book and map have been of inestimable value in historical geographical work by me and many others in the field. Of course, we realize that emphasis is avowedly placed upon the art reflected in these maps and that there are, after all, many more living-room coffee tables to be graced by this offering of a beautiful book than there are practical historical geographers to be edified.

*Pittsburgh*  
*Edward G. Williams*


Professor Silbey's slim volume, divided into ten provocative chapters, is an analysis of the Democratic party, 1860-1868. It is, as he states in the preface, "an institutional and behavioral study." Using traditional methodology as well as some of the current "new history" quantitative techniques, he portrays a party, although bitterly divided in 1860 and faction-ridden thereafter, that is vibrant and powerful. Largely ignored by specialists of the Civil War and Reconstruction period, the Democrats faced complex problems associated with the decline of an established party amid the reality of its new "minority" status.

Silbey demonstrates, at the county, district, and state levels, that the Democrats were able to unify after the 1860 fiasco. Dismissing the War Democrats as being impotent, he divides the two major factions into the "Purists," the pro-peace element (symbolized by Clement L. Vallandigham), and the "Legitimists," those who were partisanly pro-Union and symbolized by Manton Marble, the youthful editor of the *New York World*. Aggregate election data (county, state, and national) are the basis for each faction's reaction to the early unifying years (1861-1862), the two most successful elections (1862 and 1867), and the two electoral defeats (1864 and 1868). These elections are analyzed and compared at each level. An index of competition and correlations gives one a macroscopic view of the relative political power in the North. In addition, he uses the ebb and flow of voter turnout to ascertain the impact of this important variable in states which were often won or lost by razor-thin margins.

He concludes that "by 1860 the electorate had become locked in"
(p. 154); that the "partisan imperative" prevented the party from attracting conservatives from the Republican party; that the party was not a hotbed of Copperheadism; and that "Once the Republican prism is removed it is clear that the Democratic stance consisted of a complex amalgam rooted in primitive constitutionalism and devotion to a particular vision of the Union" (p. 245).

Despite Silbey’s construction of an electoral continuity factor for this eight-year period, there are some nagging methodological problems. For instance, the Purist-Legitimist dichotomy is interesting, but too Procrustean for the complex politics that he describes. The entire thesis seems to have a New York orientation, and the narrative is repetitious. The social science jargon is often difficult to understand, and the 1865-1868 period is not dealt with adequately as a part of his "era" analysis. His emphasis on platforms, elections, and elitist sources causes one to lose sight of the real world of voters and, particularly, of significant developments in the war and reconstruction that influenced the voters’ behavior (especially voter turnout trends). In an apparent attempt to be more conventional, he uses "correlations" between elections as an interpretative device without explaining his statistic and how it was computed.

These weaknesses, nonetheless, do not detract from an important study of a long-neglected topic. Whether the specialists accept his conclusions and methodology or not, they will seriously have to consider Silbey’s monograph as a significant inquiry into the political history of the period. No author could ask for more.

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For those interested in streetcars and interurbans this is a fine book. It provides considerable information about the products of one of the major car builders of North America. The book is divided into three parts. The first portion, consisting of seven chapters, traces the history of the St. Louis Car Company (SLCC) from its founding