

West seems far more alive to the importance of its history than the American East, where the here-today-gone-tomorrow philosophy of the "professional" manager holds sway. Enterprises that bear some of the oldest names in New England history, for example, destroy even their most routine administrative records when they have been around five years. But few of these enterprises have spent 150 years as close to the heart of the American story as Deere & Company, and that is probably what has made the difference.

Bradley University, Peoria, Ill.

Albro Martin

Chattanooga: A Death Grip on the Confederacy. By James Lee McDonough. (Knoxville: University of Tennessee Press, 1984. Pp. xviii, 298. Illustrations, maps, notes, bibliography, index. \$19.95.)

"My God! Come and see them run!" Tom Jackson shouted to his buddies of the Sixth Indiana Volunteers (p. 202) at the climax of the unplanned and dramatic assault by the Union Army of the Cumberland that routed the Confederate army from its strong position on the crest of Missionary Ridge, east of Chattanooga. This action ended the siege of the Federal army in Chattanooga during the autumn of 1863 and gave the Union a secure base for General William T. Sherman's Atlanta Campaign and March to the Sea the following year. Thus, the capture of Missionary Ridge could be called the beginning of the end of the Confederacy.

As McDonough says in the preface, no full, documented history of the siege and important battles around Chattanooga had been published, and he has corrected this omission with a very readable account. In it he has included much previously unpublished material including officers' after-action reports and soldiers' diaries and letters. He has combined this material with reports in the *Official Records* and other published sources to write an excellent story about the siege and fighting at Chattanooga including the so-called Battle above the Clouds on Look-out Mountain.

The story includes interesting details about the indecisiveness of Confederate General Braxton Bragg and the bickering and backbiting of the Confederate high command that contributed to the ultimate Rebel defeat. McDonough did not tell of some important Union decisions that aided the victorious outcome. For example, on page 58 he tells of General Joseph Hooker's command marching from Bridgeport, Alabama, to help open

a supply line into Chattanooga, leaving the reader to wonder why and how these new troops happened to be where they were.

The book contains excellent maps showing troop positions in the various actions. The selection and quality of other illustrations are poor. Some contemporary photographs of Chattanooga, perhaps from the National Archives collection, would have made the book more interesting. Some of the seventeen full-page pictures of generals could have been omitted or reduced in size to make room for them.

The excellent text and new information included in the book make *Chattanooga* a fine addition for the libraries of Civil War students and buffs. While only scattered references are made to Indiana soldiers, some 20 percent of the regiments involved in the siege itself and in the final assault on Missionary Ridge were from Indiana; thus, the book is a part of Indiana's heritage.

Columbus, Ind.

John W. Rowell

Bonds of Enterprise: John Murray Forbes and Western Development in America's Railway Age. By John Lauritz Larson. (Cambridge, Mass.: Harvard University Press, 1984. Pp. xvii, 257. Frontispiece, maps, table, notes, notes on sources, bibliography, index. \$27.50.)

In *Bonds of Enterprise* Purdue University Professor John Lauritz Larson offers a case study of the complex process through which the development of railroads in the nineteenth century transformed the country "from a rural agrarian republic into a continental industrial nation" (p. xv). His focus is on the interaction between eastern-based financiers, builders, and operators of the new roads, represented by John Murray Forbes, and western interests, represented by Iowa farmers, merchants, and politicians.

This is an ambitious study. It begins with a description of Forbes's early experience in the China trade in the 1820s and 1830s, then traces his role in the financing and management of western railroads, chiefly the Chicago, Burlington and Quincy Railroad, until his death in 1898. In this context Larson discusses the growing confrontation between Forbes and his associates and Iowans over questions of the proper distribution of costs and benefits derived from railroad development in that state. The passage of statutes regulating Iowa railroads he describes as a necessary, but not always helpful, solution to these disputes. Throughout the book Larson emphasizes overriding themes, chief among them a growing conflict between the concepts of "free popular government and free capitalist enterprise"