

sale of his New Harmony property on the people he had attracted there.

There is some certainty in the belief that even the greatest man is made of common clay, particularly when the man was as egotistical and self-deceiving as Owen. Taylor's research has furnished some support for her views, most notably the conclusions of Owen's numerous critics and enemies. They are, however, only partial truths. What is missing here is any evident appreciation of the thoughts and dreams that gave men like Owen their direction and power. Contrary to its title, this book is not about "visions of harmony," nor is it a study of millenarianism in the nineteenth century or any other time. Rapp's mysticism and his vision of the Second Coming receive little notice, and there is even less attention given to Owen's not entirely fatuous hopes of creating a New Moral World from the pains and promises of the industrial revolution.

In general, Taylor's reductionism sheds only the dimmest light on the very influences that brought New Harmony into existence and gave it significance. To those who see history merely as intelligent entertainment, this book will have considerable appeal; to those who look to the past for understanding, however, it will likely yield only a marginal return. New Harmony and the visions which made it deserve something better.

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History of the Thirteenth Indiana Cavalry Regiment, 1863-1865.

By John W. Powell. (Utica, Ky.: McDowell Publications, 1987. Pp. 119. Illustrations, maps, notes, appendixes, index. Paper-bound, \$11.50.)

Organized in April, 1864, the Thirteenth Indiana Cavalry was the last cavalry regiment raised in Indiana during the Civil War. It saw action in northern Alabama, middle Tennessee, the Battle of Nashville, and the campaign to capture Mobile. The cavalymen spent their final months of service as occupation troops in Mississippi where the regiment was mustered out in November, 1865.

This history is largely a compilation of published reports describing the actions in which the Thirteenth Indiana participated. Although the author's grandfather, William Powell, was a private in the Thirteenth, the book tells little of the soldier experience. Perhaps unpublished letters or diaries were not available. One such diary of a Sergeant Albert Alyea is cited on page 104 of the appendix, but no quotations from it appear in the text. Some previously

unpublished materials from the regiment's records in the National Archives were included. Also a complete roster of enlisted men and officers appears on pages 67-98.

The Thirteenth Indiana was very active although its term of service was of shorter duration than the older Indiana cavalry regiments. The book will be a valuable addition to Indiana Civil War collections since it brings together a complete record of the unit's service and personnel.

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Iron Monuments to Distant Posterity: Indiana's Metal Bridges, 1870-1930. By James L. Cooper. With *An Evaluation of Indiana's Metal Bridges as Cultural Resources.* By Richard A. Gantz. (N.p.: Depauw University, Greencastle; Federal Highway Administration; Indiana Department of Highways; Indiana Department of Natural Resources; National Park Service, Department of the Interior, 1987. Pp. vii, 212. Illustrations, figures, inventory of bridges, notes. Paperbound, \$7.50, plus \$1.25 postage.)

In 1987 James L. Cooper of Depauw University began a history of Indiana's bridges and bridge builders while simultaneously preparing an inventory of the surviving structures. This volume summarizes the results of his labors. In Part One, "Public Policy and Private Initiative" (pp. 1-40), Cooper presents a historical overview of the role of bridges in the state's development, the economic and political issues embodied in bridge construction, and the history of Indiana's metal bridge fabricators. The section on bridge builders includes lengthy treatment of the Indiana Bridge Company and the Gary plant of the American Bridge Company along with capsule histories of eleven other Hoosier bridge companies.

The second major segment, "Designing and Fabricating the Hoosier Heritage" (pp. 41-109), delineates the types of metal bridges surviving within the state, including truss, arch, girder, suspension, cantilever, and movable spans. Cooper describes the design characteristics of each type of metal bridge as well as the history of each metal bridge type in Indiana. Most of this segment concerns truss bridges, easily the dominant form of metal bridge construction.

Part Three, "An Inventory of Metal Spans" (pp. 110-201), consists of capsule listings of 1,700 surviving metal bridges built before 1930. The listings are arranged by county and include the following information: the bridge number assigned by the state or