

written by ordinary people, including prostitutes, to tsarist authorities. Hearne uses these petitions to recover past voices, as well as to examine how ordinary people experienced and resisted regulation. In so doing, she reveals that petitions concerning prostitution were not only written by prostitutes, but also by a range of different actors.

To be sure, Hearne's central argument is that the regulation of prostitution affected more than just prostitutes, but also groups of other actors, including the men who paid for sex, brothel madams and landlords, police patrolmen, and urban residents. Each one of the book's five chapters focuses on one of these groups, its experience of and resistance to regulation, as well as its interaction with the tsarist state. Hearne ultimately shows that regulation "was not just about commercial sex. Instead, the system was another tool in the tsarist state's arsenal for monitoring the behaviour and bodies of lower-class people" (182), as well as lower-class sexuality. While the objects of state regulation were, first and foremost, prostitutes, a closer look at the book's cover—headshots of modestly dressed, mostly hatless women—reveals something else: they were lower-class. The regulation of prostitution was the regulation of lower-class people, more generally, rooted in the paternalism of empire.

These were not passive victims of state policy, however. Not only was the system of regulation ineffective, Hearne argues, those people it affected both challenged and manipulated policies to their own ends, asserting their agency. Prostitutes, for example, used practices intended to limit their movement to their own advantage, so that they were often afforded greater mobility than other migrants. Brothel madams, meanwhile, bribed police patrolmen to turn a blind eye to illegal activities, while many policemen were themselves consumers of commercial sex. Men paying for sex further denied their own culpability in the spread of venereal disease, while landlords rented apartments to prostitutes for their own financial gain. But agency does not mean unlimited freedom either. Hearne stresses that many of these actions were not done out of pure choice, but from a place of calculation and necessity.

Perhaps the greatest takeaway from this fascinating book is the centrality of class in the history of prostitution. By equating the policing of prostitution with the regulation of the lower classes, Hearne shifts the focus away from gender, which is often a central category structuring many histories of prostitution. At a few points, however, I did wonder if this emphasis on class was somewhat overstated, and whether a more intersectional approach would have been warranted. Is it fair to equate the policing of prostitutes' bodies with those of male sailors, for example, even if both groups are lower-class? And in apprehending women suspected of unregistered prostitution, did police only consider signs of "lower-class female behavior" (49) rather than deviant femininity, more generally? These minor quibbles aside, *Policing Prostitution* is an original work of scholarship that offers a new way of understanding the "oldest profession."

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## Since 1918

### Zayarnyuk, Andriy. *Lviv's Uncertain Destination: A City and its Train Terminal from Franz Joseph I to Brezhnev*

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Can the history of a railway station be fascinating and engaging? Andriy Zayarnyuk, a professor at the History Department at the University of Winnipeg, makes a strong argument for this with his latest

book. In it, he helps us understand the history of Lviv, its train station, and the region served by this terminal.

In 1772, during the first partition of the Polish–Lithuanian Commonwealth, the Habsburgs took its southern region, later known as Galicia. It was hardly accessible. Separated from the rest of the empire by the impenetrable Carpathian Mountains, it was like a distant colony. However, this most extensive province of the Austrian part of the empire was of great military importance and potential: its integration with the Habsburg lands was critical. In the late 1830s, Vienna began to connect its provinces with an expanding railway network. In 1856, it reached Cracow and, in 1861, Lviv—then the capital of Galicia and the fifth-largest city of the empire. Zayarnyuk describes these early stages of the Habsburg railroading and introduces the first metropolis on the territory of present-day Ukraine, attached to the empire with regular railway service.

In 1904, Lviv's magnificent new terminal opened. Zayarnyuk outlines the building's splendid "moderate Secession" architectural form, its employees and passengers, its *modus operandi*, technological innovations, contribution to the city's economic and spatial development, as well as to the political life of the late Habsburg Empire. The terminal's neighborhood became the city's working-class area and a stronghold of the labor movement. The station and the Galician Railroads played an important role during wartime, particularly during World War I. Then, during the Polish–Ukrainian war in 1918–19, it suffered from additional deliberate and unintentional heavy damage. It took several years to reconstruct the terminal. Even though it was considered "the largest and most beautiful" in independent Poland (129) and "became a patriotic memorial and a stage for performing national rituals" (133), it did not return to its Habsburg glory. The old problems reappeared: the tunnels were flooded, the restaurant was uncomfortably damp, parts of the roof and windows disintegrated. There were several labor strikes that ended with tragic consequences, while senior management were caught up in multiple scandals due to corrupt practices.

World War II brought catastrophe: First, the Germans bombed the city and the terminal in September 1939. Then, the Soviets incorporated the Galician railroad system into their network and regauged the tracks. They changed the ethnic composition of the city and the terminal personnel in a brutal and persecutory manner. In June 1941, during an evacuation after the German invasion, the Soviets blew up a part of the terminal installations. The Nazis fixed them temporarily. They were then again destroyed and left in an even worse state in 1944, before the Red Army entered the city. Before that, however, the Germans infamously used the Galician Railroads to send Jews to their deaths at the concentration camps. Therefore, "railway employees, from engine drivers to managers, became a symbol of the wider public's collaboration in the Holocaust" (173).

After the war, it required many years to rebuild the terminal. As in the case of the entire city, the Soviet reconstruction "entailed the complete disregard and destruction of Lviv's historical heritage" (190). Zayarnyuk explains the new government's mismanagement and inefficiency through the lens of the railroad, stating that "the Soviet reconstruction of the terminal never ended. One cycle of repairs followed another" (205). This recursive process was beleaguered by many factors: fraud, poor discipline, endemic theft, ubiquitous drinking, managerial turbulence, conflicts between the "locals" and the newcomers, the "evacuation" of Poles from the city, political pressure, Soviet social engineering, ruthless exploitation of labor, violent hooliganism, contempt for regulations, and many others. The terminal gained a reputation and attracted both local criminals and homeless citizens seeking shelter. All these setbacks happened despite the fact that the railway played a far more critical role in the Soviet Union than in the West (260). "Soviet Lviv's public space remained grim" (263).

This excellent book is a testament to Zayarnyuk's deep academic and personal expertise with the subject matter. The author grew up in the vicinity of Lviv terminal and became intimately familiar with it. He still remembers "the unmistakable railway smell: a potential mixture of wet iron, machine oil, burnt oil, and rotten sleepers" (266). His grandfather worked for the terminal, further strengthening Zayarnyuk's connection to the train station. His professional trajectory heavily compliments the book as well, a combination of Ukrainian and Western academic training that contributes to his continued academic success. He has authored or coauthored several books and numerous articles,

including the important essay “Historians as Enablers? Historiography, Imperialism, and the Legitimization of Russian Aggression” recently published in *East/West: Journal of Ukrainian Studies*.

The book uses a rich theoretical framework inspired by the concepts of Walter Benjamin, Henri Lefebvre, Edward Soja, and David Harvey. Specifically, by mixing history, geography, architecture, and studies of everyday life. Zayarnyuk, taking a measured and objective position, writes about ethnic differences and conflicts in Lviv but does not picture them as the defining features of the city’s past. Most people of the city were wage workers, writes the author, and “this experience was far more fundamental than either ethnicity or language” (10). Yet he does not shy away from precise statements: “many Ukrainian memoirs of Lviv under the Germans avoid the subject of the Holocaust completely. Such silence not only focuses attention on the suffering of their own ethnic group; it also helps to avoid discussion of Ukrainian complicity in the genocide” (183).

The book is based on impressive research in seventeen (!) archives in four countries. The author uses many printed primary and secondary sources, often in several languages. The text offers multiple examples of statistical data, and it does so in a digestible way. Analyses of economic processes and policies are supplemented with silhouettes of architects, managers, and politicians. Numerous reproductions of old postcards, maps, and photographs included in the pages enrich the text. In 2020, Zayarnyuk’s contribution to the field of Ukrainian urban history, appreciated by readers and reviewers, was awarded the American Association for Ukrainian Studies book prize—a distinction fully deserved and further proof that something as niche as the historical context of a train station can indeed be gripping and enlightening.

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## Cude, Michael R. *The Slovak Question: A Transatlantic Perspective, 1914–1948*

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Michael R. Cude, a historian at Schreiner University in Kerrville, Texas, has written a much-needed history of the efforts of American Slovaks on behalf of their countrymen in Europe. He shows that Slovaks in the United States “carried concepts and mentalities of American democracy back to their homeland,” and they helped “Slovak national identity formation” (3). He wrote this book to give American Slovaks full credit for their efforts to gain autonomy for their people in interwar Czechoslovakia, and independence after World War II.

Cude based his book on careful research in key American archives. These included such government repositories as the Calvin Coolidge Papers, the Congressional Record, Documents on German Foreign Policy, the Lewis Einstein Papers, the Franklin D. Roosevelt Library, the Harry S. Truman Library, the Hoover Institution Archives, the OSS/State Department Intelligence and Research Reports, Papers Relating to the Foreign Relations of the United States, the U.S. Department of State Decimal files, and non-governmental archives such as the Immigration History Research Center at the University of Minnesota. However, unlike most American professional historians of Czechoslovakia, he also consulted sources that are often ignored by American historians, such as the archives of the Slovak Institute in Cleveland as well as the writings of Slovak-American journalists and amateur historians such as Ján Pankuch and Slovak émigré journalists and historians such as Jozef