Leonard follows the implementation of these ideas in Illinois through the 1820s and 1830s. As historians have long observed, political parties were slow in coming to Illinois. Advocates of party organization, such as Elias Kent Kane and William Kinney, made little headway in the late 1820s and early 1830s. Where political independence was admired and self-nomination usual, many citizens feared that party elites would use nominating conventions to wrest political power from the people. National party direction, too, threatened to undermine the political independence of Illinois' representatives. As a result, party organization was piecemeal. By 1835-1836, party advocates argued that the popular will was best expressed through a more comprehensive organization linking local and national conventions, though such ideas still met with opposition. By the late 1830s, economic issues informed constitutional arguments. The Democratic and Whig parties also gained greater coherence, the result of a "reluctant evolution of political practices that activists only dared justify on pragmatic grounds" (p. 174). Democrats continued to argue that their party represented "the majority of the people," while Whigs asserted that they defended "individual political judgment" (p. 174).

Leonard's study of the debates over the party advocates' constitutional rationale for political organization has yielded interesting results. The political men who struggled with their doubts about the appropriate role of parties in a republic viewed them as more than electoral machines; their goal was a right understanding of the Constitution, not a two-party system. In questioning "the idea of a party system," Leonard has moved away from the scholarly interest of the past several decades in party affiliation based on ethnocultural and religious background, or on reaction to the growth of a market economy, and toward an understanding of why Americans accepted mass parties as the solution to their political concerns.

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_The Lincoln Memorial and American Life_
By Christopher A. Thomas

One of the great icons dominating the nation's capital, the Lincoln Memorial assumes an aura of timelessness and inevitability. Yet as Christopher Thomas asserts in his multilayered study, _The Lincoln Memorial and American Life_, nothing could be further from the truth. Reversing the
process suggested on the cover—which shows the famous Daniel Chester French statue of Lincoln in process of completion, with an arm and the head still to be joined to the body—Thomas deconstructs this seemingly impenetrable monument. In the process, he reveals both the physical and the ideological underpinnings of the final product. If such an approach reveals imperfections in a hallowed structure, Thomas argues, it can nonetheless prove "liberating and socially healing" (p. xxii).

Nothing about the memorial, in fact, was inevitable—not its placement, not its form, and certainly not its design. Conceived initially by post-war Radical Republicans as a monument to Union victory and the abolition of slavery, the statue commissioned in 1867 would have placed Lincoln at the apex of a tower made up of grateful freedmen as well as abolitionists, Union generals, and other supporters. By the time Congress finally authorized a memorial in the early twentieth century, an entirely different set of values dictated the project. Anticipating the trajectory described by David Blight's important study, Race and Reunion (2001), Thomas describes how North and South reconciled around a version of history that omitted the contentious issue of slavery. In the hands of the genteel twentieth-century Republicans who supported the memorial's proposed site at the eastern terminus of the McMillan Commission's 1902 plan for Washington's core, Lincoln represented union, not victory. Every effort should be made, argued commission member and architect Charles McKim, to make the man transcend his worldly origins.

It took another decade to realize the McMillan Commission's hopes for the memorial, and the outcome was anything but certain. Thomas details the memorial's triumph, first, over a concerted effort to commemorate Lincoln through construction of a memorial highway to Gettysburg, and then, over considerable political as well as construction obstacles—the latter possibly described in greater detail than the general reader will appreciate. Although the larger theme of the monument's relationship to shifting social and political values is sometimes lost in favor of architectural and building detail, Thomas has done a marvelous job of compiling both a written and visual record of this important commemorative process. His discussion of the contest between architects Henry Bacon and his ultimately unsuccessful rival John Russell Pope, for instance, goes beyond anything yet written on the subject.

Thomas is well versed in the literature of collective memory, and he makes his own contribution by showing how memorials shaped to evade divisive issues, such as slavery, can subsequently be reshaped under the influence of popular sentiment. Where the press covering the memorial's dedication in 1920 failed to report either the critical remarks of the one African American speaker or his relegation to a segregated seating area, that changed with the 1963 March on
WASHINGTON, D.C. Since then, Thomas argues, the memorial has been inescapably associated with the cause of inclusion; through that association, past imperfections in civic culture are remembered when they once were forgotten.

To the modern viewer, Washington appears written in stone, its monuments to great leaders and events standing as apparently immutable testimony to triumphs of national will. Thomas's book reminds readers that our history is more complicated. Behind every commemoration lies a complex and often contested pathway to completion. Thomas has made us think not just about a singular structure, but about the processes that produce public memorials; in so doing, he has helped us appreciate how collective memory is shaped.


The Record-Setting Trips By Auto from Coast to Coast, 1909–1916
By Curt McConnell
(Stanford, Calif.: Stanford University Press, 2003. Pp. ix, 326. Illustrations, tables, appendix, notes, index. $60.00.)

In this work, automobile historian Curt McConnell explores what he calls the “the automobile's age of acceptance” by tracing a series of eight pioneering coast-to-coast journeys that took place between 1908 and World War I (p. 3).

Each of the trips chronicled had a specific purpose. The thirty-one-day journey undertaken in 1908 by seasoned racing driver Frank X. Zerbis, Private Malcolm E. Parrott, and Lieutenant B. B. Rosenthal had the ostensible goal of carrying a military dispatch from New York to San Francisco to demonstrate the potential strategic importance of the automobile to the army. A 1910 trip between the same two cities in an REO automobile was undertaken both to set a transcontinental speed record (ten days) and to boost REO's sales. The objective of a 1911 caravan of autoists “whose combined net worth was estimated at 100 million” (p. 70) was to be the first group of amateur drivers to motor literally from ocean to ocean. They began by edging their fleet of Premier autos into the waves at Atlantic City, then reversed course across the continent while making many publicity stops along the way—including one in Premier's home city of Indianapolis—before finally splashing their ve-