

careers of such pioneers as Harry Daugherty (the Hoosier Veneer Company), John Nye Roberts (Roberts and Strack Veneer Company), and Charles W. Talge and George O. Worland (Evansville Veneer and Lumber Company). He shows how such individuals were not only successful managers of their own firms (although Daugherty almost lost his business during the Great Depression) but were also knowledgeable technologists. Several members of the Hoosier hardwood industry's leadership became influential in the affairs of the industry's trade associations, too.

To his credit, Callahan has done a tremendous amount of research for the book. He has examined company records, published materials from the industry press, and conducted over seventy interviews with prominent individuals in the industry. He has also examined government publications which relate to the regulation of the industry. He presents virtually an encyclopedic account of the fine hardwood veneer industry. The reviewer should add a note of caution, however. Callahan's book is not for the general reader, including the Hoosier general reader. People who are familiar with the American fine hardwood veneer industry will find a great deal of useful information in the book. Other readers, however, will find themselves overwhelmed with the amount of specialized information that Callahan presents. Still, this book adds a great deal to the knowledge of an industry in which Hoosier business leaders have played a prominent role.

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Crossings: The Great Transatlantic Migrations, 1870–1914. By Walter Nugent. (Bloomington: Indiana University Press, 1992. Pp. xvi, 234. Maps, tables, illustrations, notes, bibliography, index. \$29.95.)

"Descriptive synthesis" is probably the best term to describe Walter Nugent's new book on the Great Transatlantic Migrations. The primary purpose of the book is to go outside and beyond the traditional national treatments of immigration and emigration and "pull together in one place the main contours of population change in the Atlantic region during the 1870–1914 period" (p. 3). The book focuses on the Atlantic World, viewing the Atlantic as a great highway that in this period bound together, as never before, the distant shores of Europe and the Americas through the unprecedented migrations of tens of millions of people. Nugent takes a comparative look at the experiences of more than a dozen countries that were major participants as donors or recipients (sometimes both) of transatlantic migrants. He asks two important questions: whether the American (U.S.) experience was exceptional

and whether some kind of explanatory theory of modernization can be applied to this period of exceptional international migration. The answer to both questions is negative. Nugent finds little in the American experience that differs from that of other Atlantic World countries, aside from an abundance of available agricultural land, and he finds various notions of modernization too vague to be helpful in synthesizing the migration experience.

Crossings is organized into three sections. The first describes the Atlantic World of the late nineteenth century, with special emphasis on its overall demographic and migrational features. The second treats emigration in each of the major donor countries and regions of Europe—Britain (England-Wales and Scotland), Ireland, Scandinavia, the German Empire, Austria-Hungary and Russia, Italy, and Iberia. The third examines the four major receiving nations—Argentina, Brazil, Canada, and the United States. Each of the national treatments takes the form of an essay that sums up facts from the best and most recent migration studies, provides basic statistical data, and notes differences and similarities with other national experiences.

Nugent's book is valuable for its grand perspective. While the notion that the distinction between emigration and immigration is artificial and that the migration experience is best seen as international and transatlantic has been around for some time, few have tried to write migration history on this scale. At the same time, its ambitiousness can cause it to be less than satisfying. It is a grand synthesis, and as such it can pay only limited attention to detail. Thus the regional specialist, like this reviewer, may appreciate the larger effort but find the short essay (*i.e.*, all of Britain in five pages, all of Scandinavia in eight pages) on his or her particular nation or region of interest to be wanting. An interesting feature is the large number of original maps by the historical geographer, Norman Pounds, many of which are useful.

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Homes in the Heartland: Balloon Frame Farmhouses of the Upper Midwest, 1850–1920. By Fred W. Peterson. (Lawrence: University Press of Kansas, 1992. Pp. xi, 296. Illustrations, figures, table, notes, selected bibliography, index. \$35.00.)

It would be difficult to overestimate the importance of balloon frame construction, which revolutionized building technology and facilitated settlement of the Midwest from the 1850s on. For a period of seventy years, it was practically the only way to construct farmhouses in the region. Subject to the availability of