the ethnic complexities of this land and show how individuals and peoples bridged cultural worlds. They portray the wide range of political, military, family, and business activities that constituted daily life and demonstrate that scholars can learn about the past through both documents and archaeological evidence.

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On the drizzly morning of July 24, 1915, 2,501 persons swarmed aboard the excursion steamship Eastland tied up at a wharf in the Chicago River. Suddenly the ship capsized. Eight hundred forty-four passengers drowned.

In analyzing the Great Lakes' most costly marine disaster, and Chicago's greatest of any kind, George W. Hilton meticulously traces the history of the Eastland from its construction in 1903 through the litigation that followed the catastrophe. He claims to be the first qualified researcher to investigate the disaster seriously and adds that he is mystified by this scholarly neglect (p. ix). As a result of his research, Hilton demolishes many myths: that the ship capsized because too many passengers rushed to the same side simultaneously, that it had foundered on underwater obstructions and overturned as a tugboat pulled it from the dock, and that water had rushed into open portholes.

The book's subtitle, Legacy of the Titanic, concisely sums up Hilton's conclusions, and the author makes a strong case that the disaster resulted from the rigid requirements of Robert M. La Follette's Seamen's Act, which was passed during the illogical and emotional "boats for all" movement following the sinking of the Titanic in 1912. Hilton's research shows that the Eastland was top heavy from the time of its construction and that it almost capsized near South Haven, Michigan, in 1904. Later it listed dangerous in Cleveland, Ohio, and at Chicago. The Seamen's Act compounded the problem by forcing the addition of lifeboats and life rafts. This requirement, Hilton contends, reduced the ship's metacentric height—a measure of transverse stability—to a negative figure when the boat was loaded. The method of filling ballast tanks also is questioned.

The disaster should have been no surprise. A catastrophe of this type had been predicted as the fate of some undesignated vessel during congressional hearings on the La Follette bill. The Chica-
go Tribune later wrote that “what was expected and predicted happened.”

Criminal action against the owners, operators, and ranking crew members predictably followed the Eastland’s sinking. Federal charges were assigned to Judge Kenesaw Mountain Landis, a Logansport native and former Marion attorney. After reassignment another court found no probable cause that a conspiracy took place and declared the defendants not guilty. Civil suits yielded limited damages, and they dragged on for nearly twenty-one years until the United States Supreme Court refused to hear an appeal. Meanwhile, the Eastland’s hulk was sold for use as a naval training vessel and was renamed the Wilmette.

Hilton’s investigation is done in great depth and makes a fundamental contribution to marine history, but his book is not for light bedtime reading. Although the work is necessarily complicated and involved, one does question whether or not the heavy use of nautical terms could have been simplified. A list that identifies fifty-five major actors in the cast is helpful, but a glossary of nautical terms would have been similarly valuable.

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The opening years of the twentieth century witnessed both the dramatic expansion of the American labor movement following the devastating depression of the mid-1890s and the rise of a concerted employer counteroffensive against unionization. Ideological opposition to union work rules, wage rates, and sympathetic strikes and advocacy of employers’ unfettered right to manage was cultivated by, and anchored in, a number of organizations, including the National Association of Manufacturers, the American Anti-Boycott Association, and the National Erectors’ Association (NEA). Walter Drew, slighted or ignored in industrial relations historiography, was a leading open shop zealot and, Sidney Fine suggests, the movement’s most important figure. He is the hero of Fine’s laudatory biographical account and quasi-institutional history of the NEA.

Walter Drew dedicated his life to combating unions and spreading the open shop gospel. The Michigan-born lawyer had formed his negative opinions of organized labor by the early twentieth century, and apparently nothing over the next half century prompted any serious reevaluation of his position. Indeed, Drew, the “true believer” (p. 206), emerges in these pages as an intellectually dull figure; from the start of his career to his retirement, he played a one-note