

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

supportive data into the text and tables and frequently manages to suggest (without citing) the sources utilized.

The most remarkable thing about Stover's work is its breadth, for he leaves no aspect of the railroad's past unexplored. With a sensitive blending of economy and detail he describes the passage of the federal land grant legislation, the creation of the corporation, and the building of the main line, before moving into the vast area of operations, expansion, development, and evolution. Here the reasons for and the results of policy decisions are clearly detailed, and individuals and their contributions are deftly characterized. With a shrewd eye and a sure hand Stover then provides lucid accounts of such matters as land sales, equipment acquisition and modification, financial activities, construction, technological changes, traffic patterns, rate structures, employee relations, absorption of other lines, governmental regulation, public relations, speculative suburban development, maintenance, salaries and wages, wartime activities, and the economic diversification of the 1960s and 1970s. As a "Boilermaker" of thirty years standing, he even manages to work in a mention of Purdue's unbeaten football eleven of 1892! Stover's greatest display of virtuosity is, perhaps, the masterful fashion in which he places the Illinois Central in the broader context of the region, the nation, and the entire transportation industry. This accomplishment is particularly notable in the latter half of the book, which deals with the twentieth century.

There are, of course, some matters about which there might be a measure of disagreement. Perhaps Stover is too unqualifiedly condemnatory of governmental, especially federal, regulation. It might be suggested that without the federal land grant the main line would have been built only later and in segments, if at all. It is at least worth noting that while the Illinois Central was marketing its bonds relatively easily in a London money market that was destabilized by the Crimean War, other railroad corporations (whose bonds were not secured by extensive land holdings) were wholly unsuccessful in attracting British investment capital. Additionally, readers might at least suspect that Illinois Central management was sometimes deserving of more criticism and less approbation than Stover bestows.

This volume begins with the Illinois Central only a vision of a modest rail line in a single midwestern state and concludes with the Illinois Central Gulf stretching from South Dakota to Mobile, Alabama, and with Illinois Central Industries embracing such diverse interests (in addition to transportation) as

commercial real estate development, automobile mufflers, hosiery, and root beer. Almost unbelievably, the reader has the feeling that he understands how and why these enormous changes took place. And that is both a measure of and a tribute to the accomplishment of Stover.

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Kalamazoo: Nineteenth-century Homes in a Midwestern Village. By Peter J. Schmitt. Photographs by Balthazar Korab. (Kalamazoo, Mich.: Kalamazoo Historical Commission, 1976. Pp. 240. Illustrations, maps, bibliographic essay, index. Clothbound, \$10.00; paperbound, \$7.50.)

The current fashion for awareness of the national patrimony has sparked activity in cities across the country to preserve buildings (houses in particular) as physical evidence of achievement and ambition in earlier eras. The Kalamazoo Historical Commission published this volume no doubt with heightened local awareness in mind, and Peter J. Schmitt has illustrated the changing tastes of that growing midwestern town in the nineteenth century through selection of particular residential examples. The book is organized in chapters based on architectural styles and arranged chronologically. Each chapter begins with a general background on economic and social conditions in Kalamazoo and the way in which architectural trends have reflected them. Following the introductory pages of each chapter, individual houses are illustrated. Material about the original builder or owner is exhaustively documented by data from the censuses and city directories. Although this information may be of some local interest to the residents of Kalamazoo, and particularly to the owners of the houses illustrated in the book, the great volume of local research is of limited use to other readers, since the author did not attempt to draw general conclusions about the social motives of the original owners.

The book is attractive, well designed, and beautifully illustrated. Historic photographs are combined with delicate drawings and current architectural photography by Balthazar Korab, the well-known architectural photographer whose darkened sky technique is effective here in creating a mood. If Schmitt is to be faulted at all, it is for his infrequent, but (to the purist) devastating, aesthetic judgments. The unfortunate alteration of a Greek Revival cottage by the addition of alumi-