creates a transhistorical dialogue in which both scholars and writers grapple with the same problem of pleasure literary narrative.

Of these three chapters, the Spenser and Milton readings are the strongest and most revealing. McEleney’s conclusion that the Legend of Courtesy’s repeated plot open-endedness sets up “the entire poem’s subject as always already having been the ambivalence of romance” (121) is entirely convincing, and his deconstructive, metacritical readings of Milton—focusing on what he calls rélevation (attempts at sublation, elevation and revelation that belie their own futility)—both playfully and seriously reveal the dark and putrid flipside to teleological and redemptive interpretations of the poem. The irony here is that McEleney’s own uncovering of Miltonic ambiguity is a rich revelation itself, even as he attempts to keep pleasure and profit oscillating in contingent, unresolved dialogue.

Much as I loved the analysis of Nashe, I wished it had been more historically grounded in the early modern cultural practices of invention and absurdity that McEleney alludes to in his (nonetheless) excellent reading of the text as an open-ended questioning of utility coming the end of pleasure. Nashe’s mechanical banqueting house could be linked to the destructive practices of early modern banquets and void feasts that Patricia Fumerton has examined, as well as to Hero’s hydraulic boots in Marlowe’s Hero and Leander (1598), which Wendy Hyman has discussed. A queer reading of foreignness in Nashe could go further by attending to the ways early modern literary culture embraced foreign pleasures as alternatives to (classical, Puritan) didacticism.

In the book’s elegant coda McEleney ponders the limitations of drawing any sort of “profitable” conclusion from a study that aims to open up the space between pleasure and profit. The point is to pry open this space so that others can then explore it in more depth. But McEleney has one more delightful revelation: one way that we can approach the possibility of “pleasure unreconciled to virtue” (168) as a source of delight rather than horror in our own work is to blur the boundaries between literature and criticism itself. McEleney’s book is refreshing, delightful, and earnestly concerned with the values we assign to literature and to scholarship. Just as his book cleverly and successfully upends and interrogates the binary opposition between pleasure and profit, so too, his hopeful conclusion dissects the binary between literature and criticism itself. If only we could all write and interpret with as much pleasure, art, and insight as McEleney does.

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The British government established its New South Wales colony in 1788, five years after recognizing the independence of the United States of America. As James Belich writes in Replenishing the Earth: The Settler Revolution and the Rise of the Anglo World, 1783–1939 (2009), at that time, “two Anglo metropolises,” the British Isles and the United States, lay on either side of the Atlantic Ocean. In the century between the Napoleonic wars and World War I, the effects of lower trade barriers and reduced transport costs combined to transform the world economy. As the volume of world trade increased, and new regions were opened up to white settlement to supply food and raw materials, Britain and the eastern United States became emigrant societies. New technologies that improved communications and military firepower gave Europeans increasing power to enter markets in Asia and Africa where
trading activity had traditionally been restricted. Since 1757, the Qing government had
allowed Western traders to access only Canton (Guangzhou); after the Opium Wars
(1839–42), Britain forced open five Chinese ports, where British law protected traders, and
established a colony at Hong Kong. By the end of the 1830s, the wool industry was thriving
in Australia, and from new colonial capitals, pastoral activity spread over the grasslands of what
are now Victoria, South Australia, and southern Queensland. As Benjamin Mountford
observes in this excellent book, Sydney and Canton had a common purpose, as beachheads
for British commercial activity in large, distant continents.

The theme of *Britain, China, and Colonial Australia* is the evolving position of Australia as a
point of interaction between two empires in the first century after white settlement. The rela-
tionship between Britain and China was a complex one. The Australian colonies served as
imperial bases that supplied raw materials for British industry, and outlets for British migration
and investment; Britain’s commercial links to China encouraged the search for Australian
products to sell to Chinese consumers, to help offset a large trade deficit. As in California in
1848, the Australian gold rushes in 1851 prompted a wave of Chinese immigration, which
brought issues of race to the fore. For the white population, the mobility of the Chinese,
their numbers, and the perceived threat they posed to competition in labor markets hardened
racial attitudes. While British foreign policy in East Asia was built on free access to foreign
ports, colonial governments regulated migration from British ports in China. In 1888, the
arrival in Melbourne of the SS *Afghan* from Hong Kong, with 268 Chinese passengers,
revealed a conflict between Australia’s identity as a British society, and its position as part of
Britain’s identity as a commercial and imperial power in the Asia-Pacific region. Subsequent
legislation in the Australian colonies closed the door to Chinese immigration, thus overriding
British imperial and foreign considerations. By 1899, the Australian and New Zealand colonies
restricted immigration through use of an education test; the Immigration Restriction Act of
1901 was the first piece of legislation considered by Australian federal parliament.

In considering this broad and important topic, Mountford moves skillfully across a range of
sources. Using company archives, he provides a strong and detailed account of early Sydney-
based trade and merchant activity with China, adding depth to existing knowledge of the
Canton trade and the subsequent development of Treaty Ports. Then follows an excellent
account of the transforming effect of the gold rushes, in particular the thriving trade in passen-
gers from along the Chinese coast to Hong Kong, then to San Francisco and Melbourne. In
subsequent chapters, Mountford draws largely on official records, correspondence, and
private papers to track the changing links between three continents. In doing so, he provides
perspective and context to support a rich narrative. Mountford is fair and generous to other
scholars, and provides useful references, helped by the publisher’s decision to use footnotes
rather than endnotes. Generally, the book reads very well, although at times Mountford
lapses into excessively long paragraphs, even when it is clear where a paragraph break is
needed.

This is an ambitious and effective book that adds to the growing body of literature on the
history of the Pacific. Mountford’s vision and depth enriches and extends Geoffrey Blainey’s
classic *The Tyranny of Distance: How Distance Shaped Australian History* (1966). It may also
be read with profit alongside the comparable work of another rising scholar, Kornel S.
Chang, whose recent book *Pacific Connections: The Making of the U.S.-Canadian Borderlands*
(2012) considers the effects of American and European imperialism in Asia on the capitalist
development of the American West.

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