

unaware of the forest, its size or location. One must conclude that this work adds little to our historical understanding of this period.

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*The Plains Apache*, by John Upton Terrell. New York: Thomas Y. Crowell, 1975. pp. vii, 244. \$7.95.

John Upton Terrell has produced a very readable popular history of the twenty-two Indian tribes known collectively as the Plains Apache, a people of the Athapascan culture who at one time roamed the area from western Nebraska southward into Kansas, Colorado, Oklahoma, New Mexico, and Texas. The author presents the history of the Plains Apache from the earliest Spanish contacts in 1535 through their defeat by the Comanche, armed with muskets supplied by French traders, in the eighteenth century. Their final destruction under American rule is treated only briefly.

Unfortunately, the picture of the Plains Apache which Terrell provides is almost always that of a distant enemy glimpsed briefly over the shoulders of Spanish troops on the sporadic probing expeditions which pushed deeply but narrowly into the Apache lands. The expeditions were poorly financed and usually disastrous in their execution. Nor were the priests who accompanied them ever very successful in converting the Plains Apache to Christianity. As a result, the Spanish apparently gained little knowledge of the Apache culture, and a book like Terrell's which depends so heavily on Spanish sources can transmit only a limited understanding of the Apache way of life to the general reader.

There are, certainly, several brief but informative chapters which describe their life and their historical evolution in some detail, and the author's account of the Apache retreat before the better-armed Comanche is unusually clear. But the bulk of the narrative is about the Spanish themselves, their attempts to maintain or to reconquer a line of settlements along the very southernmost boundaries of the lands controlled by the Plains Apache or to send expeditions wandering through the Apache territory as far north as Kansas in search of the ever-mythical gold. Terrell does present a good, informal narrative of the events of each succeeding expedition, and he treats the motives of Spanish commanders and clergy in a refreshingly non-ideological manner. But the Apache are almost always on the periphery of the narrative. Perhaps it would be best to conclude that this work is not really a very good book on the Plains Apache, but that it is also not a very bad

popular history of Spanish activities in the Southwest in the sixteenth through eighteenth centuries.

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*History of the Illinois Central Railroad*, by John F. Stover. New York: Macmillan, 1975. pp. xiv, 575. \$15.00.

Many railroads played important roles in the early and rapid development of Iowa. One of these was the Illinois Central. A predecessor company, the Dubuque & Pacific, implied the commercial aspirations of certain Dubuque merchants as well as significant long-range purposes. Dreams of reaching the Pacific Ocean with these rails passed rather quickly and, indeed, so did the D&P itself. Nevertheless, the Illinois Central, its successor, ultimately completed a main line in Iowa linking Dubuque, Waterloo, Fort Dodge, and Sioux City. It also completed secondary main lines from Tara to Omaha, Nebraska, and Waterloo to Glenville, Minnesota (near Albert Lea), in addition to important branch lines from Manchester to Cedar Rapids, Cherokee to Sioux Falls, S.D., Cherokee to Onawa, and Stacyville Junction to Stacyville.

Yet these Iowa lines have been something of a contradiction for the Illinois Central. The road's name underscored its original purpose—to serve as a rail artery for central Illinois by way of a main gut built parallel to the long axis of the state with a connecting branch to Chicago. These lines were eventually extended to link Memphis and New Orleans among other aspiring southern localities. As a result, the IC became a vertical, a north-south, or as some said, a “wrong way” railroad. Its Iowa lines, to the contrary, ran the “right way”—east and west.

The record of this important company, itself nicknamed the “Main Line of Mid-America,” is told in a readable style by John F. Stover, an eminent railroad historian, in his new *History of the Illinois Central Railroad*, a volume in Macmillan's *Railroads of America* series. Especially impressive is Stover's keen talent for placing the history of the IC in proper regional and even national perspective. Also impressive is Stover's ability to integrate information gleaned from original source materials (many from the holdings of Chicago's Newberry Library) with data obtained from standard secondary sources. However, Iowa readers will be disappointed at the short shrift which Stover has given the IC's western operations. Perhaps this merely points up the difficulty in distilling the long record of a major company into a single volume. Many Iowa readers and others as well will quarrel with certain of the author's conclusions, especially his assessments of recent managements and

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