

and the figure on land sales is too large by 100 per cent. Except in the periods from 1816-1819 and 1834-1837 it was only in rare cases that the government received more than the minimum price for its land. The creation of the forest reserves did not take "place only under the presidency of Theodore Roosevelt." Withdrawals under Harrison were 13,053,440 acres, not "some 13,000 acres" (p. 146), and other extensive withdrawals were made by Presidents Grover Cleveland and William McKinley. Neither land purchased for national forests under the Weeks Act nor land "put into national parks" was generally "taken out of agriculture" (p. 219). It is hardly correct to say in this more sophisticated day that "under consumption" and the low wage levels of workers were responsible for low farm commodity prices from 1920 to 1933. The land grants for the transcontinental railroads are given as double what they actually were. Schlebecker misnames the Stock Raising Homestead Act and surely is wrong in calling it the "most popular homestead law" (p. 208).

Cornell University, Ithaca, New York Paul W. Gates

Rich Harvest: A History of the Grange, 1867-1900. By D. Sven Nordin. (Jackson: University Press of Mississippi, 1974. Pp. ix, 273. Notes, tables, bibliography, index. \$12.00.)

More than sixty years ago Solon J. Buck published the traditional, interpretive study, *The Granger Movement*, on the post-Civil War wave of agrarian discontent. Since that time Buck's assumptions and conclusions have been challenged by other historians including George E. Miller and Gabriel Kolko. Disagreeing with Buck, Miller and Kolko argue convincingly that farmers contributed little to the state and federal regulation of United States railroads. Miller asserts that in most states regulation of railroads was sponsored by local businessmen who were being threatened by discriminatory railroad rates. Kolko shows that federal regulation was preferred by railroads over state laws to remedy injurious competition or arbitrary regulation by states. D. Sven Nordin accepts Miller's and Kolko's conclusions and advances the thesis that the Patrons of Husbandry, or the Grange, "was primarily a social and educational fraternity for farmers and their families rather than a medium for political and economic activities" (p. viii).

Nordin distinguishes between the first and second granger movements. The first movement dates from 1867 to 1880 with the peak membership reaching 761,273 in 1875 when Missouri, Indiana, Ohio, Kentucky, and Iowa possessed the greatest number of members. The second movement extends after 1880 with far fewer members but with greater relative strength in the eastern region of the nation. Regardless of when farmers joined the organization, they expected, "economic, social, and educational improvements to result from their membership in the Grange" (p. 42). Organized in 1867 by Oliver Hudson Kelley, William Saunders, and others, the Patrons of Husbandry was based upon elaborate secret rituals. Kelley and his cofounders, however, quickly realized that it would take more than ritualism to attract agrarians to their organization and dedicated themselves to dealing with the problems of rural America which was being challenged by industrialism and urbanism.

More intensively than Buck, Nordin devotes his study to the grangers' nonpolitical activities. He finds that state and local granges involved themselves in bringing better education to the rural population. Vocational agriculture, compulsory school attendance laws, longer school terms, rural high schools, and curricula more compatible with farmers' needs were advocated. The Grange also "played a powerful, positive role in the development of land-grant" universities (p. 83). While the patrons admitted that there were economic advantages derived from the buying and selling of goods through granger operated cooperatives, the Grange, nevertheless, was primarily a social institution which promoted a sense of unity and fellowship among its members. Politics, especially partisan politics, were eschewed by Grange leaders who tried to eliminate partisanship from their programs, denouncing "almost every dissident move aimed at forwarding either parties or would-be office seekers" (p. 183). Nordin, therefore, devotes only one chapter to the relationship of the Grange to the enactment of state and federal regulation of communications and railroads.

Research for this volume is remarkably complete. The author has examined the wide range of personal and organizational manuscripts, public and private primary documents, and pertinent contemporary scholarship. He took the time, for example, to read eighty-four granger newspapers and

magazines from which he acquired much information about the activities of state and local grangers. Nordin's book supplements other studies and presents the "full program" of the Grange from 1867 to 1900.

Purdue University, West Lafayette Donald J. Berthrong

A Most Unique Machine: The Michigan Origins of the American Automobile Industry. By George S. May. ([Grand Rapids]: William B. Eerdmans Publishing Company, 1975. Pp. 408. Illustrations, bibliographical essay, notes, index. \$9.95.)

This volume is a most welcome addition to the growing literature about the earliest years of the American automobile industry. Professor May is an authority on Michigan as well as on automotive history, and he offers here the first monographic results of his thorough research into the murky, often muddied waters of Michigan's pre-Model T, pre-General Motors automobile history. Writing with an assurance born of intimate association with the primary and secondary sources, both the well known and the obscure, May challenges many of the conventional interpretations about the industry and its leading figures. He offers instead a demythologized account of the complex origins of automobile manufacturing in Michigan from the mid-1890s to approximately 1910.

Despite the fact that biographies for many of the automotive pioneers in and around the Motor City have been published, the story of the industry's true origins has remained unclear and incomplete. May has performed a valuable service in reexamining the record and synthesizing previously untapped original sources with the standard secondary works, thereby presenting a fresh, broad ranging narrative. He carefully picks his way along a path strewn with the wreckages of many unsuccessful manufacturing ventures, adding to the information available on such diverse topics as America's first automobile race (in Chicago, 1895), the Selden patent and lawsuit, and the formation of the Association of Licensed Automobile Manufacturers, while developing the main themes of his story concerning Ransom E. Olds, Henry Ford, and William C. Durant (founder of General Motors). May has a talent for biographical vignettes and supplies cor-