

The Politics Of Auto Le Insurance Reform Ideas Institutions And Public Policy In North America American Government And Public Policy

The Subjectivities and Politics of Occupational Risk links restructuring in three industries to shifts in risk subjectivities and politics, both within workplaces and within the safety management and regulative spheres, often leading to conflict and changes in law, political discourses and management approaches. The state and corporate governance emphasis on worker participation and worker rights, internal responsibility, and self-regulative technologies are understood as corporate and state efforts to reconstruct control and responsibility for Occupational Health and Safety (OHS) risks within the context of a globalized neoliberal economy. Part 1 presents a conceptual framework for understanding the subjective bases of worker responses to health and safety hazards using Bourdieu's concept of habitus and the sociology of risk concepts of trust and uncertainty. Part 2 demonstrates the restructuring arguments using three different industry case studies of multiple mines, farms and auto parts plants. The final chapter draws out the implications of the evidence and theory for social change and presents several recommendations for a more worker-centred politics of health and safety. The book will appeal to social scientists interested in health and safety, work, employment relations and labour law, as well as worker advocates and activists.

This title is part of UC Press's Voices Revived program, which commemorates University of California Press's mission to seek out and cultivate the brightest minds and give them voice, reach, and impact. Drawing on a backlist dating to 1893, Voices Revived makes high-quality, peer-reviewed scholarship accessible once again using print-on-demand technology. This title was originally published in 1964.

Just how resilient are our urban societies to social, energy, environmental and/or financial shocks, and how does this vary among cities and nations? Can our cities be made more sustainable, and can environmental, economic and social collapse be staved off through changes in urban form and travel behaviour? How might rising indebtedness and the recent series of financial crises be related to automobile dependence and patterns of urban automobile use? To what extent does the system and economy of automobility factor in the production of urban socio-spatial inequalities, and how might these inequalities in mobility be understood and measured? What can we learn from the politics of mobility and social movements within cities? What is the role of automobility, and auto-dependence, in differentiating groups, both within cities and rural areas, and among transnational migrants moving across international borders? These are just some of the questions this book addresses. This volume provides a holistic and reflexive account of the role played by automobility in producing, reproducing, and

differentiating social, economic and political life in the contemporary city, as well as the role played by the city in producing and reproducing auto-mobile inequalities. The first section, titled Driving Vulnerability, deals with issues of global importance related to economic, social, financial, and environmental sustainability and resilience, and socialization. The second section, Driving Inequality, is concerned with understanding the role played by automobility in producing urban socio-spatial inequalities, including those rooted in accessibility to work, migration status and ethnic concentration, and new measures of mobility-based inequality derived from the concept of effective speed. The third section, titled, Driving Politics, explores the politics of mobility in particular places, with an eye to demonstrating both the relevance of the politics of mobility for influencing and reinforcing actually existing neoliberalisms, and the kinds of politics that might allow for reform or restructuring of the auto-mobile city into one that is more socially, politically and environmentally just. In the conclusion to the book Walks draws on the findings of the other chapters to comment on the relationship between automobility, neoliberalism and citizenship, and to lay out strategies for dealing with the urban car system.

Contemporary literature gathers in a commemorative site the remains of H/history and its own story by erecting literary tombs. Necrofiction and The Politics of Literary Memory argues that current narratives of the aftermath enable writers to honour the past while casting off its burdensome legacy, and to dismantle while reassembling affective, political, and aesthetic communities. The genre is defined and discussed in relation to other literary forms such as trauma writing, historical novels, archival narratives, biofiction, or field literature. Necrofiction fulfils in distinct ways the social and artistic function of an individual or collective act of remembrance of a lost family member or a historical figure. At the same time, it offers a creative space in which the authors can overcome the burden of literary tradition by incorporating existing models and devices into their own poetic art while as demonstrated by the works of five writers whose personal and artistic trajectories transcend political, cultural, and linguistic frontiers: Linda Lê, Patrick Modiano, Assia Djebar, Patrick Chamoiseau, and Maylis de Kerangal. By examining the ways in which fiction both reflects and resists what Achille Mbembe has defined as "necropolitics," Necrofiction and The Politics of Literary Memory delves into the contentious yet intimate relationship between singular models of literary remembrance and the frameworks of hegemonic discourses.

Markets, Institutions and Politics

French Women in Politics: Writing Power

The Oxford Handbook of French Politics

Ecology and Cultural Political Economy

Impact of Facism and Communism on Sport

The Politics of Safety and Health

The Letter in Flora Tristan's Politics, 1835-1844

The rapid takeoff of the continent-sized national economies and the increasing expense of extraction have led to strong tensions in petrol prices and a race towards alternative driving systems. This book analyses the emergence of a second automobile revolution through the trajectories of automobile firms since the nineties.

The power of the bicycle to impact mobility, technology, urban space and everyday life.

In considering the variety of regulatory mechanisms in the European Union's markets, this study uses case studies on transport, the environment, and consumer protection to show how the concerns of consumers are being properly catered for.

Leslie Thiele presents an original and accessible essay on the great thinker's attempt to lead a heroic life as a philosopher, artist, saint, educator, and solitary. He takes as his point of departure Nietzsche's conception of the soul as a multiplicity of conflicting drives and personae, and focuses on the task Nietzsche allotted himself "to make a cosmos out of his chaotic inheritance." This struggle to "become what you are" by way of a spiritual politics is demonstrated to be Nietzsche's foremost concern, which fused his philosophy with his life.

Politics and Religion in Seventeenth-Century France

The Politics of Musical Identity

The Politics of Policy

Necrofiction and The Politics of Literary Memory

Weighing Civic and Producer Interests

Sport and International Politics

The Subjectivities and Politics of Occupational Risk

The Oxford Handbook of French Politics provides a comprehensive and comparative overview of the French political system through the lens of political science. The Handbook is organized into three parts: the first part identifies foundational concepts for the French case, including chapters on republicanism and social welfare; the second part focuses on thematic large-scale processes, such identity, governance, and globalization; while the third part examines a wide range of issues relating to substantive politics and policy, among which are chapters on political representation, political culture, social movements, economic policy, gender policy, and defense and security policy. The volume brings together established and emerging scholars and seeks to examine the French political system from a comparative perspective. The contributors provide a state-of-the-art review both of the comparative scholarly literature and the study of the French case, making The Oxford Handbook of French Politics an invaluable resource for anyone interested in the

foundations of contemporary political life in France.

This work examines the responses of unions and workers to regional integration and restructuring in the automobile industry in North and Central America. The focus is on the automobile industry in Mexico, which, because of its size and importance, is viewed as a strategic sector of the Mexican economy and was the focal point of talks between the US, Canada and Mexico during negotiations on NAFTA. Focusing on the period from 1980, John P. Tuman examines the changes implemented by firms to promote export production, he explores reasons for the variation in labour responses to restructuring, and he discusses the prospects for cross-border organizing and co-operation among automobile workers in Canada, the US and Mexico.

Dr Elisabeth Croll examines the institute of marriage in the People's Republic of China.

To predict likely policy developments around the world over the next thirty years, Bruce Bueno de Mesquita uses game theoretic models as described in Predicting Politics. The tools used in this book have found wide application in business and in the development of significant American foreign policy initiatives over the years. The author uses data from 1948 to show the ability of models to predict the end of the Cold War. He then turns to data from 1980 for about one hundred countries and simulates future states of the world, especially with regard to further democratization. In the process he shows strong evidence that the burst of democratization that occurred at the end of the 1980s and the beginning of the 1990s was predictable based on replicable data known in 1980. While delving into rather gloomy predictions about likely developments in Russia and China's domestic affairs, he offers a novel explanation for the failure of Russia to attract more investment and to achieve the higher growth rates commonly associated with democratic government. Although Russia is certainly more democratic in an absolute sense today than it was in 1980, it has fallen farther behind the rest of the world in terms of democratization and so lacks the comparative advantages of property rights, rule of law, and transparent governance that are essential for attracting investment. Bueno de Mesquita shows how policy situations and game theoretical analyses can explain the past, illuminate the present, and forecast future events. At the same time he provides the tools necessary for others to create their own rigorous estimates of future foreign policies.

Predicting Politics

The Urban Political Economy and Ecology of Automobility

Reshaping the North American Automobile Industry

The Politics of Christian Zionism, 1891-1948

Paternal Legitimization and Maternal Legacies

A Study of Political Ideas from the Monarchomachs to Bayle, as Reflected in the Toleration Controversy

The Saturday Review of Politics, Literature, Science and Art

Political Behavior in Organizations includes a summary of power and influence in

organizations. The text blends research, theory, experience and skill building into a comprehensive yet concise book designed for understanding and application. Key features include: - captivating case histories for analysis, both from the media and original stories; - political skill-building exercise for each chapter; - self-assessment quizzes; - introductory cases at the beginning of each chapter.

Provides a ground-breaking contribution to the widespread and controversial debate about how disadvantaged groups should be represented in politics. - ;One of the most hotly-debated debates in contemporary democracy revolves around issues of political presence, and whether the fair representation of disadvantage groups requires their presence in elected assemblies. Representation as currently understood derives its legitimacy from a politics of ideas, which considers accountability in relation to declared policies and programmes, and makes it a matter of relative indifference who articulates political preferences or beliefs. What happens to the meaning of representation and accountability when we make the gender or ethnic composition of elected assemblies an additional area of concern? In this innovative contribution to the theory of representation - which draws on debates about gender quotas in Europe, minority voting rights in the USA, and the multi-layered politics of inclusion in Canada - Anne Phillips argues that the politics of ideas is an inadequate vehicle for dealing with political exclusion. But eschewing any essentialist grounding the group identity or group interest, she also argues against any either/or choice between ideas and political presence. The politics of presence then combines with contemporary explorations of deliberative democracy to establish a different balance between accountability and autonomy. -

The Politics of Transport in Twentieth-century France McGill-Queen's Press - MQUP

This title is part of UC Press's Voices Revived program, which commemorates University of California Press's mission to seek out and cultivate the brightest minds and give them voice, reach, and impact. Drawing on a backlist dating to 1893, Voices Revived makes high-quality, peer-reviewed scholarship accessible once again using print-on-demand technology. This title was originally published in 1960.

Annali della Fondazione Giangiacomo Feltrinelli (2002). State, power, and new political actors in postcolonial Africa. Ediz. inglese e francese

Political Behavior in Organizations
Engineering, Politics, and the Social Management of Technology
Homer and the Politics of Authority in Renaissance France
The Second Automobile Revolution
The Politics of Fragmentation
The EU's Government of Industries

In recent years historians of the American Revolution have become increasingly convinced that political ideas, rather than material interests, were what ultimately led American colonists to fight for independence from Great Britain. During the years preceding the Revolution, Americans explained their resistance to British rule in principled terms. They understood liberty to be something real, valuable, and seriously threatened by British actions that were not merely impolitic but fundamentally unjust. American statesmen contended that certain basic principles had to rule governments, and they developed careful, complex arguments to persuade others, in the colonies and in Britain, that the British government was violating these principles to an extent that prudent, well-informed citizens could not allow. *The American Revolution and the Politics of Liberty* is a systematic account of the political thought of the leaders of the American Revolution. In his first six chapters, Robert H. Webking analyzes in turn the ideas of James Otis, Patrick Henry, John Dickinson, Samuel Adams, John Adams, and Thomas Jefferson. Webking examines the political contributions of each of these men and explicates the assumptions and implications of their arguments against the British. He explains their ideas about the goals of American politics, the methods that ought to be used to reach those goals, and the circumstances that would make revolution just and prudent. In the ensuing chapters Webking presents an overview of the political thought behind the American Revolution based on his analysis of these six political leaders. He addresses the average colonial American's level of political sophistication, the American conception of liberty and its importance, and the American perception of the British threat to that liberty. The thinkers that Webking studies are recognized now, as they were in their time, as the major figures in American Revolutionary thought. The principles that they discussed, refined, and implemented continue to serve as the foundation for American government. *The American Revolution and the Politics of Liberty* offers a complete and sophisticated understanding of the contribution these leaders made to American politics.

Examines the role of the car in contemporary society and its contribution to environmental problems.

Few aspects of economic development have had such a widespread or profound impact on the reshaping of contemporary France as transportation. As a result, transport policy has brought many of the major social forces into conflict. Monopolistic railway companies, closely aligned with the banks, combated the defenders of the regions and small towns. The fiercely independent truckers and barge-haulers, proponents of the small family firm, collided with the forces of the state. Apostles of the transatlantic gospel of free enterprise and technical progress clashed with supporters of a planned, socialist society.

This book addresses seventeenth- and twentieth-century Spanish theater, providing close readings of plays and their performances as

well as the cultural and political climates in which these plays were produced. This is the first book dedicated to the study of the twentieth-century auto, and the book's unique cross-temporal approach appeals to a broad range of scholars of Spanish studies. "

A Social and Cultural History

A Study of Heroic Individualism

Essays in Honor of J.H.M. Salmon

An International Centenary Tribute

Trajectories of the World Carmakers in the 21st Century

One Less Car

The Cultural Politics of Twentieth-century Spanish Theatre

In thousands of factories around the U.S., Britain, and every other industrial nation, workers suffer from occupationally-caused illness and accidents that could easily have been prevented. This book is about the politics behind industrial health and safety decision-making in the U.S. and Britain, where human health and safety considerations often take a back seat to overall social and economic goals. Wilson contends that it is political actors—Presidents and Parliament, Congress and the Court—who set the general framework for the decisions made within health and safety bureaucracies, and that American governmental and interest groups are less equipped for the peaceful resolution of disputes over economic and industrial issues than Britain's highly corporatist form of policy-making.

Sociology and history of sport is a fast rising subject. There is a growing interest in issues associated with globalization and sport culture across European and North American boundaries. This book fills an important gap. At the forefront of new areas of research in sport studies, it deals with a significant historical period systematically and, above all, internationally. Brought together in a single volume, this work examines the shaping of sport both by the fascist and communist institutions of Europe during the interwar period. It shows how sport was used as an instrument of propaganda and psychological pressure by major political and sporting nations as well as international movements such as the Catholic Church and the International Worker Sport Movement. This volume will be a key reference for researchers and students in sports history, sports sociology, politics and European studies. At a time when the French monarchy traced its origins back to ancient Troy, Homeric epic was fated to play a significant political role. Homer came to Renaissance France packaged with an ancient interpretive tradition that made him an authority on all matters but also distinctly separate from Virgil and the Aeneid, rival Italy's foundational myth. Thus, once French humanists learned to read Homer in Greek, they quickly began putting him in the service of their king in order to teach him prudence and amplify his authority. Homer and the Politics of Authority in Renaissance France provides a stimulating perspective on how Homeric authority went from being used by humanists in the role of royal counselors to being exploited by both monarchical and anti-monarchical forces in the service of ideologies, most especially in the Wars of Religion (1562-1598). In turn, French writers of the period transitioned from being monarchical advisors to stirring crowds as actors on the larger political stage. In this study, Marc Bizer not only analyzes a number of works by key authors and humanists—including Michel de Montaigne, Joachim du Bellay, Guillaume Budé, and Jean Dorat, among others— but also examines their poetry, art, pamphlets, and plays. Although there have been several

studies of the Homeric legacy in western literature and even in early modern French literature, none has analyzed the political role that Homer played in sixteenth-century France for this circle of important writers. The captivating results of this approach to the post-classical usage of Homer will appeal not only to historians and literary scholars, but also to political scientists, classicists, and art historians.

This volume explores the way in which composers, performers, and critics shaped individual and collective identities in music from Europe and the United States from the 1860s to the 1950s. Selected essays and articles engage with works and their reception by Richard Wagner, Georges Bizet (in an American incarnation), Lili and Nadia Boulanger, William Grant Still, and Aaron Copland, and with performers such as Wanda Landowska and even Marilyn Monroe. Ranging in context from the opera house through the concert hall to the salon, and from establishment cultures to counter-cultural products, the main focus is how music permits new ways of considering issues of nationality, class, race, and gender. These essays - three presented for the first time in English translation - reflect the work in both musical and cultural studies of a distinguished scholar whose international career spans the Atlantic and beyond.

The American Revolution and the Politics of Liberty

Selected Essays

Occupational Safety and Health in the United States and Britain

The Transformation of Political Culture 1789-1848

The Politics of Presence

Franciscan Preachers During the Wars of Religion, 1560-1600

This third volume in a much praised series on The French Revolution and the Creation of Modern Political Culture examines the way in which the Revolution has been portrayed in European thought and its impact upon the development of political philosophy in the nineteenth century. Opening with the influence of Burke and other contemporaries of the Revolution and the ensuing debate over the question "Why the Terror?", this volume explores such diverse themes as the legacy of the Revolution on the political and social evolution of Germany, England, Italy and Russia; the crisis it brought about in the Catholic Church; and the difficulties encountered in determining the end of the Revolution. By showing that the upheaval in European politics and philosophy caused by the French Revolution continued to shape nations, peoples and thought, the texts brought together in this volume permit a better understanding of the event's extraordinary complexity.

A history of the role played by the Franciscans during the contentious Wars of Religion (1562-1594).

Although more women in France have entered political life than ever before, the fact remains that there are fewer women representatives in the French parliament than there were after the Second World War. In a new and original approach, the author presents an overview and analysis of the emerging body of text by or on women who have held high political office in France. The argument is that writing about women and politics has not just described or reflected women's slow but now substantial entry into political life; it has played a major part in shaping the parity debate and its outcomes. Interviews with political women, such as Huguette Bouchardeau, Simone Veil or Edith Cresson, inserted in the text, demonstrate the emergence and circulation of a new common discourse focused on the issue of whether women in politics make or should make a difference. A close reading of the various texts examined in this book and their connection to new public counter-discourses in France suggest that a re-writing of power is indeed occurring.

Cicero has played a pivotal role in shaping Western culture. His public persona, his self-portrait as model of Roman prose, philosopher, and statesman, has

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exerted a durable and profound impact on the educational system and the formation of the ruling class over the centuries. Joining up with recent studies on the reception of Cicero, this volume approaches the figure of Cicero from a 'biographical', more than 'philological', perspective and considers the multiple ways by which different ages reacted to Cicero and created their 'Ciceros'. From Cicero's lifetime to our times, it focuses on how the image of Cicero was revisited and reworked by intellectuals and men of culture, who eulogized his outstanding oratorical and political virtues but, not rarely, questioned the role he had in Roman politics and society. An international group of scholars elaborates on the figure of Cicero, shedding fresh light on his reception in late antiquity, Humanism and Renaissance, Enlightenment and modern centuries. Historians, literary scholars and philosophers, as well as graduate students, will certainly profit from this volume, which contributes enormously to our understanding of the influence of Cicero on Western culture over the times.

Regulatory Politics in the Enlarging European Union

Bicycling and the Politics of Automobility

Representing the Auto Sacramental

Making Waves

Mines, Farms and Auto Factories

Christian Labor and the Politics of Frustration in Imperial Germany

Political Awakening in the Congo

To what extent is business activity governed at a European scale? Since the advent of the recent economic crisis, the EU's choices about the euro, debt ratios and interest rates have caught the headlines and highlighted the importance of EU decision-making arenas. However, these macro-economic events actually tell us only part of the story about the extent to which business activity is now governed at a European scale. Based upon original research on four manufactured or processed goods industries (cars, wine, pharmaceuticals and aquaculture), and driven by theory that is constructivist, institutionalist and sociological, this book sets out to analyse just what Europe governs, by whom and why. In doing so, it reveals three recurrent features of the European government of industries: its omnipresence, its incompleteness and its de-politicization. The authors show that the many gaps in the EU's mode of governing industries stem from struggles over economic doctrine as well as the continued unwillingness of many actors to accord the EU a legitimacy to act politically in the name of industrial government. This book will be of key interest to scholars and students of European Studies and Political Economy as well as those studying Political Science, Economics, Sociology and Business Studies.

This volume celebrates the career of Professor J.H.M. Salmon, whose work on the study of early modern Europe enjoys a high reputation world-wide. Appropriately centred on France, the essays make a significant contribution to the study of political life and thought during the ancien regime. Proceeding from a variety of vantage points, some of the foremost scholars in the field of early modern Europe consider the many ways in which contemporaries in different walks of life expressed their understanding of, and participation in, the political community, using new approaches drawn from cultural history, the history of ideologies and a resurgence of interest in the history of institutions. Subjects discussed include institutional rivalries and how they complicated efforts to mount opposition to government policies; political thought and concepts such as sovereignty, conciliarism, and dominum; and how contemporary understanding of the political order was worked out in a cultural context. The volume also suggests new directions for research.

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An Open Access edition of this book is available on the Liverpool University Press website and the OAPEN library. French Cycling: a Social and Cultural History aims to provide a balanced and detailed analytical survey of the complex leisure activity, sport, and industry that is cycling in France. Identifying key events, practices, stakeholders and institutions in the history of French cycling, the volume presents an interdisciplinary analysis of how cycling has been significant in French society and culture since the late Nineteenth century. Cycling as Leisure is considered through reference to the adoption of the bicycle as an instrument of tourism and emancipation by women in the 1880s, for example, or by study of the development in the 1990s of long-distance tourist cycle routes. Cycling as Sport and its attendant dimensions of amateurism/professionalism, national identity, the body and doping, and other issues is investigated through study of the history of the Tour de France, the track-racing organised at the Vélodrome d'hiver in Paris in the 1920s and 1930s and other emblematic events. Cycling as Industry and economic activity is considered through an assessment of how cycling firms have contributed to technological innovation at various junctures in France's economic development. Cycling and the Media is investigated through analysis of how cyclesport has contributed to developments in the French press (in early decades) but also to new trends in television and radio coverage of sports events. Based on a very wide range of primary and secondary sources, the volume aims to present in clear language an explanation of the varied significance of cycling in France over the last hundred years.

For this book Professor Merkley has researched presidential archives, Jewish historical libraries and official Zionist records in the US and in Israel for evidence of the dealings between official Zionists and active Christian Restorationists. Much of this record appears here for the first time in print and is linked to the much better known history of the relationship between the official Zionists and the politicians and leaders of the US and Britain.

The Economic and Social Effects of the Spread of Motor Vehicles
Politics, Ideology, and the Law in Early Modern Europe

The Politics of Piety

French Cycling

Automobile Politics

Driving Cities, Driving Inequality, Driving Politics

From Ancient to Modern Times

This innovative study analyzes Flora Tristan's correspondence with militant republicans, socialists and democrats active in the July Monarchy. It examines the role of the letter in fostering links at a time of a significant growth of literacy and search for citizenship by the disenfranchised. Combining a gendered analysis of socialist movements with a textual analysis of letters it illustrates the vitality of political tensions in Tristan's communications and the sophistication of political networks on the eve of the 1848 revolution.

This highly topical book brings together some of the world's leading specialists on the global car industry who discuss the ins and outs of the faster lane of regionalism at a time that the world is reassessing the ins and outs of globalization. It provides a thorough and updated mapping of the worldwide geography of the car industry, in the triad regions (Europe, North America and Japan), and in the emerging countries and regions.

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Painting, Politics and the Struggle for the ?ole de Paris, 1944-1964 is the first book dedicated to the postwar or 'nouvelle' ?ole de Paris. It challenges the customary relegation of the ?ole de Paris to the footnotes, not by arguing for some hitherto 'hidden' merit for the art and ideas associated with this school, but by establishing how and why the ?ole de Paris was a highly significant vehicle for artistic and political debate. The book presents a sustained historical study of how this 'school' was constituted by the paintings of a diverse group of artists, by the combative field of art criticism, and by the curatorial policies of galleries and state exhibitions. By thoroughly mining the extensive resources of the newspaper and art journal press, gallery and government archives, artists' writings and interviews with surviving artists and art critics, the book traces the artists, exhibitions, and art critical debates that made the ?ole de Paris a zone of aesthetic and political conflict. Through setting the ?ole de Paris into its artistic, social, and political context, Natalie Adamson demonstrates how it functioned as the defining force in French postwar art in its defence of the tradition of easel painting, as well as an international point of reference for the expansion of modernism. In doing so, she presents a wholly new perspective on the vexed relationships between painting, politics, and national identity in France during the two decades following World War II.

As the first science adviser to Congress and as adviser to Presidents John F. Kennedy, Lyndon B. Johnson, and Richard M. Nixon, Edward Wenk has seen firsthand both the benefits and the dilemmas created by technology - and the urgent need to recognize the powerful consequences of technological choice. The future will find Americans more reliant on technology. But will they be less in control of how it affects their lives? Wenk's years of closely watching the influence of technology on public policy and politics make his warnings profound. Exploring the potentially explosive convergence of politics and technology, with tough-minded analysis of examples from space exploration to the Exxon Valdez, Wenk issues a call for greater civic competence, as producers and consumers of technology, as investors, as potential victims, and as voters. Otherwise, the very substance of democracy is at stake - as the politics of technology develops a powerful counterpart in the extraordinary influence of electronic media and computers, the technology of politics.

Friedrich Nietzsche and the Politics of the Soul

"Painting, Politics and the Struggle for the ?ole de Paris, 1944?964 "

Restructuring, Corporatism and Union Democracy in Mexico

Portraying Cicero in Literature, Culture, and Politics

The Politics of Marriage in Contemporary China

Cars, Carriers of Regionalism?

Regulation