

was not the only thinker trying to square an apparent circle by securing both union and liberty. (Indeed, this was ultimately the basis of a successful electoral coalition.) Like Lincoln, Stephen Douglas sought to occupy the crucial middle ground between fiery abolitionists and fire-eating secessionists. But while Douglas believed that slavery's fate in the Union could be resolved without recourse to moral considerations, Lincoln considered morality essential to the resolution—an assertion that he shared, perhaps ironically, with some pro-slavery theorists. Lincoln also possessed an exceptionally supple ability to reason his way into right making might, all the while realizing the necessity to persuade even bitter opponents of the efficacy of his view—and actually doing so, something that began to happen even before his death.

While not technically a work of history, this book nevertheless affords a notably succinct and intellectually nuanced survey of the intellectual landscape of the quarter-century before 1865. Part of the University of Missouri's "Shades of Blue and Gray" Civil War series, it succeeds in its mission to address scholar and buff alike, even if it could not easily be described as light reading. One finishes the book amazed, yet again, by the clarity and compassion of Lincoln's vision, and it is Schneider's accomplishment that he brings this truism to life anew.

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Livestock Hotels
America's Historic Stockyards
 By J'Nell L. Pate

(Fort Worth, Tex.: Texas Christian University Press, 2005. Pp. xiv, 225. Illustrations, maps, appendix, notes, glossary, bibliography, index. \$29.95.)

One of the first things I learned in graduate school was the difference between works of history and antiquarian studies. The former asked larger, interpretive questions of the material, while the later studied a single narrow topic for its own sake. This exceptionally modest monograph is

most definitely a piece of antiquarianism.

Stock yards, though no longer a part of the American landscape, once played a vital role in providing the nation's foodstuffs. The facilities operated next to, yet separate from, the great packing houses, and provided

acres of pens to hold the animals that arrived by rail, there to be brokered, traded, and slaughtered.

The author provides a brief overview of the industry, chronicling the rise and fall of this business method for handling meat. She then devotes most of the work to a survey of the nation's stockyards, providing brief descriptions of all the major facilities. Each of these 3-6-page case studies follows the same format, describing the founding of the yard and the choice of its location, presenting statistics on output at its height, and then detailing reasons for and the timing of its demise. Two dozen yards are so chronicled, including the one in Indianapolis, which receives the standard treatment.

This book suffers from a number of shortcomings, not the least of which is its modest vision. The discussion of the fundamental period of stockyard creation and dominance takes only seven pages and provides little sense of the changes—especially the revolution in work process—that created this industry. Only seven pages treat Chicago's Union Stock-Yards, and while the author mentions the businessmen who created and ran these operations, she mentions nothing of the Prince family, the key figures behind the development of the Chicago pens and their operation until their finale in the late twentieth century.

While the author draws on a few worthwhile interviews, she makes little use of primary sources, and

demonstrates at times only a cursory reading of the secondary literature. Her discussion of Chicago, for example, depends entirely on older sources; she wisely discusses the 1919 strike, but makes no reference to the critical article on this subject by Dominic Pacyga.

Other omissions mark the text, most notably the lives of the workers. A few personal stories enliven the manuscript, but the human beings that appear are usually (although not always) the entrepreneurs who built the yards, rather than the men who worked in them.

The author also neglects to discuss the reuse of these massive facilities, many of which have been turned into industrial parks. Her discussion of the Ft. Worth operation reveals that it has been turned into a western theme park for tourists, a tantalizing notion and symbolic of why the broader notion of redevelopment is worth further study.

Finally, the work occasionally lapses into old-fashioned language that is questionable in a scholarly work. At various times we read about "Anglo-Saxon ideas of free enterprise" (p. 15), and of how the cattle drive "burst on the scene with all its color and romance" (p. 21).

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