

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"

(p. 197)—a conflict that resulted from the inability of Iowa communities to maintain control of their economic destinies as major railroads came to dominate state transportation patterns.

The study has its limitations. It contains a number of overstated generalizations. Connecting discussions of certain portions of Forbes's career to the major thrust of the book is sometimes difficult. At other points Larson appears to stretch to include Forbes in a consideration of issues that extend far beyond the scope of his activities. The author's description of the motives and approaches of eastern investors is far more convincing than his treatment of positions taken by farmers, merchants, and politicians in Iowa. (Protesting Iowans are often characterized as simply failing to comprehend the coming of a new economic order.)

Still, this is a useful book, worthy of review by anyone who is interested in the history of railroads, nineteenth century American economic history, or the development of government regulation in the last decades of the century. Written in a clear, if not compelling, prose, it is a good study of the process through which the development of railroads brought about fundamental changes in American attitudes and institutions.

Hanover College, Hanover, Ind.

Stanley P. Caine

The Corn Belt Route: A History of the Chicago Great Western Railroad Company. By H. Roger Grant. (DeKalb: Northern Illinois University Press, 1984. Pp. xi, 231. Illustrations, figures, maps, notes, bibliography, index. \$29.00.)

This is railroad history with a new look. H. Roger Grant and his publisher have successfully blended the corporate biography with the railfan picture book to create a pleasant, brief history of the Chicago Great Western Railroad. The story begins with four chapters tracing the early firms that made up the CGW in the late nineteenth century. Gradually from this sometimes bewildering mass of details the guiding hand of CGW founder A. B. Stickney comes into view, and the railroad takes shape. The pace of the narrative picks up in chapter five, when reorganization and new leadership give tighter focus to the firm. The remaining chapters march steadily through flush times and bad, corruption, scandal, and innovation, coming to a nostalgic end in 1968 when the CGW merged into the Chicago and Northwestern. Railroad enthusiasts and local historians (especially Iowans) will find much reward in this volume. It is rich in anecdote and railbuff detail, liberally spiced with editorial copy from period small-town presses, and lavishly illustrated. The large two-