

Although professional historians will find this concise volume provocative, perhaps it will be even more so to undergraduates and general readers. Newspaper and magazine writers and editors wanting good background copy regarding American presidents and presidential politics can reap a good harvest from *White House Images & Realities*.

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*Economic Regulation of the Motor Trucking Industry by the States.*

By Donald V. Harper. *Illinois Studies in the Social Sciences*, Volume 43. (Urbana: University of Illinois Press, 1959. Table of cases cited, bibliography, index. Paperbound, \$4.00; cloth, \$5.00.)

This recent volume of the *Illinois Studies in the Social Sciences* series attempts to fill the gap in research concerning the economic regulation of the motor trucking industry. The objective of the study as stated by the author is to describe and compare policies practiced by the states in the regulation of the for-hire trucking business. A related goal is comparison of state regulation of the industry with regulation at the federal level.

Harper develops his subject matter under six broad headings: characteristics of motor trucking, development of state economic regulation of motor truck transportation, the scope of regulatory authority, control over entry into the motor trucking field, regulation of motor truck rates, and control of motor truck service and leasing equipment. The early sections concerning the characteristics of the industry, the conditions which gave rise to regulation, and the development of state regulation are well-written and soundly annotated.

For the substance of his book, the author chose to conduct a study of the regulatory policies of a core group of seven selected states (California, Illinois, New York, Ohio, Pennsylvania, Washington, and Wisconsin). General treatment, however, is also given to the administrative statutes of other regulating states. Harper's venture into discussion of states other than those of immediate concern to the study is, perhaps, one of the minor defects of his volume. For example, a detailed comparison of regulatory policies under four statutes and seven separate categories in California with the various policies of the six remaining core states contributes enough confusing detail without including an examination of the policies of still other regulating states as well. Moreover, the treatment of the secondary states presents the reader with an unclassified listing of the statutes and decisions which has no apparent overall purpose.

Harper's survey of state control over entry into the for-hire trucking field and his study of methods used by selected states for regulation of motor truck rates and service provide a good analysis of the problems and policies of state control over the industry. Suitable charts set forth the economic characteristics of the growth of state regulation.

The thirty-three pages of "Summary and Conclusions" appear almost as a separate study or a "boiled down" version of the volume. There is a great amount of repetition and reiteration. Paragraphs on

pages 149 and 150, for example, are restated verbatim on pages 266 and 267; the material on page 185 is repeated on page 268. Other illustrations can be cited. While repetition and review may be valuable for memory training and retention, its validity in a monograph of this type is questionable. These pages could have been more profitably utilized by the author in a comprehensive evaluation of the rationale of state regulation. A discussion of the results of economic regulation of motor trucking is confined to one page (p. 271).

The book is especially useful for its treatment of the relationship between federal and state motor-carrier regulation. There is, however, no discussion of the constitutional aspects of regulation or of cases before the Supreme Court of the United States which delineated the boundaries between intrastate and interstate commerce and led to the enactment of the Motor Carrier Act of 1935.

Harper has collected and analyzed recent material concerning state policies in the economic regulation of the motor trucking industry. The volume contains information not available elsewhere, and therefore fills, in part, the gap in scholarship pertaining to economic regulation by the states of an important segment of the American economy.

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*A Selective Bibliography of Important Books, Pamphlets, and Broad-sides Relating to Michigan History.* By Albert Harry Greenly. (Lunenburg, Vt.: Stinehour Press, 1958. Pp. xvii, 165. Illustrations, index. \$25.00.)

Mr. Greenly's bibliography, to quote Howard Peckham's comment in the Introduction, is "a rarity among bibliographies: it can be read." Beginning appropriately with Samuel Champlain's *Des Sauvages* and closing with Louis C. Karpinski's invaluable *Bibliography of the Printed Maps of Michigan, 1804-1880*, this selected bibliography has one hundred and twenty-five numbered entries. Some entries, however, list several items, while in other instances more than one edition is described. The arrangement is generally chronological and the listings are mainly of books published before or during Michigan's pioneer period.

Though not intended to be all-inclusive, Greenly's bibliography lists important books regarding exploration and discovery, Indian wars, accounts of English and other travelers, narratives of Indian captivity, laws and codes of law, the War of 1812, Detroit and other cities, Indian life, early history, science and mineral resources, pine forests, the automobile industry, etc. Often Greenly tells something of how the books came to be written, their general content and viewpoint, their reliability or lack of it, where books (if rare) are preserved, and miscellaneous comments which have as much variety and as many choice morsels as the best of Smorgasbord feasts. Full-page reproductions of title pages of various volumes add useful information and greatly increase the pleasure of reading this bibliography.

Greenly himself notes (p. 79) that early printing in Michigan is covered in Douglas C. McMurtrie's *Early Printing in Michigan, with a Bibliography of the Issues of the Michigan Press, 1796-1850* (1931).