the great medical center it is today.” The study is a solid one, fully documented, constituting in Dr. Shryock’s opinion the most thorough analysis of the medical experience of an American city that has thus far been made.

That a degree of discord between the writer and the sponsoring group came to exist may be presumed from the “Statement” introduced by the Committee on Medical History of the Chicago Medical Society. After averring that the author was given freedom to tell the story in his own way, the members proceed to say: “Frankly, this Committee disagrees with some of Dr. Bonner’s conclusions and his appraisal of some of the personalities and events that made medical history in Chicago.” “A layman,” they explain, “may not always appreciate the power that some esoteric factors such as the Code of Medical Ethics have on the lives of members of the medical profession.”

This is the difference of viewpoint to be expected between those seeing medicine from the inside and those viewing it from without. The great merit of the work lies in the very circumstance that by playing down the personal aspects of medical history a record is achieved which turns out to be more or less typical of the course of medical development in the metropolitan center. The illustrations are few and in two instances none too happily chosen. The style is that commonly found in factual exposition, neither particularly pedestrian nor especially stimulating.

Medicine in Chicago should appeal both to the general reader and to the physician. For Indianians the study has significance as a notable contribution to the socio-cultural and medical development of the Midwest.

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William DePrez Inlow


This report of research done in 1953-1954 under a grant from the Committee of 100 of South Bend and Mishawaka describes the manufacturing structure and pattern of the area at that time and appraises them in the light of the research tools of the urban geographer. Its purposes are: to provide
the residents of the area with a basis for better understanding of manufacturing, the major economic aspect of their community; to provide institutions and organizations within the area a basis for understanding their objectives and problems within a broad perspective; to provide outside institutions and organizations similar information; and to contribute to an understanding of the economic development of cities.

The basic sources include published materials, unpublished reports and papers, personal interviews, a special Manufacturers' Inquiry or questionnaire, and field maps made by the department of geography, University of Chicago. The statistical units of study were those delimited by the Bureau of the Census: the South Bend Standard Metropolitan Area (St. Joseph County, Indiana); the South Bend Urbanized Area (South Bend, Mishawaka, Osceola, Roseland, and the adjacent peripheral built-up areas); the city of South Bend; and the city of Mishawaka.

The study primarily describes the structure of manufacturing and employment and also the geographic and locational pattern of plants and transportation facilities within the area as of 1953. Historical data were used for only limited aspects of the study, the major part of which is concerned only with the current picture of manufacturing and its related aspects.

Historical background, however, is sketched for the growth of population and transportation facilities. The location and growth of South Bend was partly the result of its location at the portage between the St. Joseph and Kankakee rivers. South Bend was a natural converging point for trails and early roads intersecting the river. Rail connections east and west came as early as 1851 and the south by 1855.

The rapid growth of the South Bend urbanized area since 1939 is explained in terms of its locational advantages in relation to the national market for manufactured goods and to sources of manufacturing parts, sub-assemblies, and partially processed materials. Studies of urban geographers are cited to show that South Bend is located within the area of highest potential manufacturing sales and the belt of lowest transportation costs. This favorable location is cited as the primary basis for potential industrial growth.

Also discussed are the physical pattern of urban growth; the locational pattern of manufacturing areas; the major
types of economic activities furnishing employment; the major types of manufacturing activity by census categories; the ownership of firms; the markets served; estimates of labor productivity; the seasonality of production and employment; the age, sex, and skill of the population and the labor force; transportation agencies used; the sources of supplies and raw materials; and the extent of union organization and labor problems for the last ten years. Special attention is given to the degree of specialization or non-diversification within manufacturing employment and its economic consequences and to the role of the eight major manufacturers who together used 80 per cent of the area's manufacturing employment. The final chapter describes efforts currently being made to plan community development and industrial growth in the area in terms of both expansion and diversification.

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