conclude that the strategy to break links with South Africa failed. However, the book was written and published at a time when the political environment in South Africa was changing rapidly. There is little discussion of changes that are likely to take place after the dissolution of apartheid.

On a minor point, a map showing the major corridors and ports would have been useful. The book remains an important text for those involved in transport, in its administration, in its planning and for various students of transport systems.

University of Zimbabwe

T. C. MBARA

The Wesleyan Methodist Missions in Zimbabwe, 1891-1945 By C. J. M. Zvobgo. Harare, University of Zimbabwe Publications, 1991, ix, 169 pp., ISBN 0-908307-18-7, Z\$22,50.

Chengetai Zvobgo has produced a stimulating study of the planting and growth of Wesleyan Methodism in Zimbabwe from 1891 up to 1945. The publication arises from a Ph.D thesis in 1974, which has to some extent been updated in line with current scholarship.

The book was published as a contribution to the celebration of the centenary of the Wesleyan Methodist Church in Zimbabwe which took place in September 1991. The author describes how Methodism came to