Of particular value is the last chapter on the small growers, which not only indicates a special road forward for the industry, but also shows the reader the tremendous relevance in creating viable small entrepreneurs in a time of shrinking economy.

However, this clarity is somewhat lost to the reader in the unclear contents page which could benefit by careful attention to the relevant size of the print. The chapter titles should enjoy more prominence than abbreviations etc. I would also appreciate the source of the photographs which, incidentally, could be clearer.

One of the recommendations of the book is that it is an excellent reference book on the subject with copious helpful annexures. However, in future editions an index would be very helpful and careful attention to sources would be useful, for example, Isaac's source is the Struik facsimile.

Ushukela is a readable and enjoyable narrative often buoyant with thought-provoking observations. Also, the text creates questions: Why could Zululand not attract sufficient Zulu labour for the sugar industry? Why were the planters so dependent upon the amaThongas and Shangaans from Mozambique? And why were the latter available?

The opportunity to produce more specifically relevant maps for this subject was neglected. But the overall quality and usefulness of this excellent volume by one of the foremost authors on the history of Zululand, is to be welcomed.

What this volume emphasises, by its omission, is the very real need for a history of road and rail transport in Zululand because it was on this foundation that the sugar industry depended.

Tony Cubbin
University of Zululand