

the book, engagingly written for the most part, is a veritable mine of information and doubtlessly will become the standard source on the automobile's birth and adolescence in the state that is now its primary home.

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*Black Migration: Movement North, 1900-1920.* By Florette Henri. (Garden City, N. Y.: Anchor Press/Doubleday, 1975. Pp. xi, 419. Notes, bibliography, index. \$9.95.)

The first two decades of the twentieth century were years of ever increasing movement of black people out of the South into northern urban areas. Indeed, during the years 1916-1918 this northward migration reached almost flood proportions as black populations in cities of the East and Midwest increased manifold. This huge exodus from the South, representing "simply the movement of one group of citizens trying to improve their conditions in their own country," as Robert Abbott of the *Chicago Defender* put it, greatly affected political, social, and economic developments in cities ranging in size from small ones like East St. Louis, Illinois, to metropolitan areas like New York City and Chicago. The migration even affected national policy as Congress and federal departments studied its effect upon both the North and the South.

This is the well known story which Florette Henri retells in *Black Migration*. Based almost entirely on published secondary sources, *Black Migration* adds little to an understanding of why blacks left the South or the kinds of conditions they faced in their new homes. Moreover, large sections of the book seem to have little to do with the author's avowed purpose of depicting black people as actors on their own behalf. For example, Henri devotes much space to discussion of the development of racist thought among intellectuals and academics during the period of the Great Migration, but she presents little evidence that this thought came about as a result of the northern movement of blacks. Likewise, her discussion of the period of United States involvement in World War I speaks largely of the racist attitudes of the American military toward Afro-Americans—an important point, but one that hardly developed because blacks had left the South.

Surely southern black soldiers fared no better in the military than did northern blacks. Indeed, she writes at length about the response of southern whites to the presence of black troops in their midst, but there is little comment about the attitude of northern whites toward black soldiers.

Though scholars familiar with the period will find little new in this volume, it does serve a purpose for general readers by bringing together in one place the findings of various individuals who have written on black urbanization. Non-experts can find in *Black Migration* a more generalized development of the subject than the specialized studies of Allan H. Spear, Gilbert Osofsky, and others. But even general readers and young students should consult books other than *Black Migration* on the subject of northward movement of blacks during the first twenty years of the current century.

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*Efficiency and Expansion: Foreign Trade Organization in the Wilson Administration, 1913-1921.* By Burton I. Kaufman. (Westport, Conn.: Greenwood Press, 1974. Pp. xviii, 300. Notes, tables, bibliography, index. \$12.50.)

This aptly titled volume focuses on the efforts of the Wilson administration and businessmen to develop foreign markets. More precisely, Burton I. Kaufman is interested in foreign trade organizations and the effect they had on administration programs and policies. Of particular interest in the prewar years were the extensive activities of the first secretary of commerce, William C. Redfield (a former president of the American Manufacturers' Export Association), and the establishment of the National Foreign Trade Council as spokesman for the entire business community. Efforts to expand American markets continued during the war, as was evidenced by the work of the War Trade Board and the Shipping Board. Their actions, along with those of the Federal Reserve Board, Federal Board for Vocational Education, and the Departments of the Treasury, Agriculture, and Navy represented "something of a milestone in terms of government foreign trade activity" (p. 191). In addition Congress