

Pullman: An Experiment in Industrial Order and Community Planning, 1880-1930. By Stanley Buder. *Urban Life in America* Series. Edited by Richard C. Wade. (New York: Oxford University Press, 1967. Pp. xii, 263. Illustrations, tables, note on sources, notes, index. \$7.50.)

Pullman, Illinois, is identified as the site of the Pullman Palace Car "Company town," where George M. Pullman precipitated an infamous strike by lowering the wages of his workers in 1894. Professor Buder views the town of Pullman as an experiment in community planning.

In his introduction the author states that "Pullman was obsessed with the need for system" and was convinced that "social reform and good business practices were complementary" (p. xi). Buder illustrates his first statement by describing in detail the genius of Pullman as a young Chicago engineer who in 1855 planned and directed the raising intact of a number of multiple story brick buildings four to seven feet above their original ground level and then three years later turned his attention to designing a better sleeper car. George Pullman believed "that Americans would gladly pay for quality" (p. 20). He successfully proved his point in business but not in community social planning.

Pullman was convinced that he could design a model community which would develop stability and contentment among his employees and protect his company from labor unrest. Buder presents a graphic description of the systematic building of the industry and the community, which included 1,753 dwelling units and every type of business necessary for a comfortable middle class society. The author states that it still had all the characteristics of a company town which denied the workers self-government and home ownership.

Four years after the Pullman strike in 1894, the company received a court order to sell all land and holdings except those used specifically by the industry. By 1930 all buildings and houses were sold and one half were owner occupied. Buder describes the problems of the community from 1898 to 1930, but unfortunately this era is discussed in less detail than the building period. The author concludes that the stability which Pullman sought was not realized and further states that "George Pullman's own conviction that the interests of business and community were identical and that the businessman was competent to determine both was refuted by his town's experience" (p. 230).

Buder offers a valuable and well written new approach to the study of Pullman, Illinois, although basically he presents few new facts or sources, especially concerning the strike, beyond the works of Almont Lindsey's *The Pullman Strike* (1942) and William Carwardine's *The Pullman Strike* (1894). Other than a few minor statements which the reviewer thought required footnotes and the author did not, the work is well documented. It is an excellent contribution to the study of urban life in America.

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