posts in the union. Though blacks generally hailed Walter Reuther as an opponent of racial discrimination, Reuther opposed bringing blacks into the union's top leadership circles. From the time he became president of the UAW in 1946, Reuther stood firmly against elevation of a black man to a vice-presidency, even though blacks made up a quarter of the union's membership. Such action, Reuther argued, would be "reverse discrimination." By 1962 increasing militance among blacks had worn down Reuther's resolve and a black worker became vice-president of the UAW.

Meier and Rudwick used an impressive array of sources for this book. In addition to extensive reading in published books and articles, they interviewed individuals associated with the automobile industry during the 1930s and 1940s, and they culled the archives of various black organizations and of organized labor. Black Detroit and the Rise of the UAW demonstrates their expertise as historians and stands as a book that will heighten understanding of the intimate relationship between the general black population and black workers in the plants and unions.

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Of the many issues that convulsed American politics in the 1930s none—not unemployment, deficit spending, domestic radicalism, or foreign aggression—had quite the impact of labor militancy. The union upsurge, the strikes, and the political entanglements of unionists had wide-ranging, unpredictable effects which became critical factors in shaping political attitudes during the New Deal years. In the second volume of his magistral biography of Frank Murphy, Sidney Fine underlines the variable impact of labor activism on Murphy's political fortunes. In the process he provides the most detailed examination to date of a "Little New Deal," the effort to extend the Franklin D. Roosevelt revolution to the nation's political grass roots.

Murphy was an enormously attractive and successful politician. He had charisma, administrative talent, a flair for the public eye. As mayor of Detroit (covered in Fine's first volume), as Roosevelt's governor-general of the Philippines (treated in the first third of this volume), and as governor of
Michigan from 1937 to 1939, he compiled an exemplary record. As a progressive and pre-Keynesian fiscal conservative Murphy sought to improve government services by improving government. He attacked political bosses and corrupt or parochial interests; fought for government reorganization and the civil service ideal; and, as much as any of the La Follettes, relied on academic experts to wrestle with the complexities of public administration. And he succeeded! In the Philippines he extended social services, paved the way for commonwealth status, and fought the formidable Douglas MacArthur to a standstill. In Michigan he attacked the spoils system, reorganized and extended state services—particularly those that benefited the poor—and ably fought the catastrophic recession of 1937-1938. Observers quickly tagged him as presidential timber for the 1940s. But Murphy's political liabilities were also formidable. He was a Catholic, through no fault of his own, and a bachelor playboy, which is harder to understand. Fine believes that he was too vain and ambitious to marry, but there may have been other factors; a respectable family surely would have been an aid in his political climb.

More critical was Murphy's attachment to labor, which proved his nemesis. Murphy's sympathy for the downtrodden led him into a political alliance with Michigan unions. At first the tie was mutually beneficial. The workers helped Murphy break the Republican lock on Michigan politics, and he in turn adopted a more beneficent view of their interests than any of his predecessors. Murphy achieved national recognition—and generally favorable reactions in Michigan—for his handling of the great General Motors strike of early 1937. He also maintained a healthy relationship with the American Federation of Labor throughout his term. But he could not cope with the militants. The continuation of the sit-downs after the GM strike undermined his reputation as a peacemaker, and the belligerency of the United Automobile Workers provoked widespread opposition to his administration. Murphy, so resourceful in dealing with politicians, stumbled badly in confronting the unruly workers. He promoted an even-handed labor relations bill in the legislature, a bill that the UAW vociferously opposed, only to see it die because of his "inept and wavering legislative leadership" (p. 373). In other instances he hesitated to criticize unpopular or irresponsible union actions. By 1938 most Michigan voters perceived him as a special-interest governor and consequently rejected his bid for reelection.

Murphy's fate was in many respects the fate of New Dealers generally after 1937. Unable to tame the labor mili-
tants and to keep their distance from the Congress of Industrial Organizations, they became susceptible to the increasingly virulent antiunion backlash. Thanks to Roosevelt, however, Murphy survived politically. Defeat dashed his presidential hopes but not his quest for recognition and influence. In 1939 Roosevelt made him attorney general and then associate justice of the United States Supreme Court, posts that permitted him to exercise his talents without the labor albatross to hinder him. Fine promises to describe this phase of Murphy's career in a third volume. Students of American government have reason to await the conclusion of the Murphy story with high expectations.

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During and immediately after World War II many states commissioned wartime histories. On the whole these histories were largely traditional political and administrative accounts with local heroes and local agencies substituted for national ones. Few of these works described the social aspects of the war or the role of the average citizen; a notable exception were the studies sponsored by the Indiana War History Commission, especially Max Cavnes' Hoosier Community at War.

Historian Alan Clive has broken the general pattern by providing a new style of state history. Thoroughly researched, clearly and often times humorously written, State of War outlines social and economic as well as political and administrative facets of the war. And the people come alive; they are not overshadowed by bureaucracies, nor are they the butt of jokes.

"On balance, the war years were good ones for America" (p. 243). In Michigan unprecendented prosperity enveloped the state, and with it came a strong and active federal government. Yet "Continuity remained a powerful force" (p. 242). Prejudice against blacks did not end, and the war years were "filled with ambiguity" for Michigan women, who were not well organized and could not take advantage of the war to improve their status (p. 203). Clive's chapters entitled "Communities: Breathing Under Water," "Race: Change and Resistance," and "Tennessee and Kentucky Are Now in Michigan" are especially fresh and insightful. The automobile industry is given a mixed