

the role of whites, especially white racism. There are some factual errors. A conspicuous example is an incident in Chicago in 1916 in which Synnestvedt pictures Paul Lawrence Dunbar (who died in 1906) as the victim of white harassment when he moved into a white neighborhood. This is a badly garbled version of an incident described by Arna Bontemps and Jack Conroy as having happened to a man who was an admirer of Dunbar's poems.

Synnestvedt makes no pretense of objectivity. He writes with the purpose of not merely informing but of arousing the conscience of white Americans. Students and the general reader should find the book provocative. There is a useful bibliographical essay. One hopes that the book will contribute to achieving the objective for which it was written.

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How the U. S. Cavalry Saved Our National Parks. By H. Duane Hampton. (Bloomington: Indiana University Press, 1971. Pp. 246. Illustrations, map, bibliography, notes, index. \$8.95.)

Coupled together, cavalry and national parks are today contradictory, almost like mixing napalm and chaparral. Yet the contemporary, peace loving ecologist who reads H. Duane Hampton's able study will find that it was indeed the disciplined policing by the United States cavalry which saved what are today the Yosemite, Sequoia, and General Grant parks. Certainly the pollution conscious contemporary will be surprised at how genuine was the threat of rubbish accumulation, extinction of wild life, and sheer vandalism that occurred in these sanctuaries before the military moved in.

Yellowstone has just celebrated its centennial as America's first national park. In 1872 this Wyoming wonderland had not long enjoyed such status before a United States army officer reported: "The ornamental work about the crater and the pools had been broken and defaced in the most prominent places . . . The visitors prowled about with shovel and ax, chopping and hacking and prying up great pieces . . ." (pp. 40-41). By the early 1880s the westward push of the Northern Pacific Railroad swelled the ever mounting number of Yellowstone tourists. The resultant pillage and wanton contempt for nature horrified General Philip Sheridan and others who cared. By 1886 the United States cavalry found itself assigned the policeman's role. As had been the army's fate before, this duty fell to the military because of congressional parsimony and because no other branch of the government could do the job. The army did not retire from this duty until 1918; at that time civilian hands, today's Na-

tional Park Service, assumed the reins of responsibility. Naturalist John Muir summed up the army's service: "Blessings on Uncle Sam's soldiers. They have done the job well, and every pine tree is waving its arms for joy" (p. 190).

Historian Hampton has carefully researched and written a piece of western history which has heretofore been overlooked. Whenever today's social or natural scientist reports on America's ecological past, historical objectivity is frequently flawed by the author's intense feelings about the environmental crisis. Happily Hampton's narrative is no polemic. Some will wish he had given more attention to the Gilded Age matrix that first preserved Yellowstone and its California counterparts and then so callously threatened them. An extensive and accurate bibliography will provide help for those wanting to study this aspect of the subject further.

In his epilogue Hampton is not afraid to remind his readers that the struggle to preserve the wilderness remains; in truth, the odds in the environmental battle may have worsened. "The future of conservation may be in greater danger today than it was then. For now, the interested public risks being lulled into complacency by reassuring statements from the White House, the Secretary of the Interior, and major industrial concerns . . . and the ever-present personal greed of individuals all point[s] toward more and larger threats to the existence of an inviolate National Park system" (p. 188). Given this reviewer's pessimism, one must wonder not if, but when, the military will be required to return to the duty it left in 1918.

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Railroads and the Granger Laws. By George H. Miller. (Madison: The University of Wisconsin Press, 1971. Pp. xi, 296. Maps, notes, table of cases, bibliographical essay, index. \$12.50.)

Arguing that the impact of the rise of the interstate railroad system in the antebellum political economy is best understood through a study of the Granger laws, Miller focuses upon the politico-legal history of the enactment of these regulatory measures in the upper Mississippi Valley between 1871 and 1874. Drawing upon the massive amount of secondary information already available, coupled with extensive utilization of primary sources such as the papers and reports of various interest groups, state and railroad archives, and local newspapers, the author has produced an impressively documented, solid, scholarly study.

As a result of an in depth analysis of the Granger agitation and legislation in Illinois, Iowa, Minnesota, and Wisconsin, Miller con-