

## Editors' Note

This issue of the *Business History Review* addresses several key topics of the journal, including globalization and business-government relations. Three articles discuss the intertwined nature of politics and international investment in the late nineteenth and twentieth centuries. Álvaro Silva, in "Organizational Innovation in Nineteenth-Century Railway Investment: Peripheral Countries in a Global Economy," describes how the foreign investors in a Portuguese railway company were innovative in setting up the ownership and control of a freestanding firm during the first wave of globalization before World War I. Andrew Cohen, in "Britain and the Breakdown of the Colonial Environment: The Struggle over the Tanzam Oil Pipeline in Zambia," explains that the newly independent Zambian government exercised autonomy in bestowing the contract to build the Tanzam oil pipeline rather than being pressured by their former British colonial masters. Finally, in "The Globalization of Knowledge-Based Services: Engineering Consulting in Spain, 1953–1975," Adoración Álvaro-Moya demonstrates how Spanish engineering firms were able to improve their global competitiveness through American foreign direct investment.

The two other articles in this issue also emphasize the politics of business, though on a national stage. Mary O'Sullivan's "A Fine Failure: Relationship Lending, Moses Taylor, and the Joliet Iron & Steel Company, 1869–1888" analyzes a case of relationship lending in which one party, the borrower, exploited peculiarities of the U.S. legal system at the expense of the lender. Cory Davis's article "The Political Economy of Commercial Associations: Building the National Board of Trade, 1840–1868" describes how local merchant groups in the years before and during the Civil War came to understand the need for national business groups in order to have a greater voice in American politics.

This issue also includes Patrick Fridenson's review essay of the new edition of Mira Wilkins and Frank Ernest Hill's *American Business Abroad: Ford on Six Continents*.