

tory will appreciate its inclusion of all of Indiana, as well as the scope that a broader, national perspective contributes.

The volume also convincingly links Indiana's educational past with its present. The final chapters approach the present with topics that are very much a part of current educational consciousness, dramatizing the continuity of struggle over educational policy throughout Indiana's history. While historians of education might wish for yet more critical analyses, this book succeeds well on its own terms and will richly reward readers of both Indiana and educational history.

KATHLEEN A. MURPHEY, associate professor of education at Indiana University-Purdue University, Fort Wayne, teaches social foundations courses and researches educational history, especially of teachers and teaching. Her article, "Schooling, Teaching, and Change in Nineteenth-Century Fort Wayne, Indiana," appeared in the *Indiana Magazine of History*, XCIV (March 1998).

Artistry and Ingenuity in Artificial Stone: Indiana's Concrete Bridges, 1900-1942. By James L. Cooper. (Greencastle, Ind.: Historic Bridge Books, 1997. Pp. viii, 280. Illustrations, notes. Paperbound, \$19.95, plus \$3.00 postage. Order from Historic Bridge Books, Asbury Hall, DePauw University, Greencastle, IN 46135.)

This is an extraordinarily valuable study of Indiana's, and to some extent the nation's, concrete bridges. Although the subtitle indicates an early twentieth-century focus, the book in effect begins with the Chicago World's Fair of 1893 and explores the influence of its magnificent White City upon subsequent architectural and engineering designs before delving into the main theme. As a result, *Artistry and Ingenuity* is not only a comprehensive analysis of bridge-building in Indiana during the first four decades of this century but also a history of bridge engineering and engineers, of transportation systems, and of related developments, such as the City Beautiful and Good Roads movements and the governmental bureaucracies, both state and federal, involved in highway construction. All this is told within the framework of the fierce battles waged between architects and bridge-design engineers, who won the first battle, and then between empirically minded engineers and the "federal state alliance" of government engineers, who generally prevailed during the Great Depression and afterwards.

The engineers' approach to bridge-building was best articulated by bridge and structural engineer H. G. Tyrrell, who found beauty in simplicity and called for selecting "the most artistic form consistent with economy" (p. 71). This approach was practiced with a vengeance by Indiana's Daniel B. Luten, the enigmatic, self-styled "Designing Engineer," once a professor of engineering at Purdue University, who designed and built, often through his own companies here and in other states, about 12,000 remarkable bridges using the new mate-

rial of the time—reinforced concrete—in daring and imaginative ways. Over the years Luten's nemesis was Thomas H. McDonald, the long-time head of the Office of Public Roads based in Washington, D.C., who defended the more traditional, sometimes redundant structures built by the government. Indeed, an excellent chapter in the book is "an imagined debate" between Luten and McDonald on the proposition that "State Highway Commission Control of Public Bridge Design Best Promotes the General Welfare" (pp. 100-106).

With this book Cooper has reaffirmed and solidified his standing as the preeminent scholar of Indiana bridges. *Artistry and Ingenuity* is a worthy companion to his previous study, *Iron Monuments to Distant Posterity: Indiana's Metal Bridges, 1870-1930* (1987). Deeply philosophical as well as painstakingly detailed and technical, the book is not without flaws. Although the writing is occasionally lyrical and the author at times whimsical in his chapter titles and captions to the generally superb photographs, Cooper's self-published book unfortunately suffers from the lack of an experienced copy editor to catch mechanical errors, a few misspellings, and an infrequent opaque phrase. Nevertheless, I can strongly recommend the book and support the author's wish that his more than two decades of work on "Indiana's historic bridges" will help preserve at least some of them. Shockingly, more than 60 percent of the bridges listed in the metal bridges book inventory are no longer extant. Let us hope that a similar fate does not await the bridges inventoried here, county by county, in the book's final pages.

RALPH D. GRAY, professor emeritus of history at Indiana University-Purdue University, Indianapolis, is the author of *Public Ports for Indiana: A History of the Indiana Port Commission* (1998). He is now at work on a history of IUPUI.

Middletown Jews: The Tenuous Survival of an American Jewish Community. Edited by Dan Rottenberg. (Bloomington: Indiana University Press, 1997. Pp. xxxiv, 142. Illustrations, bibliography. Clothbound, \$19.95; paperbound, \$14.95.)

In their classic sociological studies of Muncie, Indiana, *Middletown* (1929) and *Middletown in Transition* (1937), Robert and Helen Merrell Lynd referred briefly to a tiny community of Jews, "so small as to be numerically negligible" (quoted on p. vii). In 1979 Martin D. Schwartz, a Muncie businessman and long-time resident, asked two Ball State University professors, Warren Vander Hill and Dwight W. Hoover, to undertake an oral history of the city's older Jews in order to provide more substance than the Lynds' light, almost superficial, treatment. Dan Rottenberg, a Philadelphia-based journalist who was once associated with the Portland (Indiana) *Commercial-Review*, edited nineteen of these interviews, and the result is this fascinating group of recollections by some small-city Indiana Jews.