

Politicians from neighboring states will find much "ammunition" in this book to use in urging potential businesses to settle in their state and to avoid Kentucky, as politics in the Blue Grass state is a history of bitterness, dissension, and missed opportunities.

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Class Conflict and Cultural Consensus: The Making of a Mass Consumer Society in Flint, Michigan. By Ronald Edsforth. (New Brunswick, N. J.: Rutgers University Press, 1987. Pp. xvi, 294. Figures, notes, selected bibliography, index. Clothbound, \$40.00; paperbound, \$12.00.)

In this book Ronald Edsforth provides an account of Flint automobile workers in the twentieth century. Although the title speaks of "cultural consensus" and of the "making of a mass consumer society," in fact the author has little to say about these intriguing but vague topics. This is not surprising since the forces shaping a cultural consensus and a mass consumer society have been more national than local in origin and focus. A case study approach yields relatively little where such large and fuzzy abstractions are concerned. The author does present a narrative that combines the development of Flint's automobile industry and work force with an account of a few short-lived attempts to establish a radical political presence in the city.

The story begins with the General Motors Corporation and William C. Durant. From the automobile industry's early days through the 1920s the work force quiescently submitted to the manufacturer's domination of the factories. There is little evidence of class consciousness or conflict. For practical purposes labor organizations did not exist, and a brief socialist political movement prior to World War I left no lasting impression. The Great Depression generated class feeling and produced the organization of the United Automobile Workers in Flint as in other automobile manufacturing centers. Also important were the efforts of the American Federation of Labor and the surge forward of the Congress of Industrial Organizations, which climaxed in the great sit-down strike of 1936-1937. Political radicalism made little headway among the rank and file as Democrats such as President Franklin D. Roosevelt and Governor Frank Murphy captured the political loyalty of most workers.

In the final chapters Edsforth traces the decline of class feeling among the workers, attributing much of it to Walter P. Reuther, president of the UAW after 1946. Some historians may believe that

the turn toward a more stable, less contentious union stemmed more from pressures within the ranks than Edsforth allows.

Although the outlines of this story are familiar to automobile industry historians, Edsforth is the first writer to provide a consecutive, detailed account of Flint workers. Hampered by a paucity of primary materials for the years prior to the Great Depression, the author makes good use of the more extensive documentation that accompanied and resulted from the establishment of the UAW in Flint and the emergence of the industry's workers from the shadows of a company town into the brighter and warmer sunlight of a union city.

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Crown and Calumet: British-Indian Relations, 1783-1815. By Colin G. Calloway. (Norman: University of Oklahoma Press, 1987. Pp. xiv, 345. Illustrations, maps, notes, bibliography, index. \$21.95.)

Crown and Calumet is a wide-ranging inquiry into the symbiotic relationship that endured for three decades during which Britons and Indians shared an antagonism toward the infant United States and its people. Although Colin G. Calloway's alliterative title implies a narrative covering the policies and activities of both parties in this frontier partnership, his interests do not lie in events and their explanation. Rather, his concerns revolve around the attitudes and perceptions of both Britons and Indians and upon the circumstances that characterized their interplay. Consequently, between introductory and concluding surveys of the situations in 1783 and in 1815, he organizes his materials into nine topical chapters that examine cultural impressions, commercial interchanges, and military collaborations from both British and Indian vantages. Each chapter presents many related generalizations, each supported by brief examples drawn randomly from all the years under consideration and from across all North America west of the Appalachians.

While touching upon myriad components of Anglo-Indian involvement, Calloway focuses on the two overriding concerns of both parties—namely military and commercial. After 1783, as he reiterates repeatedly, "Britons and Indians found themselves bound by a common fear of American expansion and a joint determination to protect the fur-bearing wilderness from the land hungry settlers of the young Republic" (p. 6). Calloway sees their relationship as balanced precariously on three boundaries: the international borders between British, Spanish, and American possessions; the changing lines between American settlement and Indian lands; and the cul-