

tial conservative and to discover the reasons why he rose to national prominence.

Max: A Biography of C. Maxwell Stanley, Engineer, Businessman, World Citizen, by Ros Jensen. Ames: Iowa State University Press, 1990. xii, 221 pp. Illustrations, notes, appendixes, index. \$22.95 cloth.

REVIEWED BY JOSEPH F. WALL, GRINNELL COLLEGE

The subtitle of this biography provides in capsule summary the three-part division of the life of Claude Maxwell Stanley of Muscatine, Iowa. In all three areas, Stanley was to achieve success that far transcended what could have been the narrow, parochial confines of the small-town stage he had selected as the proper setting for the roles he was driven to play out to the fullest range of his quite extraordinary talents.

Born in Corning, Iowa, on June 16, 1904, the elder son of a much decorated colonel of the famed Rainbow Division in World War I, young Stanley early showed an aptitude for and a consuming interest in civil engineering. In many respects, Stanley's life is a study in paradox. He venerated his soldier father, yet he was to spend much of his adult life in pursuit of a goal to make his father's career obsolete. An economic conservative and a staunch defender of laissez-faire, Stanley was to achieve his first financial success as an engineer in pushing rural electrification projects under New Deal auspices, and his first political victories came in his battles with private utility companies. Having achieved international success and renown as an engineering consultant, he would, much to the consternation of his brother and partner, Art Stanley, largely turn his back on Stanley Consultants, Inc. in order to promote the fortunes of the Home-O-Nize Company, which he founded in 1944 for the manufacture of household furnishings. Failing to achieve success in producing kitchen cabinets for the home, he was to win a great fortune in manufacturing furniture for the business office. A hard-headed, practical engineer with no initial interest whatsoever in the aesthetic, he would late in life become absorbed in an appreciation for African art and would assemble one of the finest collections of that genre to be found in the United States. Stanley always pushed inordinately hard in any enterprise to which he directed his attention, whether it was in getting the contract to build a diesel power plant in Liberia, in promoting the program of the World Federalist Association in the midst of the Cold War, or in acquiring a particularly fine west African ritual mask. Here was a fierce competitor who hated to lose and seldom did.

It must have been difficult to write Stanley's biography, even for so professional a journalist and writer as Ros Jensen. The straight-arrow, Eagle Scout type of man about whom there is not a whisper of scandal or even very much anecdotal humor to find with which to enliven the story always presents a challenge to the biographer. Most writers—and readers, as well—will prefer a Richard Nixon over a John Quincy Adams for consideration. Jensen has presented a fair and objective portrayal of his protagonist, but what little criticism he can offer is largely obtained by mere allusion given in passing by some of the very personal acquaintances of Stanley whom Jensen interviewed. The reader does learn that Stanley was authoritarian in his managerial style, that he did not welcome criticism from even his most trusted associates, and that he seldom admitted an error in judgment, but these are very blunted barbs.

The sharp image that does emerge from these pages, however, is that of an exceedingly able, compassionate, and effective pragmatist and idealist. "Peace with freedom and justice" was his motto, and for him this was no pious statement to be hung as stitchery on the parlor wall, but a vigorous call for action to which he responded with money and energy in establishing the Stanley Foundation. Here was an Iowan whose life made a beneficial difference to his profession and his community, which encompassed Muscatine, Iowa, the United States, and the world. His biography is a needed antidote to the poison that currently laces the concoctions offered up to us by today's business and politics.

Transportation in Iowa: A Historical Summary, by William H. Thompson. Ames: Iowa Department of Transportation, 1989. xiv, 315 pp. Illustrations, maps, tables, graphs, notes, index. \$25.00 cloth.

REVIEWED BY H. ROGER GRANT, UNIVERSITY OF AKRON

Iowa, more than some states, possesses a rich transportation heritage. For that reason the Iowa Department of Transportation commissioned William H. Thompson, a retired professor of transportation economics at Iowa State University, to chronicle this long and complex story. In encyclopedic fashion, Thompson examines pioneer roadways, river improvements, railroads (steam and electric), the good-roads movement, interstate-highway projects, and modern commercial transport, including aviation. If there is a thesis to this massive study, it is that Iowans historically have sought to shatter their isolation through improved transportation. Early on they recognized the importance of commercial agriculture and related industrial enterprises. Indeed,

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