

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.

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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

effective response to it in the form of a professional police force, the Detroit Metropolitan Police. Insulated by a state-appointed commission from the political influences that complicated policing in many other cities, the new force dealt effectively with the problem of crime as defined by wealthy reformers. Acting on the premise that crime stemmed chiefly from the transient population, the police concentrated their efforts downtown and, with a heavy hand, were able to control the criminal element located there. Thus, the combination of residential segregation and efficient police work restored order to Detroit by 1880.

Schneider's thesis can be applied, with appropriate modifications, to other cities such as Indianapolis. Supported as it is by a wise use of city directories and censuses as well as more traditional sources, the thesis makes sense. It is, however, a narrow sense, achieved by undervaluing non-spatial influences for disorder and order during the fifty years under study. Education and temperance, for example, are slighted, as are such other factors as changing patterns of immigration and of social mobility: the entry of German and Irish immigrants coincided with the period of greatest disorder, while the more orderly 1870s saw a significant increase in the proportion of professionals, proprietors, and other order-disposed components of Detroit's labor force. Schneider thus gives partial rather than definitive explanations. By providing a convincing demonstration of the influence of spatial arrangements on crime, riot, and policing, however, he has made a valuable contribution to the lengthening bookshelf labeled "the new urban history."

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Savagism and Civility: Indians and Englishmen in Colonial Virginia. By Bernard W. Sheehan. (Cambridge, England: Cambridge University Press, 1980. Pp. xi, 258. Notes, bibliography, index. Clothbound, \$29.50; paperbound, \$6.95.)

Savagism and Civility is an intellectually deterministic work. Sheehan's thesis is that a mythology contrasting savage and civil society determined the actions of English colonists toward the Virginia Indians, leading inevitably to violence between the races. Even when reality contradicted myth, the myth prevented colonists from perceiving the truth.

The book falls neatly into two sections, the first part defining the myth, the second interpreting events in Virginia in the context of this myth. Savagism had a well-developed, para-