The book is, indeed, made up of "cultural splenetics." Yet, incredible as it may seem, the term "intemperate professor" is not meant to apply to the author but to his opponents in the debate. Perhaps it should be applied to both sides. The "Academy" never was temperate, and to assert that it was (p. 6) is to ignore much of its history. In the first part, Kirk asserts his belief that academic freedom protects the radical professor more than it protects the conservative one. This reviewer does not believe that such is or should be the case. Both, if competent, should be secure. It seems worth noting that the book was published by the press of a state university, the kind of institution of higher learning that its author condemns most stridently.

*Duke University*  
William H. Cartwright


Tennessee has numerous historic sites which annually attract many visitors. This book presents a history of fifteen of these sites. In its preface the editors indicate that a companion volume dealing with the remaining sites may be published several years hence.

Certainly the publication of this book represents a commendable cooperation between the Tennessee Historical Commission and the Tennessee Historical Society. For the past several years each issue of the *Tennessee Historical Quarterly*, a publication of the latter organization, has contained an article on a historical landmark. In addition to telling how a particular site was acquired and restored, each article gives appropriate historical and biographical data. Fifteen of these articles comprise this volume, which has been published jointly by the two historical organizations named above.

While the title suggests a book designed primarily for popular consumption, the content contains information for the academician as well. Most of the articles are liberally footnoted giving ample indication of scholarly research. Some of the articles contain data which have been garnered from collections of private letters and from archival sources not readily available to the average person. They not only give the work an aura of respectability but set it apart from the brochures which inaccurately present the history of so many of our historic sites today.

Numerous illustrations make the book especially attractive. In addition to sixty black and white photographs there are fifteen artist's sketches which accompanied the articles when they originally appeared in the *Tennessee Historical Quarterly*. The fact that the high cost of colored photographs probably precluded their use does not prevent one from speculating upon the added attractiveness of such a medium.

Like most collections of articles this volume suffers from the unevenness that inevitably accompanies diverse literary styles. Even more disconcerting is the arrangement of the series in alphabetical order. Having determined the specific historic sites to be presented in this
as well as its projected companion volume, the editors might have used
a chronological approach to greater advantage. Not only would this
method have supplied a desirable degree of continuity and cohesiveness
to the various articles, but also it would have taken cognizance of the
fact that many readers who are not too well acquainted with the history
of Tennessee need some logical form of orientation.

Although the book contains a table of contents, it is not sufficiently
detailed to compensate for the lack of an index. The listing of proper
names in an index would have been most helpful to the casual reader.
Perhaps the editors felt that the illustrated map on the inside covers
obviated the necessity for such a tool.

Despite these minor criticisms Landmarks of Tennessee History
represents a worthwhile contribution to historical literature. Anyone
contemplating a tour of the Volunteer State should find his visit
greatly enhanced by a perusal of this volume.

Ball State University

Richard H. Caldemeyer

The American Automobile: A Brief History. By John B. Rae. (Chi-
tions, tables, maps, suggested reading, index. $5.95.)

The goal of the Chicago History of American Civilization series is
to provide brief but authoritative studies of significant epochs and im-
portant topics in American history. Surely the story of the automobile
deserved a place in the series, and now, in Professor Rae, it has found
a worthy chronicler. Although less interpretative than other volumes
in the same series, this one is thoughtfully structured, well-balanced,
concisely written, and highly readable. It is in short, the best one vol-
ume history of the automotive industry available and a valuable addi-
tion to the Chicago series.

The words automotive industry, however, deserve to be emphasized.
Connoisseurs of vintage cars, racing enthusiasts, engineers, stylists, and
automotive buffs in general will probably find little here to interest
them. Rae, who is professor of economic history at Harvey Mudd Col-
lege, is concerned with the business enterprise which grew up around
the automobile. His book is primarily the story of how and why the
horseless carriage became the largest manufacturing industry in the
nation.

In many ways this book is a sequel to the author’s American Auto-
mobile Manufacturers (Philadelphia, 1969), which traced the growth of
the industry from its beginning to the mid-1930’s. The first one hundred
twenty pages are a skillful condensation of the most significant por-
tions of the earlier book, the remaining one hundred fifteen pages a
model survey of the industry since the New Deal. Because the industry
had solved most of its technological, production, and distribution prob-
lems by the 1930’s, there is less emphasis on these topics in the latter
half of the book and more emphasis upon the automobile’s influence
in American life. The chapters on the rise of industrial unionism pre-