

hind her view of the world, with its fears of luxury, monied interests, and aristocracy, would have helped to explain Wright's support for Martin Van Buren in 1836, a fact which Eckhardt found bewildering.

Eckhardt has brought to light some interesting facts about Wright's marriage to William Phiquepal d'Arusmont; however, her sympathies with Wright are so pronounced that she has short-changed the relationship between wife and husband. The 1939 biography by A. J. G. Perkins and Theresa Wolfson, which quotes long passages from Wright's and d'Arusmont's letters and offers different interpretations of some of Wright's actions, can still be read with profit.

*Indiana University-Purdue University
at Fort Wayne*

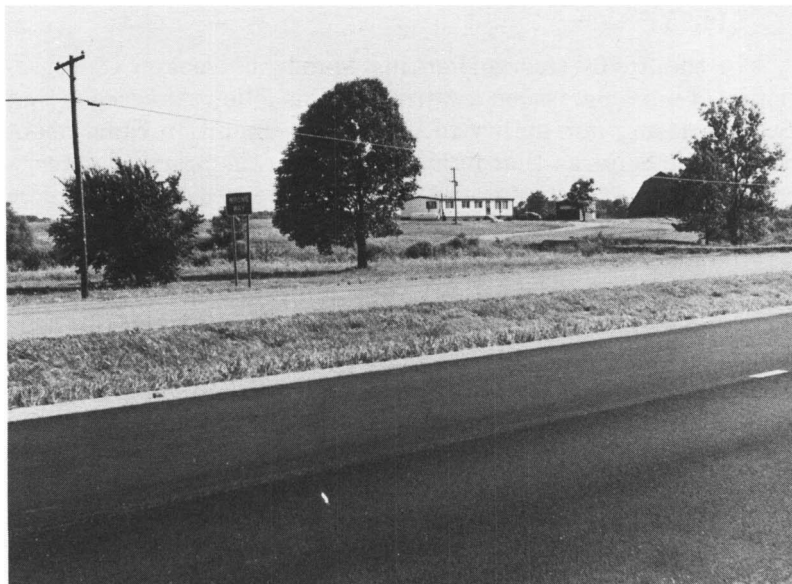
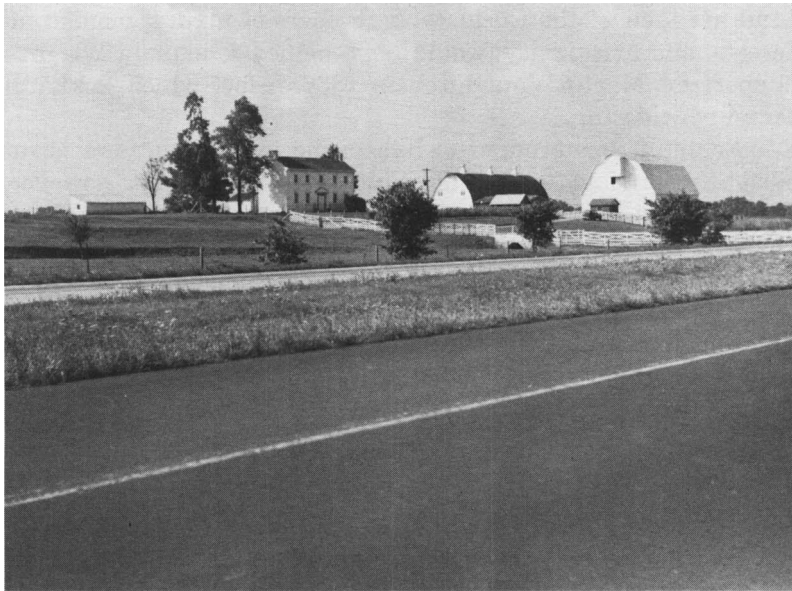
Sylvia Neely

U.S. 40 Today: Thirty Years of Landscape Change in America.
By Thomas R. Vale and Geraldine R. Vale. (Madison: University of Wisconsin Press, 1983. Pp. xii, 198. Maps, illustrations, notes, index. Clothbound, \$27.50; paperbound, \$14.95.)

In the 1870s George Perkins Marsh, outspoken conservationist of his time, issued a warning to his fellow Americans that "we are losing our ability to see." His admonition came about because he believed that humankind was causing rapid deterioration of the environment and that people needed to become more conscious of their surroundings.

Today, Americans are certainly in need of similar exhortation. Their modern, fast-paced, mobile lifestyle has placed them increasingly in a less direct relationship to the landscape. In 1950 historian George R. Stewart helped to alleviate this situation when his *U.S. 40: Cross Section of the United States of America* was published. In this magnificent book Stewart showed that travel and landscape appreciation could go hand in hand. As he journeyed across America on U.S. 40, he stopped at intervals to take photographs that would reveal the personality of the route and its highway. He did not seek the unique landscape elements but, rather, the common, everyday features that provided for regional diversity as one traveled across the country. Along with his photographs Stewart provided descriptive details, including his own subjective comments. Needless to say, the book was very successful and has been required reading in geography, history, sociology, and other courses.

Surprisingly, there have been few attempts to relate the traveler with the landscape in the manner of Stewart's excellent



FARM ON THE NATIONAL ROAD (U.S. 40) IN INDIANA .
TOP, 1950; BOTTOM, 1980

Reproduced from Thomas R. Vale and Geraldine R. Vale, *U.S. 40 Today: Thirty Years of Landscape Change in America* (Madison, Wis., 1983), 66.

chronicle, at least not until the publication in 1983 of *U.S. 40 Today: Thirty Years of Landscape Change in America* by Thomas R. Vale and Geraldine R. Vale. By 1980 the Vales, both teachers of geography, had retraced Stewart's steps, or better, his tire tracks, compiling in the process both a photographic and descriptive record of the changes at those sites that Stewart had visited in 1950 along the continental extent of U.S. 40. Their book is, therefore, a "carbon copy" of the landscape vistas that Stewart depicted except, of course, that thirty years separate the respective visual impressions.

Indeed, the principal contribution of the new *U.S. 40* is that the reader can compare and contrast the 1980 location photographs with those of 1950 because they were taken essentially where Stewart had stood thirty years before. As concerns format and content, there is virtually no change between the present-day and the 1950 versions of *U.S. 40*. Of course, that is exactly what makes this new book so exciting.

After short introductory remarks on roads and motoring in America today, the authors begin their visual and verbal accounts of Stewart's sites along U.S. 40. They cover all but twenty of the original ninety-two locations and, as in the 1950 version, divide the transcontinental journey into logical regional segments. Each route segment is introduced by a short discussion of its geographical characteristics and three location maps, including physiographic and political maps and a national map of U.S. 40, showing the route segment under discussion relative to all others. These maps are a valuable addition to the photographs and text.

The representative landscape shots share a page, with the 1950 photographs positioned above the 1980 ones. The new pictures are identified by the same designation introduced by Stewart. The arrangement of the photographs and their clarity allow for easy recognition of comparisons and contrasts. The descriptions for each set of photographs have been held to a single page. As one might expect, the authors concentrate on pointing out and explaining any apparent and not so apparent changes.

The book ends with a number of pertinent "reflections," among them important points based on the analysis of historically different landscape impressions. First, there has been less change during the thirty years than one might have expected, and, second, the American landscape remains as diverse as ever. *U.S. 40*, both the old and the new versions, is essential reading for anyone who wants to look beyond the unique and who has a real love for the American landscape.

One might argue that the authors of the present *U.S. 40* should have gone beyond the site selection system used by Stewart

(i.e., too much emphasis on historical sites in the East), but this was not their objective. Had they done so, in fact, it would have lessened the importance of the book. One can only hope that similar efforts to present visual and verbal descriptions of routes across the United States will be forthcoming. A motorized public weaned and raised on interstates must learn to “see” America again in a way many have never seen it before.

Ohio University, Athens

Hubert G.H. Wilhelm

The Making of the Mayor: Chicago, 1983. Edited by Melvin G. Holli and Paul M. Green. (Grand Rapids, Mich.: William B. Eerdmans Publishing Company, 1984. Pp. xvii, 172. Notes, illustrations, tables, charts, figures, index. \$13.95.)

Chicago is a political town in which important developments are dissected by analysts who rush to their typewriters even before the last deal is cut. This is a high-risk business. Fortunately, Melvin G. Holli and Paul M. Green were undaunted, and in *The Making of the Mayor: Chicago, 1983*, they have produced a stimulating collection of essays that charts the rise of black political power in Chicago and the steep decline—if not the imminent death—of its famed Democratic machine.

A major strength of the volume is the outline that it provides of political decay and the explosion that was the 1983 mayoralty. Richard J. Daley emerges as a powerful but flawed leader who centralized all political authority in himself, fragmented black leadership, and so jealously guarded his power that he left no heir capable of picking up his mantle. He left instead a provocative legend that goaded and, ultimately, mocked his successors. Jane Byrne appears enigmatic. Rising as a reformer who mobilized those forces that later swept Harold Washington into City Hall, she became a self-styled successor to “Hizzoner,” turned on her former allies, embraced the staggering machine, and attacked the legend’s son as the one threat to her own reign. Harold Washington, charting a cautious path of political independence, became the beneficiary of an enlarged black electorate, persistent Democratic factionalism, and a bitter racial campaign. That campaign is the heart of the book. The unprecedented exercise of black political muscle, the battle for “lakefront liberals,” and the surprising emergence of Bernard E. Epton as a serious contender for Chicago’s top prize are recounted with great verve, and the exploitation of the race issue, by Edward R. Vrdolyak in the Democratic primary and by Epton’s professional Republican campaigners in the general election, is relentlessly exposed.