Provision authorizing it." Appended to the suggestions were forms for applications for marriage licenses, for marriage licenses, and for marriage contracts.

A problem closely related to Complex Marriage was the practice which the Oneida Community named "Stirpiculture." This was a form of eugenic selection. Selected young people were allowed to mate and have children. At first the experiment was very successful. Criticism of both complex marriage and Stirpiculture by clergy who were not community members made life in the community difficult.

It was not just one problem, but a number of difficulties which resulted in the breakup of Oneida Community. By letting newspaper accounts, correspondence, minutes of meetings held at the community, and diaries tell the story of conflict between the younger members and older members of Oneida Community, Mrs. Robertson lets us see the end of the experiment as though we had been there ourselves. In her preface she explains that these records came from material collected by George Noyes, who wrote two histories of the community, and from two boxes of documents which she received from her father. In addition, Mrs. Robertson has quoted relevant passages from various of the socialist newspapers which the community published.

Oneida Community, The Breakup, 1876-1881 is a companion volume to Mrs. Robertson's Oneida Community: An Autobiography, 1851-1876. The careful research and the frequent quotation from documents do not in any way lessen the readability of this excellent history of John Humphrey Noyes's social experiment. The bibliography includes rich sources for additional information about communistic societies in nineteenth-century America.

Historical Society of Western Pennsylvania

RUTH SALISBURY


There has been much talk in recent years about Alvin Toffler's Future Shock and of the traumatic uncertainties anticipated for the last decades of this century. Similarly, Herman Haupt stands as a classic example of a man caught up in the sharply accelerating changes of nineteenth-century industrial America.
Haupt's story is in some ways a sad one. Born into a world which emphasized individuality, the work ethic, and laissez-faire, Haupt had difficulty achieving success during the post-Civil War period which saw the growth of large corporations and a ruthless, amoral code of fortune building.

Haupt's life spanned the period 1817-1905, which enabled him to witness the beginning of America's industrial revolution and live to see the commencement of the Progressive era. Haupt is one of those figures in nineteenth-century industrial America who made a fortune and lost it in varied business enterprises, such as overseeing the digging of the Hoosac tunnel in Massachusetts. In the hope of recouping his losses from drilling the Hoosac tunnel, Haupt, after the Civil War, tried a number of new adventures, including a job as chief engineer of the Shenandoah Valley Railroad, general manager of the Pennsylvania Railroad's southern interests, chief engineer and designer of the first long-distance crude-oil pipeline, and general manager of the Northern Pacific Railroad.

Professor Ward's book, That Man Haupt, is an expansion of an earlier article which appeared in the Pennsylvania Magazine of History and Biography in 1971. His book is one of a number of books which have dealt with the engineering abilities of Herman Haupt. Another book, Lincoln's Railroad Man: Herman Haupt by Francis A. Lord, deals exclusively with Haupt's military career when he was in charge of moving supplies to the front by rail. Lord, unlike Professor Ward, shows greater willingness to analyze Haupt's personality. While finding Haupt honest, Lord attributes many of Haupt's failures to his own inflexibility.

Professor Ward deals kindly with Haupt's weaknesses, especially his carelessness in keeping the books of the Troy and Greenfield Railroad. The image of Haupt that Ward presents is one of a dynamic individual driven by the need to succeed. Yet, according to Ward, behind Haupt's seeming public self-confidence, there was another side of his personality — "indecisive, philosophical, and prone to dreamy romantic interludes in moments of severe stress."

Written with skill, Professor Ward's book is soundly documented. Among the voluminous sources used by Professor Ward are the papers of Herman Haupt in the possession of Haupt's granddaughter, Mrs. Susan Haupt Adamson; the Haupt papers at Yale University; papers in the Library of Congress; the Historical Society of Pennsylvania; and other repositories. He also researched both the published
and unpublished works of Haupt. Ward’s book is amply documented by books, pamphlets, and dissertations as well as by an impressive list of newspapers and trade publications published between 1849 and 1905.

While Ward’s book is a thorough account of Haupt’s tempestuous career, the author tends to play down some aspects which reflect less favorably upon the railroad engineer and manager’s behavior. A notable example of this is the organization of a company union on the Northern Pacific Railroad. While the Northern Pacific Beneficial Association collected dues mostly from its members, the company’s promised contribution “was limited to six thousand dollars per year if the Association members would release the company from any liability for loss of life or personal property.” Although this agreement by the company was unique, Ward does not adequately place the episode within the context of the attempts by big business to kill the emerging labor movement.

Another sociologically relevant and comically pathetic incident is Ward’s portrayal of the reaction to Chief Sitting Bull when he delivered his famous speech in the Sioux language: “I hate all white people. You are thieves and liars. You have taken away our land and made us outcasts.” The audience of notables, oblivious to the Indian’s feelings and not understanding what Sitting Bull had said, applauded.

This is a book for anyone interested in the history of railroads. Haupt’s career took him around the countryside from his early successes with the Pennsylvania Railroad, which made him a fortune, to his troubles with the Hoosac tunnel in Massachusetts, to his work on military railroads, southern railroads, and finally with the Northern Pacific.

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After World War I, Malcolm Cowley became the Boswell of America’s “Lost Generation,” his own literary efforts mainly devoted to the writing of his friends; Blue Juniata (1929) is a collection of