

facturing companies, are treated sketchily.

The book's main defect is its lack of footnotes or endnotes. In the introduction to the appendices, the authors state, "as any researcher knows, when digging into the distant past, conflicting information is often found, making it nearly impossible to determine the true facts" (p. 101). Unfortunately, they neither clarify how they resolved conflicts nor provide their readers a road map—in the form of appropriate documentation—to find those conflicts and be able to reach their own conclusions. Anyone whose interest is piqued by a particular quotation or statistic receives little guidance about reading or researching further, other than to try to choose likely sources from the extensive bibliography and cover ground presumably already covered by the authors. In addition, where the authors cite specific archival or manuscript collections in the references, they provide no date, series title, box number, or other standard citation details.

It is also unclear what criteria the authors used in deciding which photographs to reproduce in the text and

which to place in the chapter titled "Photo Album." One example of the confusion this causes: The University of Illinois "test car" is described and its exterior illustrated on page 27, but its interior is not pictured until page 97, as part of the "Photo Album." Many other photographs are placed seemingly at random, with no corresponding references in the text.

The primary value of this book, then, is the information in the "Appendix," which is divided into four sections: Table 1, "Roster of Cars Made by the Jewett Car Company"; Table 2, "Surviving Jewett Lot Lists"; Table 3, "Cost Information"; and a fourth titled "Research Data on Cars Manufactured by the Jewett Car Company, 1893-1919." These lists are invaluable to transit aficionados, owners of surviving Jewett cars, and those researching the economic history of car production.

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Chicago Aviation
An Illustrated History

By David M. Young

(De Kalb: Northern Illinois University Press, 2003. Pp. ix, 254. Illustrations, maps, tables, appendices, notes, select bibliography, index. \$39.95.)

David Young puts aviation in its place in his newest illustrated history,

Chicago Aviation. The author uses many of the organizational strategies

typical of aviation writing—retelling “old-timers” stories, revealing the relevance of local aviation organizations, digesting for the reader the significance of federal regulations in the business of carrying the mail and building airlines—to show how Chicago became an “[a]irport to a nation” (p. 133). This local aviation history, however, expands the genre. Young explains how the geography, the existing transportation infrastructure, and capital resources of Chicago and its environs affected the development of aviation in the city, and he explicates the city’s importance to the history of the national transportation system.

Young documents the role of balloonists and private citizens, such as Wright brothers’ mentor Octave Chanute, in developing Chicagoans’ aeronautical awareness at the turn of the century. In the years following the Wright brothers’ famous flights at Kitty Hawk, North Carolina, Chicago’s most aviation-minded people aimed to turn their city into an international center of aeronautical activity. Air shows sponsored by the Aero Club of Illinois, established in 1910, brought flyers from all over the world to a city famed for its railroad and manufacturing industries. Club members, many of them wealthy and influential Chicago-based businessmen as well as pilots, developed the city’s first airports. The combination of the Club’s advocacy and monetary contributions made Chicago the hub of nine out of thirty-four contract air

mail routes awarded by the U. S. Post Office between 1925 and 1930. By the mid-1930s, airline corporations had usurped the Aero Club’s role as arbiter of public relations. Young’s chapter on air safety provides a rare look at how the fledgling airlines spent capital downplaying their accidents while railroad passenger services, already in decline, attempted to use this bad news to their advantage. The innovation of the jet airplane pushed the railroad passenger business further to the side and overcrowded Chicago’s two main airports.

Chicago Aviation expands on Young’s previous work, co-written with historian Neal Callahan, *To Fill the Skies with Commerce* (1981) and draws heavily from that book. The last chapters of *Chicago Aviation*, however, provide new information about the life and death of airports and airlines, and about the effects of this cycle on Chicago. These chapters will be of particular interest to *Indiana Magazine of History* readers. Historically, Chicago and its suburban and exurban areas have played a significant role in the cultural geography of Michigan, Wisconsin, and Indiana, and Young shows how aviation strengthened Chicago’s already established radius of influence. The success of commercial airlines, however, may eventually end Illinois’ near-century-long grip on aeronautical leadership in the area. The last section of the book discusses the controversial problem of “The Third Airport.” More than seventy years

ago, aviation advocates in Detroit, Michigan, failed to win the air mail routes which were crucial, as Young argues, to making a city part of the permanent infrastructure of commercial aviation. In the twenty-first century, Gary, Indiana, may win its bid to host the Chicago area's next large-scale airport.

Chicago Aviation's narrative, and not its images, is the book's strength. Images reproduced from private and

well-known archives do not particularly illuminate or develop the author's points. The reproduction is often grainy, and the details mentioned in the accompanying captions are indeterminable.

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The Treatment

The Story of Those Who Died in the Cincinnati Radiation Tests

By Martha Stephens

(Durham, N. C.: Duke University Press, 2002. Pp. xxi, 349. Illustrations, appendices, notes, sources, index. \$29.95.)

This is the story of experimental radiation procedures designed by the radiology group at the University of Cincinnati Medical School and used on about ninety seriously ill cancer patients from 1960 to 1972. Patients tended to be poor, and sixty percent were African American. All died, most before the term indicated by regular diagnosis. They were human subjects in one of a series of more than 4,000 such experiments funded by the Department of Defense, the National Institutes of Health, and other federal agencies.

Martha Stephens divides her account into three sections: discovery and public knowledge of the hitherto semi-secret experiments; case studies of selected families; and legal issues and trial. Stephens learned of

the radiation experiments about the time they were being concluded, in 1974. As a member of the Junior Faculty Associates at the university, she began her investigations because she felt that "what had happened . . . touched me directly" (p. 8). "It seemed to me then," she writes, "and it seems to me now, that we had become a secret slaughterhouse, a secret death camp" (pp. 8-9). Her horror and outrage inform the whole book. The author does not offer a history of whole-body radiation, nor an analysis of oncology from the 1970s onward. There is no broad perspective.

In the early cold war period restrictions upon human subject scientific experiments were fluid. The subjects of these experiments were