

contribution overall represents a substantial improvement over its predecessor volume in the original Centennial History of Illinois series.

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Michigan: A History of the Wolverine State. By Willis F. Dunbar. Revised edition by George S. May. (Grand Rapids: William B. Eerdmans Publishing Company, 1980. Pp. xiii, 833. Maps, illustrations, suggestions for further reading, appendixes, notes, index. \$24.95.)

For several years persons interested in state and local history have pointed to the need for an updated comprehensive treatment of the history of Michigan. Bruce Catton's *Michigan: A Bicentennial History*, published in 1976 as part of "The State and The Nation" series, devoted almost all of its coverage to events prior to 1900. Although beautifully written in a warm, personal style, it cannot serve as a textbook within the usual meaning of that term. F. Clever Bald's *Michigan in Four Centuries*, revised in 1961, and Willis Dunbar's *Michigan: A History of the Wolverine State*, revised in 1970, are still acceptable in many respects; however, more recent scholarship in areas like biography, economic development, and the role of racial and nationality groups has contributed significantly to understanding Michigan and deserves to be incorporated in any textbook adequate for today. We have more than an adequate treatment now in George S. May's new revision of Willis Dunbar's 1970 volume.

The late Willis Dunbar was, for many years, chairman of the history department at Western Michigan University. His writings on Michigan combined a skillful narrative style with a broad knowledge of most of the major themes associated with the history of his state. He was particularly impressive in his discussion of Michigan prior to statehood and in his treatment of developments in the arts, education, and popular culture, areas not always given adequate coverage in textbooks on state history. May wisely retains Dunbar's general approach to those subjects, an approach which remains one of the major strengths of the book. May has reworked, however, the section on twentieth-century Michigan, and in the process he provides a much clearer chronological interpretation of political party developments in that period as well as a more detailed picture

of Michigan's vital automobile industry, an industry which has drawn important attention from several scholars during the past decade, including May himself. Readers should also be impressed with May's efforts to stay abreast of very recent developments in social history (schismatic problems in today's Episcopal church, for example) as well as in business history (the automobile industry's problems in the late 1970s) and to incorporate those trends and events in the book. However, those who are interested in the state's political history may wonder why Senator Homer Ferguson is barely mentioned and why Grand Rapids' colorful and powerful Republican leader, "Boss" Frank McKay, is left out entirely. Some readers, at least, will be pleasantly surprised to encounter footnotes and a bibliographic essay at the end, in lieu of the list of sources that sufficed for the 1970 volume. Finally, this reviewer would suggest the following corrections in an otherwise excellent book: "blacks" rather than "Negroes" should be the index entry; Cardinal John Dearden's name is spelled incorrectly on pages 680 and 793; and Studebakers were not dropped in 1963, as stated on page 625, but rather continued to be sold in the "Lark" model at least until 1966.

Bentley Historical Library, University of Michigan, Ann Arbor Richard M. Doolen

Detroit and the Problem of Order, 1830-1880: A Geography of Crime, Riot, and Policing. By John C. Schneider. (Lincoln: University of Nebraska Press, 1980. Pp. xiv, 171. Maps, tables, notes, note on the Detroit sources, index. \$13.50.)

In this tightly written book, John C. Schneider emphasizes spatial over ethno-social causes for both the breakdown and the restoration of order in a nineteenth-century city. Schneider says that the rapid expansion of early Detroit temporarily created "battle zones" where ethnic and moral interests clashed but that soon the development of residential segregation by class, ethnicity, and race eliminated most opportunities for such conflicts. In his view, public concern over disorder was shaped primarily by another kind of segregation in downtown Detroit where, to accommodate the many single men attracted to the booming city, there developed a transient area favorable to vice and crime. The proximity of this area to downtown business directly threatened the city's business elite, who resided in their own segregated zone near downtown, but the clear-cut character of this threat also enabled the elite to devise an