A third implicit argument deals with the variety of impulses behind the development of an urban system composed "of Spanish pueblos, of mining camps, of railroad communities, of Mormon settlements, of speculative towns, of agricultural marketing centers, of coastal, lake and river ports, of military posts that were transformed into urban places, and of capital cities" (p. ix).

_Cities of the American West_ amounts in effect to a reconstructed guidebook that gives at least passing mention to approximately one thousand western cities, towns, and townsites. By relying on maps, views, letters, travel accounts, gazetteers, early histories, and other sources that were available at the time, Reps precludes discussion of the internal dynamics of land-use changes, institutional growth, and decision-making. His enormously energetic research does supply abundant information on the physical design and physical appearance of western cities, ranging from San Antonio and Santa Fe in the eighteenth century to Omaha, Austin, Seattle, San Francisco, and their rivals in the 1890s. In rank order, the longest index entries deal with "railroads," "streets," "houses," "gridiron street plan," "public squares," and "townsite speculation." As they would with any guidebook, most readers will sample the volume chapter by chapter and town by town. Specialists on particular cities may find little new material, but no other book assembles such an extensive body of reliable information on the initial phase of urbanization in the West or makes such a consistent effort to recapture the excitement felt by pioneers on the West's urban frontiers.

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"In God's eternity," according to one Universalist hymn, "There shall a day arise, / When all the race of man shall be / With Jesus in the skies" (p. 326). Belief in universal salvation arose from several sources in the mid-eighteenth century; in the postrevolutionary era it blended with a fervent belief in congregational independence to inspire one of the most energetic and rapidly growing religious movements in America. By
the 1820s revivalists were pointing to Universalism as evidence of the need for redoubled emphasis on sin; Universalism was, in the words of an evangelical newspaper in 1835, "the reigning heresy of the day . . . . It is poisoning more minds, and ruining more souls, than any, if not all other heresies amongst us" (p. 159). In the 1840s Universalism may have been the fifth or sixth largest denomination in America. Although the movement declined thereafter, it had played an important role in the widening confidence in human nature and modified views of the atonement that were important features of nineteenth-century American culture.

One indication of scholarly neglect of this significant religious movement has been the absence of a reliable, comprehensive history. Russell E. Miller's volume supersedes Richard Eddy's *Universalism in America* (1886). It is neither critical nor interpretative, but in the welter of names and facts that it presents may be found leads to dozens of worthwhile scholarly topics. The accounts of opposition to denominational consolidation, of frontier circuit-riding, and of early college-building all contain information of interest to specialists in Indiana history.

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Stephen Z. Starr plans to tell, in three volumes, the story of the development of the Union cavalry from a mass of untrained, poorly equipped, and badly led but eager volunteers in 1861 into a powerful striking force by the close of the war in 1865. Volume I of Starr's series is a very well researched and readable account of the period from the recruitment of cavalry regiments in 1861 to the Battle of Gettysburg in 1863 when the Union cavalry first demonstrated that it could compete with the Confederate cavalry that earlier had been able to outride and outfight the Yankees.

The author explains why two years were needed to bring the mounted service to this stage of effectiveness. First, unlike the Confederate troopers, the northern recruits had little experience in riding or caring for horses. Second, there were very few officers with any knowledge of cavalry service. Third, time