

Fort St. Joseph, supplemented by other prime sources. It was a "fascinating" job for Peyser, and it is very interesting for readers who usually approach the period through English sources.

Peyser's editing is thorough and conscientious. He does not gush about the romance of it all, nor does he slant materials in the too familiar manner of racial partisanship. His objectivity is especially plain in the documents regarding the Fox Wars that comprise about a fifth of the total. After carefully showing that Governor General Beaharnois "was attempting to secure New France, assure its economy, and maintain his own position," Peyser concludes that "Beaharnois's treatment of the Foxes is a dark chapter in the history of French and Indian relations in colonial North America" (pp. 132, 133). Peyser's French did not "embrace" the Indians.

For a reader there is a lesson on strategy in the different fates of the Foxes and the farther south Chickasaws. French troops and allied Indians stood between the Foxes and their Iroquois allies, blocking access to firearms and reinforcements, so that the Foxes suffered almost total massacre. For the Chickasaws, however, English South Carolinians provided arms and other help. When the French launched a campaign to repeat their Fox triumph, "Bienville's forces were cut to pieces by their enemy's crossfire, planned and directed by the English" (p. 160).

Except for such indirect references to English colonials, they remain unnoticed until George Washington appears. It should be repeated that the book's contents are not only French, but almost entirely official French. If there is a serious fault, it lies in the lack of attention to *coureurs de bois* and those other Frenchmen who did "embrace" the Indians, the missionaries, and métis.

Appendixes contain useful and otherwise hard-to-find data: chronologically listed officials and Jesuit missionaries; terms for money; and equivalents for weights and measures current at the time.

FRANCIS JENNINGS, senior research fellow at the Newberry Library, Chicago, is the author of *The Founders of America* (1992).

"Yours for the Revolution": The Appeal to Reason, 1895–1922. Edited by John Graham. (Lincoln: University of Nebraska Press, 1990. Pp. xii, 332. Illustrations, notes, index. \$45.00.)

Given Indiana's generally conservative reputation, it is ironic that the Hoosier state has played a significant role in the history of American socialism. Eugene V. Debs and Robert Dale Owen are well known, but the more obscure Julius Augustus Wayland of Versailles, Indiana, founder of the *Appeal to Reason*, the premier socialist newspaper in the United States, is arguably just as influ-

ential. Upon converting to socialism, Wayland launched the *Coming Nation* in 1893. Published in Greensburg, Indiana, and boasting over 60,000 readers, the *Coming Nation* constituted “the most widely circulated socialist newspaper in America” (p. 3). Eventually, Wayland left Indiana for Kansas City, created the more renowned *Appeal to Reason* in 1895, then reestablished the paper in Girard, Kansas, where it weathered a number of internal and external challenges, including Wayland’s suicide in 1912. The paper finally ceased publication in 1922, the result of government repression and factionalism within the socialist movement.

John Graham, editor of “*Yours for the Revolution*,” admirably captures the history and spirit of the *Appeal*, one of the most lively and savagely irreverent, yet earnest and profound, newspapers in the history of the United States. This collection of essays, editorials, and cartoons not only documents the history of the *Appeal* but also chronicles the fortunes of the Socialist party, Wayland, and many who were intimately connected with the paper.

Imposing order on diverse material gleaned from a newspaper that ran for almost thirty years is a daunting task, but Graham’s editorial skills are considerable. In an engaging introductory essay, he details the history of the *Appeal* and its symbiotic relationship with the Socialist party. Then, by wisely classifying the material thematically into seven units, he is better able to illuminate ideas, personalities, and events that might otherwise be obscured in a strictly chronological arrangement or in a traditional narrative history of the paper. These thematic units include various aspects of socialist political philosophy, economic and social justice issues, the nature of radical poetry and fiction—Upton Sinclair’s *The Jungle* was first serialized in the *Appeal*—and the divisive effects of World War I on the socialist movement. When focusing on these themes, Graham skillfully juxtaposes the writings of the famous—Eugene Debs, Jack London, Helen Keller, and Sinclair—with a multitude of unknown but equally devout socialists, many of whom wrote poignantly about the conditions of the working class and the promise of the Socialist party. Graham also deserves praise for including a number of graphic artists in his collection, especially the acerbic and witty Ryan Walker whose single-panel art work and his exceptionally funny “Henry Dubb” cartoon strip are well represented.

Clearly, Graham is a first-rate editor and superb writer. One may quibble with his notion that an anti-capitalist working class has been “ignored” in our “standard history texts” (p. x) and in our “selectively written national history” (p. 1), especially in light of recent historiographical trends where inarticulate, anonymous Americans have been the subjects of significant studies. Despite his claims, Graham has provided an enormous service by bringing

the *Appeal to Reason* and its Hoosier founder to the attention of what one hopes will be a wider audience.

STEPHEN L. COX is the senior historian at Conner Prairie, Noblesville, Indiana. At one time he served as editorial assistant on the Eugene Debs Papers at Indiana State University, Terre Haute.

Indiana Railroad: The Magic Interurban. By George K. Bradley. (Chicago: Central Electric Railfans Association, 1991. Pp. 224. Illustrations, maps, appendixes, bibliography. \$55.00.)

The electric interurban, once the backbone nationally of short distance travel, shouted its last hurrah in Indiana. As systems rapidly disappeared elsewhere, most surviving Hoosier lines gathered under the umbrella of the newly created Indiana Railroad, which breathed a few more years of life into a dying industry.

George K. Bradley, an experienced interurban writer, describes not only how Indiana Railroad operated but why it appeared. Its roots revert to a utility empire that controlled scattered electric rail and power properties through a holding company, ultimately named Midland United, headed by Samuel Insull of Chicago. Efforts to merge Insull properties had been unsuccessful until 1930 when Indiana's two largest interurban systems, Union Traction and later Terre Haute, Indianapolis and Eastern, were purchased at receiver's sales and slipped into an available corporate shell. Management of three existing properties was added. At 800 miles, the system became the country's largest.

Misreading the developing impact of the private automobile, Indiana Railroad immediately pruned weak lines and boldly ordered thirty-five high speed, one man cars, hoping to cut costs and improve ridership. But it was not enough, and in 1933 Indiana Railroad slipped into receivership. The receiver was a surprise, politically motivated appointment—Bowman V. Elder, a non-railroad man. Bradley considers this fortunate because Elder fought tenaciously to keep the system operating, something that a railroad-oriented receiver might not have done.

Within four years the system had become marginally profitable, but a 1937 strike called to enforce excessive wage demands was, according to Elder, "the final straw that broke the camel's back" (p. 124). The court ordered dissolution but relented under pressure of a belated employee petition. From this weakened position, the course was all downhill. More lines were abandoned each year as management, sometimes substituting buses, fought a stubborn rear guard action. The last lines were abandoned in January, 1941, although one survived eight months longer under a sister company.

Bradley's book also describes twelve Indiana Railroad city operations and three freight lines that outlived the system. A compli-