

## Faculty of History, University of Cambridge



### Quantitative History Seminar, Easter Term 2015

Supported by the Centre for History and Economics  
and the Trevelyan Fund



Seminars will take place in Room 5, Faculty of History.

Unless otherwise stated seminars start at 1pm, with sandwiches and fruit available from 12.45pm.

Convenor: Leigh Shaw-Taylor - [lmws2@cam.ac.uk](mailto:lmws2@cam.ac.uk)

**27<sup>th</sup> April**

**Dr Francisco J. Beltrán Tapia (with Julio Martínez-Galarraga), University of Cambridge**

#### ***Land Access Inequality and Education in Pre-industrial Spain***

This paper analyses information from the 464 districts existent in mid-19th century Spain and confirms that there is a negative relationship between land access inequality and literacy rates. This result does not disappear when a large set of potential confounding factors are included in the analysis. The use of the Reconquest as a quasi-natural experiment allows us to rule out further concerns about potential endogeneity. Likewise, by employing data on schooling enrolment rates and number of teachers, this paper explores the mechanisms behind the observed relationship in order to ascertain to which extent demand or supply factors are responsible for it. Lastly, the gender composition of the data, which enables distinguishing between female and male literacy levels, together with boys and girls schooling enrolment rates, is also examined.

**11<sup>th</sup> May**

**Note: this seminar will start at 12.30pm**

**Eduard Alvarez-Palau, Polytechnic University of Catalonia, Spain**

**Professor Jordi Marti Henneberg, University of Lleida, Spain**

#### ***Railways and population: spatial interactions***

This work presents case studies that quantify the different impacts that the railway network has had upon population geography since the mid-19th century. The use of HGIS techniques has been a key element in these studies, facilitating both data storage and the development of spatial models. It helped us to obtain a series of qualitative and quantitative indicators that help us to understand the spatial expansion of the railway network. The themes examined here include: the geopolitical role of railways as an instrument for controlling boundary's stability; the interrelationship between access to railway transport and population growth; the correlation between access to the rail network and the growth of GDP; the influence of local railway networks in shaping metropolitan areas; and how urban growth has been conditioned by the location of railway stations.