been done in this case but, nevertheless, it distracts from the continuity of an interesting work. More attention could have also been paid in this volume to the illustrations and map work. Many of the illustrations from the ORA and other sources were reduced to the point that they were almost illegible. In addition, the map presented on page 109 can be confusing to the nonstudent of Alabama history in that it presents Alabama counties as they currently exist rather than as they existed in the Civil War period. Also, important rail points such as Bridgeport are not shown, and several railroads of the period are also not depicted.

Folmar’s work will not be remembered as a major contribution to the body of Civil War literature; nevertheless, it should be recognized as a fine and valuable contribution to the state and local history of Alabama and Mississippi.

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Professor Lane has written an important study of suicide, accident, and homicide in nineteenth-century Philadelphia “as measures of personal behavior, especially violence, and then to indicate the relative impact of population and other influences upon that behavior” (p. 1). The sources for his work are drawn from the Philadelphia newspaper, the *Public Ledger*, health department annual reports, coroner and court of quarter sessions docket books, and federal census records. Through a computerized study he has divided his statistics into nine seven-year periods beginning in 1839 and ending in 1901.

Chapter 1 sets the stage for the problem by providing a historical sketch of how the early twentieth-century sociologists of the University of Chicago viewed nineteenth-century urbanization as “an inevitable tendency toward disintegration of the social order, and indeed of the ‘character’ of those who composed the society” (p. 4). Lane’s aim is to use the statistics on violence to reject the Chicago
School's viewpoint and to provide insights on criminal activity in modern Philadelphia.

In chapter 2, on suicide, Lane categorizes suicide as accidents, drowning, and casualties. He finds some agreement with Emile Durkheim that people of relatively high status committed suicide. Suicide rates also sharply increased after 1870 and tended to spread from principally white males to women, children, and blacks.

Accidents (chapter 3) are divided into casualties, burns and scalds, and drownings. Casualty rates, too, increased after 1870 as a result of men's occupations in manufactories and/or on railroads. The most important cause of accidental violent death was the railroad or street railway. Burns and scalds increased as a result of household accidents, notably of kitchen accidents caused by gasoline stoves or oil lamps. Drowning rates decreased not because of the enlarging of the city away from the river, but because people acted less recklessly and less drunken horseplay occurred later in the century.

Homicide statistics (chapter 4) were of less significance than suicide or accidents, but it is more difficult to determine actual numbers. Lane's information is based on indictments drawn. Although the figures show a drop in the incidence of murder and manslaughter as the century progressed, there was a greater availability of handguns and of judges less tolerant of crime who would try cases that would not have been tried earlier in the century. Today, advances in medicine have lowered the number of people dying from attempted homicides. Conviction rates were also lower in the past because of the problems of detection and of obtaining evidence. Furthermore, homicides were often mislabeled as accidents, although foul play was indicated on numerous occasions. The number of women committing murder rose in Philadelphia, while late-nineteenth-century immigrants, notably Italians and Irish, had higher rates than other nationalities. Finding a higher incidence of homicide among black women over black men, Lane argues that behavior patterns were less restricted between the two sexes and thereby resulted in a higher percentage for blacks over whites. Rates rose at the end of the century for blacks while they dropped for whites.

In his concluding chapter Lane rejects the Chicago School interpretation of urbanization. Neither the size of the city nor population growth affected the statistical indexes. The rising population grew at a faster rate up to 1870, yet figures did not change as much as after 1870 when population growth actually slowed down. Lane accepts social psychologist Martin Gold's hypothesis of suicide and homicide
as manifestations of aggression, the former inwardly directed, the latter, outwardly (p. 47). Thus upper-class whites committed suicide more often while lower-class blacks committed more homicides. In studying mid-twentieth-century statistics, he also finds Gold’s hypothesis valid to explain black crime rates as a result of lack of discipline and employment which results in a large number of teenage suicides and homicides. The industrial revolution resulted in the raising of the suicide-murder ratio and the lowering of accidents among the white population. The incidence of violent death grew over the decades as did accidents, while a broader spectrum of people committed suicide. Living in the post-industrial age, Lane suggests the need for a different type of social system for those living in metropolitan areas.

Lane’s study is an important contribution to the growing number of studies on the history of crime in urban America. It is recommended for all college libraries.

Allegheny County Law Library Pittsburgh, Pennsylvania

Joel Fishman


Long before the dawn of the industrial era, Americans had known about the iron deposits of northeastern Minnesota, although no one in the wildest flight of fancy could have dreamed of their extent or future importance. The demand for iron was small in that day, the minerals far away from the centers of consumption, and the infrastructure essential for mining and processing simply nonexistent. But the American economy changed in the course of the nineteenth century as the industrial revolution took hold, and with the vastly increased demand for iron coming from the burgeoning growth transforming the nation, the conditions finally appeared that stimulated the development of these long-known ores. The story of this development forms the heart of this splendid book by David A. Walker.

The mining of Minnesota’s three iron ranges came in sequential fashion. Even as the knowledge of the ores spread in the 1840s, other metals in the region, notably copper and gold, seemed far more important. It was not until the 1870s that Charlemagne Tower and others assembled the requisite capital and surmounted two key prob-