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 goal of the Chicago History of American Civilization series is to provide brief but authoritative studies of significant epochs and important 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 volume history of the automotive industry available and a valuable addition 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 College, 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 Automobile Manufacturers (Philadelphia, 1959), 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 portions 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 problems 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-
sent an exemplary synthesis of information available only in much longer, more detailed, and less readable works. The discussion of federal assistance to highway construction programs brings together in very brief fashion all the major pieces of federal legislation since 1916.

According to the author the history of the automotive industry is divided into roughly three periods. The first, from 1893 to 1921, was one of experimentation and growing sophistication in the garage, and, despite Ford's dominance after 1915, one of reasonably healthy competition in the marketplace. The major problems were those of technology and production; they were solved by the invention of the electric starter which assured the triumph of the gasoline engine over its competitors and the perfection of the assembly line which ushered in the age of mass production. The second period, from 1921 to 1945, witnessed the maturing of the industry. The Depression of 1920-1921 hit the leaders hard and forced many of the newer and smaller companies out of the business. After the shake-up General Motors emerged stronger than ever, Chrysler Corporation appeared as a strong contender, and the Ford Motor Company began its gradual decline. By 1929 the trend toward oligopoly was evident; the Great Depression and World War II only strengthened the tendency. Within the industry planned obsolescence was introduced to combat the competition from used cars, techniques of distribution were greatly improved, and the rise of the UAW necessitated far-ranging changes in management-labor relations. Since 1945 Rae finds few major innovations within the industry. The outstanding features in the automotive world have been in highway construction and design and the explosion of suburbia, both the results of increased automobile usage.

The only unsatisfactory portion of this book is the discussion of social change engendered by the automobile. Here, it seems to me, the author has been content merely to catalogue the obvious and sometimes to overstate the role of the automobile in the sweeping social changes so obvious in our times. Happily, this is a small failing in an otherwise informative and valuable book.

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_Book Reviews_

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*Idol of the West: The Fabulous Career of Rollin Mallory Daggett*.
by Francis Phelps Weisenburger. (Syracuse, N.Y.: Syracuse University Press, 1965. Pp. ix, 220. Illustrations, notes, selected bibliography, index. $6.95.)

Here is a good book and a fascinating yarn. Written by an eminent American historian, it offers in about two hundred tightly packed pages a biography of a lesser figure worth our acquaintance, a vivid experience in the Gold Rush to California, an exciting record of mining-boom days in the mountain regions of California and Nevada, and a thrilling account of the lusty, reckless, swaggering, sensuous crew of artists who built a literature out of the "magnificent, grand rocks" and the wild, rampant urban frontier of the Far West.