

report on the current state of psychiatry and its struggle with Cartesian dualism—mind and brain.

Luhrmann shares the viewpoint of her subjects: Mental illness exists, and it responds to both medication and the talking cure. Despite their contradictions, she finds, these two methods can be combined to good effect. She recognizes and appreciates wisdom and experience in senior clinicians. To her, psychiatry is a vital and fascinating field—“unquenchably compelling because it forever changes the way you understand human experience”—unjustly inhibited by excessive managed care. The book’s provocative subtitle notwithstanding, she mostly admires what she sees in American psychiatry.

Luhrmann is a good storyteller, convincing in her accounts of professors, students, and patients. She ignores, however, a substantial literature on the training of physicians. We never learn how becoming a psychiatrist here and now contrasts with entry into other professional cultures, or with entry into psychiatry in other countries or (except in passing) other eras.

But she gets the portrait right; at least I see the profession as she does: honorable, demanding, flawed in the manner of all human enterprises. And at a time when the profession is under siege, accuracy is virtue enough.

—Peter D. Kramer

RAILWAYS AND THE VICTORIAN IMAGINATION.

By Michael Freeman. Yale Univ. Press. 264 pp. \$39.95

In 1990, century-old paintings by the once-celebrated English sporting artist George Earl reappeared on the market. *Going North* and *Going South*, showing wealthy Londoners thronging the King’s Cross and Perth railway stations at the beginning and the end of the season in Scotland, had followed the sad but common downward trajectory of Victorian society art: they were discovered in the disco lounge of a Liverpool pub.

In universities, railroads likewise have an equivocal reputation. For most academics outside the field of economic

history, they are too important and too accessible to be theoretically interesting. Even economic historians have misgivings. In the 1960s, Robert Fogel argued that other transportation technologies, especially canals, could have promoted growth equally effectively. In cultural studies, one major book appears each decade or so, such as Wolfgang Schivelbusch’s *The Railway Journey* (1979) and Jeffrey Richards and John M. McKenzie’s *The Railway Station* (1986).

Freeman’s book is the best blend of solid scholarship and sumptuous production yet. An Oxford University geographer, he portrays the railroad as one of the most radical and rapidly introduced discontinuities in the everyday life of the United Kingdom. The very establishment of a line was socially disruptive. Each road needed its own act of Parliament authorizing the surveying and forced sale of private property to the new company—a minor social revolution that initially mobilized landowners and tenants against the invaders. Cartoonists depicted railroads as voracious monsters swallowing the countryside (in contrast to the modern view of the train as the environmentally preferable alternative to the automobile). Some early surveyors had to work surreptitiously, using darkened lanterns at night, and one company hired a prizefighter to carry its surveying instruments.

Trauma soon yielded to fascination as landscapes little changed since the Middle Ages were transformed. Artists and poets found that railroads could blight nature, but they could also accentuate the picturesque. Lines afforded panoramic views of monuments such as Durham Cathedral. Viaducts added graceful rhythmic punctuation to landscapes, while tunnels evoked the darker side of Romantic sublimity. As Freeman



Going North, King’s Cross Station (1893), by George Earl

observes, J. M. W. Turner's stunning *Rain, Steam, and Speed* (1845) both celebrates the dynamism of the railroad and suggests its apocalyptic power.

Commerce and culture changed too. Fresh fish and beef arrived overnight in London from Scotland, and copies of Darwin's newly published *Origin of Species* sold like hotcakes at Waterloo Station. Meanwhile, cheap tickets were bringing long-distance travel to the masses for the first time. At the Great Exhibition of 1851 in the Crystal Palace, excursion trains attracted throngs of rural families. The companies' fare structure, Freeman suggests, helped integrate the working class into British society, especially as third-class amenities improved. But railroads also helped fragment social space. Even as they were creating the original middle-class suburbs around London, their new construction spawned domino-like waves of social displacement.

No 20th-century innovation changed everyday life as radically and permanently as railroading did in the 19th. Neither aviation nor atomic energy could compare. Only now is the Internet, for better or worse, giving us a sense of how our ancestors must have experienced the early trains, including the frenzy of financial speculation. Freeman has written a clear, engaging tribute to material and aesthetic accomplishments that continue to serve millions.

—Edward Tenner

WILD MINDS:

What Animals Really Think.

By Marc D. Hauser. Holt. 336 pp. \$25

Animal cognition is a rich and vital topic, and Hauser, a professor of psychology and neu-

rosience at Harvard University, aims to popularize it. Unfortunately, he has written a book that will appeal mainly to his fellow scientists.

He opens in the contentious style of a scientific paper, criticizing previous works (including my own) that, in his view, have too quickly drawn analogies between human thought and animal thought. Then he sets forth his own theories. Animals, in his view, lack self-awareness. They communicate by rote, and cannot combine sounds to form novel and meaningful expressions. They lack emotional self-awareness. They are incapable of empathy. They cannot be considered moral agents.

In support of his theories, Hauser trots out a virtual menagerie—vervet monkeys, honeybees, Clark's nutcrackers, desert ants—and describes field observations and laboratory experiments intended to demonstrate aspects of their cognition. It takes a skilled and experienced author to make behavioral studies come alive for the nonscientist, who tends to care less about experiments and theories than about animals. Hauser doesn't succeed.

But it can be done. In *The Nature of Horses* (1997), Stephen Budianski covered much of the same ground by concentrating on one species. He showed how the horse evolved from a solitary, forest-dwelling browser into the socialized athlete of the glacial steppes, for whom the seemingly simple act of running requires data processing powers almost beyond our imagination. We find ourselves in awe of horses and their remarkable abilities. Like Hauser, Budianski may not share all of my views on animal cognition, but he shows how an author can bring important scientific questions to a wider audience.

—Elizabeth Marshall Thomas

Contemporary Affairs

THE BABY BOON:

How Family-Friendly America Cheats the Childless.

By Elinor Burkett. Free Press. 256 pp. \$25

America has always cast a cold eye on the childless. Let it be known that the seen, heard, nasty, brutish, and short are missing from your

life and you will be pitied, censured, called "abnormal," and referred to a wonderful doctor who will find out what's wrong with you.

This prejudice is flourishing in today's "family-friendly" workplaces. Childless employees are being turned into a servant class for an aristocracy of parents who invoke the privilege of flextime to come in late, leave early, and beg