

The Social Order of a Frontier Community shares several problems common thus far in community studies. Doyle finds, as do others, considerably more upward than downward occupational and property mobility. But this finding, as in the cases of similar conclusions in other studies, is based on those who persisted from one census to another. What about those moving out of the community within ten years? Were they more or less upwardly mobile? Historians must devise ways to trace the transients in order to make any credible assessments of community or national mobility patterns. This volume also shares with most of the other studies the weakness of insufficient examination of family structure. Doyle and his fellow practitioners of local history should measure the impact of family size and age at marriage on mobility and correlate family structure with other variables such as ethnicity, religion, wealth, and occupation.

Despite these drawbacks, *The Social Order of a Frontier Community* is an excellent book. Some recent community historians have more exhaustively and imaginatively traced commercial activity and the occupational structure, but none has conveyed a better feeling for the texture of life in a nineteenth century American town.

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The Slum and the Ghetto: Neighborhood Deterioration and Middle-Class Reform, Chicago, 1880-1930. By Thomas Lee Philpott. (New York: Oxford University Press, 1978. Pp. xxiv, 428. Illustration, tables, figures, maps, notes, appendixes, index. \$17.95.)

This is a well-researched and provocative critique of housing reformers and settlement workers in Chicago during the late nineteenth and early twentieth centuries. Despite minor flaws it is an important contribution to the field of urban history. In the volume Thomas Lee Philpott traces a half century of unsteady progress and enduring discrimination among Chicago's proletariat, of immigrants being assimilated (sometimes) and then joining "their native neighbors in drawing and holding the color line" (p. xvi). Philpott also dissects the ideas and practices of so-called progressives such as Graham Taylor and Nathan W. MacChesney and indicts them for contributing to the perpetuation of the slum and the ghetto by their timidity, shortsightedness, elitism, and racism. Instead of advocating

public housing and integrated neighborhood centers, they accepted the so-called "business creed" and the "color line."

Mixing useful quantitative analysis with a lively narrative style, Philpott condemns housing reformers for foolishly presuming the existence of a fundamentally fair wage system and regarding housing as a commodity which the private sector should provide at a profit. He distinguishes between Chicago's ethnically diverse enclaves and the racial homogeneity of its black ghettos, and he documents the segregationist practices of the Chicago Real Estate Board, the vigilante methods of neighborhood improvement associations, and the hooliganism of athletic clubs (the members of which, according to Philpott, were more likely to participate in sex orgies than conventional sports). And, although the settlement ideal was allegedly "with, not for," Philpott concludes that settlements were not genuine community centers. Most tenement residents stayed away from them, and decision-making power remained with board members who usually worshipped a "White Anglo-Saxon Protestant" God.

Despite its readability and informative analysis the book suffers from some organizational and chronological problems emanating from Philpott's decision to structure it around the concept of "the Slum and the Ghetto" (a rather vague title anyway, since ghettos were slums) rather than "Housing Reform and Neighborhood Work." This was the original subtitle of Philpott's doctoral dissertation and is more apt than the book's subtitle, "Neighborhood Deterioration and Middle-Class Reform." The book is not a study of neighborhood deterioration, and even the phrase "middle-class reform" is misleading when applied to the model housing projects of millionaires George M. Pullman, Julius Rosenwald, and Benjamin J. Rosenthal.

A number of other problems also detract from the volume's overall usefulness. One wishes that the commentary in the fifty-five pages of notes at the end of the book could have been placed within the body of the work since it includes some of Philpott's most ironic witticisms as well as explanations of interpretative differences from various historians. Although *The Slum and the Ghetto* contains a minimum of factual and grammatical errors, on several occasions Philpott stretches the logic of cause and effect in an effort to show how ineffectual neighborhood workers were. On pages 321-22, for example, he concludes that there was more evidence of community hostility toward Wendell Phillips Settlement than appreciation, giving as proof the fact that some older boys raided a settlement

dance, shooting out some windows and stripping several of the girls before the police could arrive. Philpott might also have gone into more detail about why reformers shied away from public housing and community control over settlements. As critical as he is toward their programs, he might have mentioned whether there were practical alternatives.

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History of the Illinois Central Railroad. By John F. Stover. (New York: Macmillan Publishing Co., Inc., 1975. Pp. xiv, 575. Illustrations, maps, tables, appendixes, notes, bibliography, index. \$15.00.)

Railroad histories today tend to be of several types. Some are written for (and usually by) "buffs," who linger lovingly over the intimate and minute details of equipment, schedules, and technology with little concern for the functioning of the corporation; the economic, social, or political world in which it existed; or the conditions prevalent within the transportation industry. Others are written for (and invariably by) "new economic historians," who deal with models, strategies, and theory and who frequently rely heavily on esoteric statistical analysis. Studies of a third variety present railroads as instruments of urban development, commercial exploitation, financial manipulation, regional integration, or military activity and are not intended as true railroad histories. The Macmillan *Railroads of America* series, under the general editorship of Thomas B. Brewer, was conceived as a set of volumes that would transcend the limitations of the first two types of studies while incorporating an awareness of the third. From this plan derive both the strengths and weaknesses of this and the other volumes of this series.

The choice of John F. Stover to author the book on the Illinois Central was both a natural one—because he is an established and respected railroad historian and a midwesterner who is especially interested in the nineteenth century—and a wise one—because his experience, skill, and breadth of vision enable him to maximize the strengths and minimize the difficulties common to the volumes in the series. For scholars, the greatest drawback of the book is the editorially mandated sparsity of documentation; only one of the twenty chapters has as many as fifteen notes, and fourteen have fewer than ten each. With considerable skill Stover builds sizeable amounts of