Onuf places great importance upon the process that assigned the future northwestern states their boundaries. The Ordinance and Congress imposed shapes and self-images for each new community. These boundaries created specific political universes, and thus brought diverse groups of frontiersmen into conflict or cooperation. The size and number of northwestern territories reflected both sectional competition between North and South, and the eastern goal of creating stable, populous frontier states that would not be numerous enough to dominate the national government. Since Congress itself created the boundaries, and later revised several, northwesterners could not feel as strongly committed to states' rights or local government as their southern counterparts.

Onuf also emphasizes the degree to which settlers saw the Ordinance as an immutable form of higher law, similar to the Constitution. Many pioneers resented the temporary loss of their full political rights, and looked to the Ordinance process to guarantee future self-government. Yet Congress could and did change its terms. Northwest political groups also tried to change the Ordinance, seeking favorable new boundaries or different statehood procedures. The slavery issue focused heavily upon the Ordinance. Many settlers in Indiana and Illinois hoped that adopting a slavery system would stimulate rapid settlement. Others opposed these people and referred to the enduring Ordinance to bolster antislavery arguments. Both Indiana and Illinois eventually rejected formal slavery. Onuf suggests that the framers of the Ordinance worried more about boundaries and governmental processes than about slavery. Yet Civil War Unionists praised them as apostles of liberty.

Peter Onuf brings political and constitutional history together in Statehood and Union and illustrates the importance of the Ordinance in shaping the Northwest. His work should be read by all early national historians.

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“A city of rooted landmarks and changing faces,” M.W. Newman's phrase in the foreword, gets at the essence of this large volume. The book addresses those who would like to know more about their city and suggests a series of driving tours through its neighborhoods. Each of the fifteen chapters has two parts: a brief history
or description of various neighborhoods in a particular section of the city, followed by detailed instructions for taking an automobile tour of the area. The illustrations, which are the best part of the work, also divide into two types: old pictures in the history section and current photographs in the tour guide.

The present work invites comparison with several other recent books which use historical spectacles to look at the city as an artifact. Like Ira J. Bach's pathbreaking *Chicago on Foot* (1969 and several subsequent editions), *Chicago: City of Neighborhoods* is a celebration of the city. Both publications take readers on a few favorite pathways through the metropolis and then provide background information, graphic aids, and specific "points to notice" to make the tours meaningful. The earlier book focused on great architecture and the urban core. The latter one is interested in neighborhood landmarks and directs the reader to the lakefront and the canal corridor. Its Loop and South Side historical sections often closely parallel the text of *Chicago: A Historical Guide to the Neighborhoods: The Loop and South Side* (1979) by Glen E. Holt and Dominic A. Pacyga, but the more recent volume treats additional neighborhoods and adds the tour feature. The 1979 volume, however, was more concerned with conceptual themes and has a more complete bibliography. Ron Grossman's *Guide to Chicago Neighborhoods* (1981) is much briefer in outline and more restricted in scope. It is based on the premise that one must walk the streets to get the flavor of the neighborhood. The present volume, on the other hand, takes advantage of the automobile to take a more extensive look at the metropolis.

It is therefore ironic that the book itself says so little about the impact of the automobile on the city and its neighborhoods. Its selective coverage—only about a third or a fourth of the city's geographical extent is treated—omits neighborhoods built to accommodate cars and trucks. One searches almost in vain to find a picture of a garage, a driveway, a parking lot, a service station, or an expressway. The impressive thing to many observers driving through the "old neighborhoods" is to note how they are adapting to a suburban style of life. As new schools, shopping centers, factories, and housing developments replace old segments of the streetcar city, Chicago seems to be taking life off the street and adopting a suburban look.

The authors indicate at many places in the text that they are aware of the continuing transformation of the city and its neighborhoods, but the book seems stuck in a nostalgic past rather than highlighting contemporary changes. An eighteen-page index with approximately 2,500 separate entries summarizes the book's strengths and weaknesses. It is the great key to the huge volume of information packed into this compendium. O'Hare Airport is mentioned once, on page 12, in passing. The "Saint columns," on
the other hand, lists almost 200 separate churches, many discussed on six or seven different pages. A lot of interesting local details can be located by using the index. But there is no entry for the Chicago Public Schools.

One suspects that future historians will use this view of neighborhoods as a key source when discussing how Chicago tried to come to terms with change in the 1980s. The task facing the present generation is a large one and needs a whole series of books to give it guidance. Chicago: City of Neighborhoods has many virtues and much to tell, but other books with different visions are needed as well.

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An exhibit guide surpasses its exhibit in value or outlives it in utility only rarely. Such is surely the case, however, with this little volume of essays brought together in celebration of the bicentennial of the Northwest Ordinance. The Ohio University project to which the exhibit and guide owe their existence has provided an opportunity for some of the best scholars in the history of education to focus their attentions on a rather narrow slice of the field. The result is a book which begins to redress the traditional overemphasis on educational developments along the eastern seaboard and which sets out a framework for further research on education in the North Central region.

The collection explores the balance point between the influence of the established states, particularly as it was exercised through the Ordinance, and the power of the settlers themselves in shaping the institutions of the new states carved out of the region. The introductory essay points at this with the argument that the authors of the Ordinance embodied in it a particular vision of civic polity, albeit one which left considerable room for local determination. Essays by David Tyack and Carl Kaestle carry the theme forward. Tyack stresses the role of the common schools in articulating and disseminating "Republican values," which in turn, set a framework for institution-building generally, but he suggests that the schools themselves were more an outcome of state action than of a settled federal policy. Kaestle, too, places more stress on local initiative and action in school establishment, arguing that the land