

unemployment and underemployment. As results of the Smith-Lever and Smith-Hughes acts renewed emphasis was placed on vocational training. At the same time increased agricultural mechanization was reducing opportunities for blacks. Many students objected to compulsory vocational classes which they believed endowed them with useless skills. Moreover blacks found many positions in black institutions closed to them. For example, Lincoln University in Pennsylvania continued to refuse to employ blacks as instructors or administrators. A final possible contribution to the rebellions was the new maturity of black students and professionals which demanded the same excellence from blacks as that expected from whites.

Wolters has produced a remarkable work distinguished more by its synthesis than by analysis or originality. He rehashes too much of the activities of W. E. B. DuBois. He could have been more expansive on developments at predominantly white universities. The narrative often becomes repetitive. What is designed to be a study of rebellions related to education occasionally meanders into consideration of wider developments within the black community. *The New Negro on Campus* is the first general study of dissidence by black students. Hopefully, Wolters' achievement will inspire similiar works on much larger time periods and ultimately, a comprehensive history of black education.

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*The Railroad and the City: A Technological and Urbanistic History of Cincinnati*, by Carl Condit. Columbus: Ohio State University Press, 1977. pp. xii, 335. Illustrations and index. \$15.00.

Carl Condit's studies of Chicago architecture and engineering rank among the finest contributions to the literature of urban history. Gracefully written and handsomely illustrated, they appeal to general readers as well as scholars interested in the changing physical character of American cities in the nineteenth and twentieth centuries. Condit combines an engineer's appreciation for technological innovations with a critic's eye for their aesthetic and social significance; his books teach us about the growth of cities as they entertain us with stories of the men who built them. In *The Railroad and the City*, Condit promises "to contribute a chapter to the history of railroad technology . . . in terms of its interaction with the evolution of a particular city," in this case Cincinnati. Readers of Condit's other books may be disappointed. With respect to literary style and scholarly merit, *The Railroad and the City* fails to measure up to the standard set by his previous work.

Five essays accompany an impressive collection of photographs and drawings intended to show how the railroad transformed Cincinnati's landscape from antebellum times through the 1930s. Unfortunately, the essays offer little by way of explanation. Rather than address himself directly to the "techno-

logical and urbanistic history of Cincinnati," Condit numbs the reader with nearly three-hundred pages of details on locomotive power, freight weights, and station design. The book's central idea—that "primitive" economic, legal, and municipal institutions frustrated the railroads' technological advance—emerges on page 187 in the midst of a rambling discourse on plans for terminal consolidation. The idea's relevance to the history of Cincinnati remains uncertain. *The Railroad and the City* contains an enormous amount of technical information, and for this reason will be of interest to specialists, but Condit never identifies the railroads' impact on Cincinnati and on the lives of its citizens. This is a book about trains and depots; the city serves as a backdrop for discussion of the transportation companies that interest the author.

Is Condit's title completely inappropriate? Perhaps not, considering a subtle theme that runs throughout the book. Condit is no friend of the automobile, "the most costly, inefficient, and destructive form of transportation" (page 273), whose highways have disrupted the country's urban landscape for decades. Condit argues that the railroads' capacity for freight and passenger carriage has never been tested and suggests that the resuscitation of rail transport may be the key to the revival of the American city. The problem is administrative, he writes, not technological. Preoccupied with the problems attendant to the sudden appearance of passenger cars and commercial trucks on the urban scene during the 1920s, government officials and city planners abandoned what for Condit remains the most sensible method of transport in an industrial society faced with depleted energy resources. In a sense, *The Railroad and the City* is a preservationist's plea for environmental sensitivity cast in the guise of urban history. The book's scholarly pretensions obscure a plausible idea that deserves more explicit treatment.

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The University of Iowa

*Adlai Stevenson of Illinois*, by John Bartlow Martin. Garden City, New York: Anchor Books/Doubleday, 1977, pp. ix, 828. \$6.95.

Professors and journalists think nothing of writing on a subject they are familiar with only through the documents. Their books, ponderous with evidence, fail to distinguish between the relevant and irrelevant details. John Bartlow Martin, currently professor of journalism at Northwestern knows politics as it is practiced, and he recognizes the relevant. He has served as ambassador to the Dominican Republic (1962-64). In 1952, at the beginning of Adlai Stevenson's first campaign for the presidency, Martin fell under the Stevensonian spell. During the campaign, young Martin became a member of the "Elks Club," Stevenson's speech-writing and research team. Their association continued through the years as Martin moved back and forth from academics to journalism to politics.

Martin knew Stevenson, and knew him very well. Five months after

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