

early life would be well-advised to turn first to the Link edition of Wilson's papers, and to use Osborn's study as a supplement to it.

Alan Havig

**THE SHADOW OF BLOOMING GROVE: WARREN G. HARDING IN HIS TIMES.** By Francis Russell. New York: McGraw-Hill Company. 1968. \$12.50.

Francis Russell has provided an exceptionally well-written, adequately researched and lively biography of one of our worst Presidents. The Harding-Carrie Phillips love letters enabled him to prove that Harding did have an illicit affair with at least one woman. As the title suggests, Russell is also absorbed with the psychological effects that an assumed Negro-blood heritage might have had on Harding.

On the debit side, Russell neglected to cite his sources fully. Too many factual errors also characterize the book. On Harry Daugherty alone, this reviewer counted seven misstatements contained on three pages. Finally, Russell seemed too preoccupied with the scandals of the 1920's to furnish a fresh and meaningful analysis of the Harding Administration.

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James N. Giglio

## foreign affairs

**THE POLITICS OF INTERVENTION: THE MILITARY OCCUPATION OF CUBA 1906-1909.** By Allan R. Millett. Columbus: Ohio State University Press. 1968. \$6.50.

Given present American frustrations over Vietnam and the Alliance for Progress, it is no surprise to find historians now turning their attention to studying earlier instances of American intervention. Allan Millett's exhaustive research into American archival and private manuscript collections here treats the first military action allowed by the Platt Amendment of 1901 and its subsequent incorporation into Cuban-American treaty law. Fully one third of the book summarizes the background in Cuba before the intervention, thus putting America's governmental decision-making into a meaningful context. Throughout, emphasis is placed on the rationale of President Roosevelt, Secretaries Root and Taft, and their civil-military advisers, to the extent that the story often takes on a narrowly official cast. Millett's failure to provide some over-all analysis of the occupation by appraising its procedures as well as substantive accomplishments and pitfalls is a serious omission to this otherwise valuable study. I trust that Millett will continue his researches into other problems of American military-diplomatic intervention. His experience with this first book will prove valuable.

University of Iowa

Lawrence E. Gelfand

**NAZI GERMANY AND THE AMERICAN HEMISPHERE: 1933-1941.** By Alton Frye. New Haven and London: Yale University Press. 1967. \$6.75.

Frye attempts to demonstrate that, contrary to the claims of the neo-revisionists, Nazi Germany sufficiently jeopardized the security of the Western Hemisphere to warrant American intervention in the European war. Basing his evidence primarily on captured files of the German Foreign Ministry, the author portrays a Nazi propaganda network in the Americas of menacing proportions. Nevertheless he also makes clear that the various German agencies involved in the politico-propaganda blitzkrieg were clumsy, ineffective and often in conflict. Nazi subversion failed, but Frye, concerned with "what might have been," concludes that America had to respond as and when it did; otherwise it would have been too late.

University of Missouri, Columbia

Winfield J. Burggraaff

**CASUALTIES OF WAR.** By Daniel Lang. New York: McGraw-Hill. 1969. \$1.50.

This is the extraordinary account, first published in *The New Yorker*, of the squad whose sergeant decided to enliven an extended patrol by kidnapping a young Vietnamese girl to be raped and then murdered so that there would be no witness. The episode is reconstructed through an interview with the one member of the squad who would not go along with the plan, and who risked his life in an attempt to bring the others to justice. It is one of those pieces so painful to read that one has to force oneself to continue. The horror of the kidnap, rape and murder is matched by the horror of the moral, social and bureaucratic situations which, on the one hand, made them possible, and on the other impeded the judicial process. Lang reports in sufficient detail (though he changes the names of all the parties involved) so that a social scientist could make very educated guesses about the forces involved. A dramatist who borrowed the plot would be accused of propagandizing, of inventing episodes too telling to be entirely credible.

A single example will have to suffice: when the young Minnesota farm boy who

would not go along with the plan reports the episode to his black lieutenant, the lieutenant, who had gone through hell himself in his one attempt to buck the system, feels that he must advise Private "Eriksson" to protect himself by not pressing charges. The lieutenant tells "Eriksson" how, in an American city, his wife had gone into labor with only a white hospital nearby, and had had their baby in its lobby because hospital authorities would not admit her to a ward. The lieutenant's rage at the injustice done to his own family had had no effect on the system, and had only gotten him in trouble personally. There is nothing more terrifying in the book than the fact that the lieutenant, in advising "Eriksson" to transfer to another unit and forget the kidnap, rape and murder, means well.

It is probably worth mentioning that in this writer's opinion, *The New Yorker* has consistently given us the best reporting on the subject of the war in Vietnam which we have had.

SGL

## labor and business

**BIG BILL HAYWOOD AND THE RADICAL UNION MOVEMENT.** By Joseph R. Conlin. Syracuse: Syracuse University Press. 1969. \$6.95.

This biography of William Haywood spans his entire career as a radical and leader of the Industrial Workers of the World. Conlin presents new material and interpretive insights. Like most analysts he argues that IWW militancy emerged from the western mining experience of its founders, but Conlin adds that it resulted from a loss of status as miners moved from small entrepreneurs to industrial laborers. Conlin also points out that the more conservative leadership of the Western Federation of Miners forced Haywood out of the union. He did not simply turn to the IWW as the preferable organization. In addition the book provides new information concerning Haywood's years in the USSR and a lengthy analysis of his speeches, rhetoric, articles and books. Irrespective of Haywood's intellectual productivity Conlin still considers him a practical, uncorrupted frontier type. Conlin also mistakenly dates the Mesabi Iron Range strike of 1916, and erroneously believes that Haywood had an organizational role there. Such shortcomings, however, are minor.

Neil Betten

**CLASS, RACE, AND LABOR: WORKING-CLASS CONSCIOUSNESS IN DETROIT.** By John C. Leggett. New York: Oxford University Press. 1968. \$7.50.

Leggett argues that the American worker develops significant class consciousness if he migrates to an industrial area from an agrarian one, belongs to a racial or ethnic group conscious of facing effective discrimination, is a union member and lives in a neighborhood where unemployment and housing are major concerns. He supports his contention with an empirical study of Detroit based primarily on sociological surveys done in 1960. Leggett concludes that class consciousness is still a significant factor in urban America and that race consciousness is a manifestation of class consciousness. He predicts that the neighborhood will be more important than the industrial plant in fostering future programs attempting to change American society.

This is an important book. It seriously questions supposed industrial white American satisfaction with a status quo, and provides insight into the roots of black militancy.

Indiana University, Northwest

Neil Betten

**CHARLES MORGAN AND THE DEVELOPMENT OF SOUTHERN TRANSPORTATION.** By James P. Baughman. Nashville: Vanderbilt University Press. 1968. \$10.00.

An Easterner who invested his capital and his energy in the development of Southern transportation, Charles Morgan concentrated his efforts in the Gulf region first in steamboats and then in railroads. In this fine business biography, Professor Baughman shows how Morgan weathered fierce competition, adapted to technological change and adjusted to the political turmoil of the Civil War era. The Morgan lines eventually disappeared as a separate corporate entity when they became part of the transcontinental railroad, but by this time (1885) Morgan had made an invaluable contribution to the Gulf region's transportation network. Although the lack of extensive personal correspondence prevented him from giving much of the intimate life of his subject, Professor Baughman has presented an admirable portrait of the business life of a nineteenth-century entrepreneur and has added to our understanding of the role of business in American economic history.

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Harold D. Woodman