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## R E V I E W S

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### *Ways to the West: How Getting Out of Our Cars Is Reclaiming America's Frontier*

by Tim Sullivan

xxv + 324 pages, illustrations, notes, index.

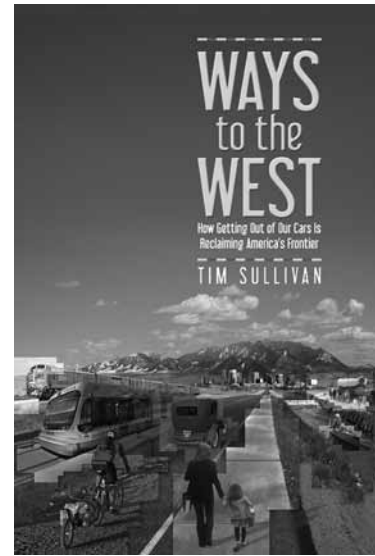
Logan: Utah State University Press, 2015, paper \$24.95.

In *Ways to the West*, planner and writer Tim Sullivan reflects on the importance of transportation in the contemporary American West. Sullivan argues that efforts to penetrate and map the vast landscapes of the West have shaped the human relationship with the region since its inception. The preeminence of transportation as an organizing principle continued throughout the automobile era, and the West's cities were built as automobile-centric networks. While the automobile network still critically informs the American West, Sullivan argues, it is time for residents, planners, and decision makers to demand more diverse transportation options. *Ways to the West* offers several helpful illustrations for how a transportation revolution is already happening in this automobile-dependent region.

Sullivan takes to the road in order to make his transportation-themed argument. Mostly eschewing the car, though, the author walks, bikes, buses, trains, and boats through the West. Indeed, in its very structure, the book is reminiscent of a road trip. The fifty-six vignette chapters in the book are grouped into six legs of the author's three-week journey between Las Vegas, Salt Lake City, Denver, Phoenix, and Boise. For example, the first part of the book features seven vignettes that chronicle Sullivan's journey through Las Vegas and his road trip to St. George, Utah, while the next section features eleven vignettes between St. George, Salt Lake City, and Rock Springs, Wyoming. While he travels within and between these western cities, Sullivan observes how transportation is impacting each of these urban regions and talks with planners and transportation activists in order to access local on-the-ground knowledge.

The road-trip structure of *Ways to the West* provides a compelling narrative framework that invites the reader into an often rollicking adventure. Whether fixing flat bike tires in rough weather in the remote Arizona Strip near the Utah-Arizona border, paddling the length of the Wasatch Front's Jordan River, or interacting with any number of colorful characters on a late-night Greyhound bus trip, Sullivan seems to always have a story to tell. Books about transportation planning are not known for their high readability, but *Ways to the West* is quite simply a fun book to read.

But *Ways to the West* is not simply entertaining travel literature—it is also a thoughtful and well-informed reflection on the history and future of transportation in the West. As an experienced urban planner and keen observer of the American



West, Sullivan is able to use his journey to illustrate details and insights that can help anyone interested in learning more about the urban West. Indeed, *Ways to the West* is at its best when Sullivan is navigating a city—such as when he is exploring the emergence and operation of bus rapid transit in Las Vegas, light rail in Salt Lake City, or transit-oriented development in Denver. Readers interested in intelligent reflections of transportation planning in the urban West will not be disappointed.

Curiously, despite *Ways to the West's* many similarities to a road trip, the book has very few visual elements. Each section of the book is accompanied by a map or two, but these provide only very basic information about the location of the places where the author is traveling. A bit more attention to mapping would have been very helpful. Perhaps even more curious, *Ways to the West* has no photographs. A few simple images of Phoenix's sail-like Valley Metro rail-line stations or Boise's Greenbelt riverfront parkway that Sullivan is so enthusiastic about would have helped readers who may be unfamiliar with these particular landscapes. I found myself fairly often searching the Internet for more information and images to try to place these fascinating discussions.

*Ways to the West* will be a very useful book for both scholars and westerners who are interested in the changes that are happening around the region's cities. Urbanists will find that while Sullivan's ideas about the importance of transportation in the urban West are not wholly new (nor do they claim to be), Sullivan has provided a set of rich case studies that stimulate thinking on these important issues. Readers who are not steeped in regional transportation trends will find a captivating and thorough introduction to the transformation of transportation in the American West.

*Reviewed by Jeremy Bryson, assistant professor of geography, Weber State University, Ogden, Utah.*

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*Transforming the University of Kansas: A History, 1965–2015*

edited by John L. Rury and Kim Cary Warren

v + 438 pages, illustrations, notes, index.

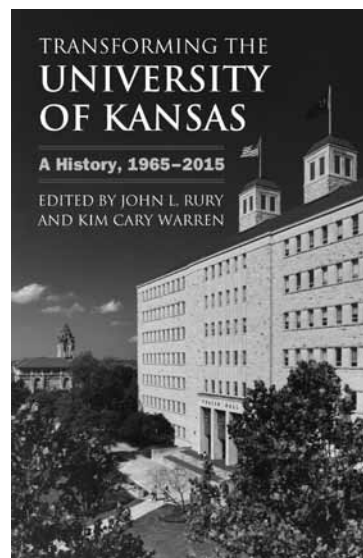
Lawrence: University Press of Kansas, 2015, cloth, \$34.95.

Last year the University of Kansas (KU) turned 150 years old, and this scholarly volume documents and celebrates the last half century of the university's history. This is not a traditional institutional history organized chronologically but rather (after John Rury, professor of education, successfully sets the context with an overview) a collection of thematic essays by eight authors. Within this framework, each chapter primarily focuses on change: How did KU respond to often difficult challenges, internal and external, to become what it is today? While each author describes major transformations, I wonder if new students, many from rural Kansas, arriving in the mid-1960s would have agreed with the language in the preface and promotional materials describing KU as "somewhat bucolic" (xx) at that time.

In the first section, Susan B. Twombly, professor of higher education, and Burdett Loomis, professor of political science, examine the areas of leadership and politics, respectively. Twombly illuminates the visions, challenges, and successes of each of the eight chancellors who served during this period. She also catalogs their failures and weaknesses. The crises faced by the chancellors often corresponded with or precipitated contentious relationships with Kansas politicians. Loomis provides insights into key issues and personalities as he follows the bumpy path by which KU changed from a "state university" to a "state-assisted" university.

The next section covers the key areas of teaching and research, with chapters by James Woelfel, professor of philosophy and humanities and western civilization; J. Megan Greene, associate professor of history; and Joshua L. Rosenboom, professor of economics. Woelfel describes the centrality and evolution of the liberal arts program for undergraduates and various iterations of general education and core curriculum requirements. Greene delineates the dual phenomenon of many more international students arriving on campus and more KU students studying abroad. Rosenboom looks at the development of KU as a national research university from two perspectives: externally, the ups and downs encountered in the pursuit of research funding, and internally, the leadership and organizational structures necessary to be successful in obtaining such funding.

The final section has three chapters covering students, protest, and sports. William M. Tuttle Jr., professor emeritus of American studies, elucidates decades of student activism on issues such as civil rights, antiwar protests, gay rights, and women's rights.



Protests turned violent on several occasions, and in 1970, arson, sniper fire, and the shooting deaths of two students rocked the campus. Kathryn Nemeth Tuttle, associate vice provost emerita, chronicles a variety of issues revolving around student government and empowerment, including student rights and student services. The final chapter documents fifty years of KU athletics, cataloging individual student accomplishments and team championships in major and minor sports. Francis B. Kish, lecturer in sports management, describes how sports have become big business with an \$80 million budget in 2014. Although Kish mentions some of the sports scandals and failings, this chapter tends to be a bit more laudatory and uncritical than the others.

*Transforming the University of Kansas* makes an admirable contribution to the university's sesquicentennial celebration, and the University Press of Kansas has produced a thoroughly illustrated (over 150 photos), footnoted, and indexed volume. This is a scholarly history based on substantial archival research and oral-history interviews. The employment of a thematic approach and multiple authors results in a sharp focus on key issues, not a mere recounting of names and dates. As is perhaps inevitable, this approach results also in the greatest weakness of the volume, which is some repetition. Numerous episodes reappear, albeit from different perspectives, sometimes in three or four chapters. Moreover, because it is a "book of record," the details sometimes detract from the story. While this is an "official" history, the authors do not hesitate to point out institutional and personal failings as well as successes. This volume sets the development of KU in the context of both national educational developments and Kansas history. Critical events and issues impacted KU, and in these pages readers may explore what KU accomplished in the face of these challenges.

*Reviewed by David A. Haury, retired state archivist of Pennsylvania, Harrisburg, and former associate director of the Kansas Historical Society, Topeka.*

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*Freaks of Fortune: The Emerging World of Capitalism and Risk in America*

by Jonathan Levy

414 pages, appendix, notes, index.

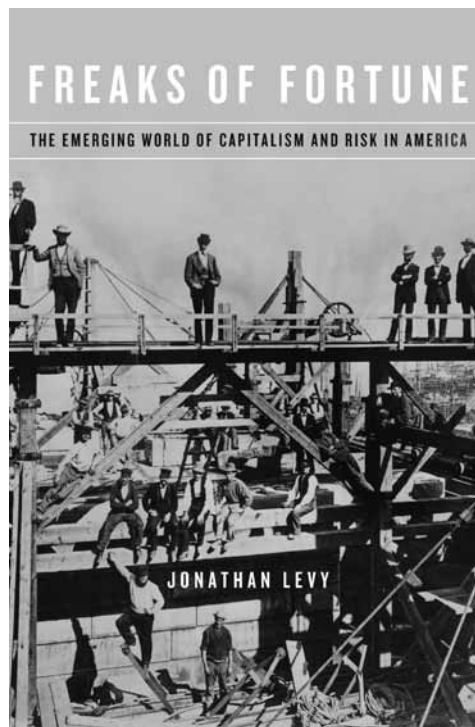
Cambridge, MA: Harvard University Press, 2012, paper, \$18.95.

Capitalist development involves exposure to new kinds of risk. Individuals and firms attempt to mitigate that exposure through a variety of financial arrangements. These arrangements are themselves prone to risk, though: Cash reserves are more or less inevitably drawn into new speculative opportunities. Losses through such speculation generate a search for new methods of managing risk, and the process begins again. In *Freaks of Fortune: The Emerging World of Capitalism and Risk in America*, Jonathan Levy traces these dynamics through U.S. history from the early 1800s to the early 1900s. His engagingly written account illustrates the evolution of institutions of risk management and the broader cultural effects arising from changes in our understanding of risk and our tools for dealing with it.

The book is organized into chapters devoted to key institutions or practices of risk management: landownership and family farming, life insurance, savings banks (specifically the Freedman's Bank), fraternal organizations, commodity futures markets, trusts, and government-managed social insurance. This history is punctuated by accounts of economic crises that accelerated the search for more effective risk-management tools. According to Levy, the early 1870s in particular were a watershed moment in the evolution of financial risk in the U.S. economy. Earlier financial crises had been less damaging because people had "insured" nonfinancially—including through landownership. By 1873, a larger share of the population was dependent on financial wealth for security and so lost that security in the financial collapse. This was "the coming-out party for the economic chance world" (p. 147).

Financial methods for dealing with risk also accelerated the push toward marketization and dependence on cash rather than self-provision. As detailed in chapter 5, the diffusion of western farm mortgages helped to widen the market for life insurance to ensure that the mortgage would be paid in case of untimely death. The farmer's need to pay the mortgage bill and insurance premiums promoted a shift into market production to generate cash. This led to more intense labor and greater exposure to market risk through fluctuation in the price of cash crops.

The new risks inherent in emerging financial arrangements generated a search for alternative forms of risk management. For instance, the collapse of many life insurance companies in the early 1870s led workers to turn to fraternal organizations to provide a hedge against risks (as described in chapter 6). These organizations did not accumulate reserves that could be used for



speculation but rather charged members ex-post fees to support their fellows who had suffered hardship. However, the yellow fever epidemic of 1878 left some fraternal organizations unable to pay out the promised benefits to workers or their families. These events forced a shift out of ex-post fees to a system of accumulating reserves, which in turn created incentives to invest these reserves, generating further exposure to risk.

Levy's history of the development of new risk-management tools and the subsequent emergence of new forms of risk culminates with an examination of the rise of trusts as a mechanism to dampen the volatility of market competition. He also discusses (very briefly) the advent of social insurance during the Great Depression. Levy closes by noting recent efforts to limit social insurance and reemphasize individual responsibility for risk as a necessary companion to entrepreneurial striving, leading again to forms of financial innovation, speculation, and new kinds of uncertainty.

*Freaks of Fortune* is a wide-ranging, lively account of these developments in U.S. economic history. The numerous awards that the book has won, including the Ellis W. Hawley Prize, the Frederick Jackson Turner Award, and the Avery O. Craven Award (all from the Organization of American Historians), as well as the William Nelson Cromwell Book Prize (from the American Society for Legal History), testify to the quality of Levy's scholarship. Both professional scholars and a broad, educated readership should find the book enlightening and accessible.

*Reviewed by Thomas N. Maloney, chair, Department of Economics, University of Utah, Salt Lake City.*

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*The Last Hurrah: Sterling Price's Missouri Expedition of 1864*

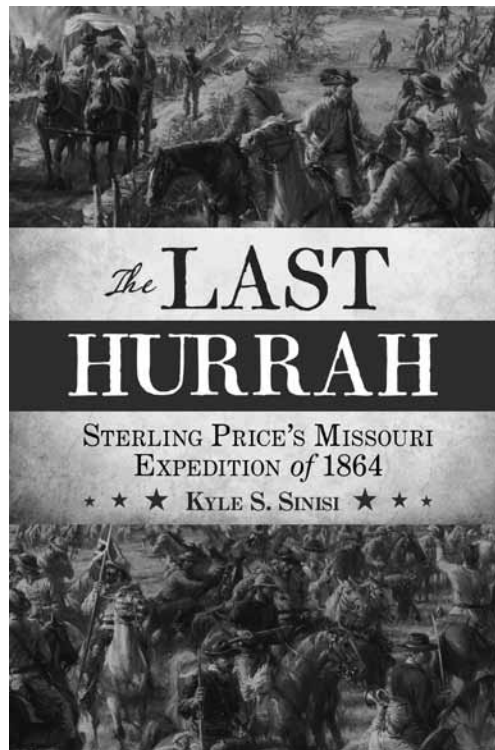
by Kyle S. Sinisi

ix + 432 pages, illustrations, notes, bibliography, index.  
Lanham, MD: Rowman & Littlefield, 2015, cloth \$55.00.

Once overlooked by scholars of the American Civil War, the trans-Mississippi West, especially Kansas and Missouri, has become the focus of a robust body of work in the last quarter century. Influenced in no small part by *Inside War*, the late Michael Fellman's pathbreaking work on guerrilla violence, historians have produced wide-ranging monographs on the intersections of war and society during the Civil War era. In *The Civil War in Missouri*, Louis Gerteis persuasively underscored the importance of conventional warfare in the West. Now, with Kyle Sinisi's *The Last Hurrah: Sterling Price's Missouri Expedition of 1864*, we have a richly textured narrative that weaves together traditional and new military history to produce what will likely remain the definitive study on a pivotal western campaign for many years to come.

Sinisi argues that General Sterling Price's failed attempt to conquer Missouri in the fall of 1864 exemplified the Confederacy's larger struggle to survive in the final months of the Civil War. He dismisses prior characterizations of the campaign as a mere raid, noting that no other mounted operation during the war matched the magnitude or ambition of the invasion carried out by the Army of Missouri. Driven from the state years before, Price hoped that his forces would sweep into the Ozarks, inspire a popular uprising of pro-Confederate Missourians, capture St. Louis, and ultimately liberate the state from Union control. Yet despite the assistance of guerrilla bands that had long bedeviled federal troops, the campaign never fulfilled its leader's grand expectations. The expedition, Sinisi concludes, proved to be a strategic and tactical disaster, undone by logistical challenges, Price's flawed leadership, and the apparent fact that Missouri "ultimately did not want to be liberated" (p. 362).

Although most of Sinisi's narrative focuses upon the expedition's rambling push across Missouri, there is much here to recommend it for students of Kansas history. Several chapters detail the intersections of military affairs and Kansas politics; for example, Sinisi explains how the ferocious rivalry between Governor Thomas Carney and Senator James Lane not only framed the 1864 election but also nearly doomed the Union defense against invading rebels. The book's great strength includes its treatment of Price's headlong retreat across Kansas and into Arkansas after his crushing defeat at the Battle of Westport. Drawing upon new sources and a reconsideration of casualty figures, Sinisi boldly contends that the Union victory at Mine Creek should be understood as a massacre rather than



a classic cavalry battle. His research of official military records, soldiers' letters, newspapers, and postwar recollections reveals depredations by Union and Confederate men alike, including the widespread destruction of private property, execution of civilians, murder of surrendering troops, and mutilation of corpses. Despite the efforts of some officers to limit such abuses, Sinisi concludes that the long guerrilla war in Kansas and Missouri shadowed Price's retreat across a land that "bore witness to almost all of the horrors of total war" (p. 294).

Building upon previous studies which are now dated or deal with only isolated parts of the campaign, Sinisi's masterful, book-length treatment is a model of military history and deserves to find a wide audience. Beyond Fort Davidson, Boonville, Lexington, Newtonia, and the other engagements recounted in vivid detail, readers will find incisive attention paid to the treatment of deserters, prisoners, and civilians; infighting among the officer corps of each side; the environmental challenges faced across a trek of nearly 1,500 miles; the suspected capture of free African Americans; and simmering postwar feuds over which parties most deserved credit or blame for the expedition's failure.

It must also be noted that this book includes splendid battlefield maps. Having set out to craft a comprehensive history of Price's expedition and the political and social contexts from which it sprang and ultimately failed, Sinisi fulfills his purpose admirably.

*Reviewed by Jeremy Neely, instructor of history, Missouri State University, Springfield.*

*This Is Not Dixie: Racist Violence in Kansas, 1861–1927*

by Brent M. S. Campney

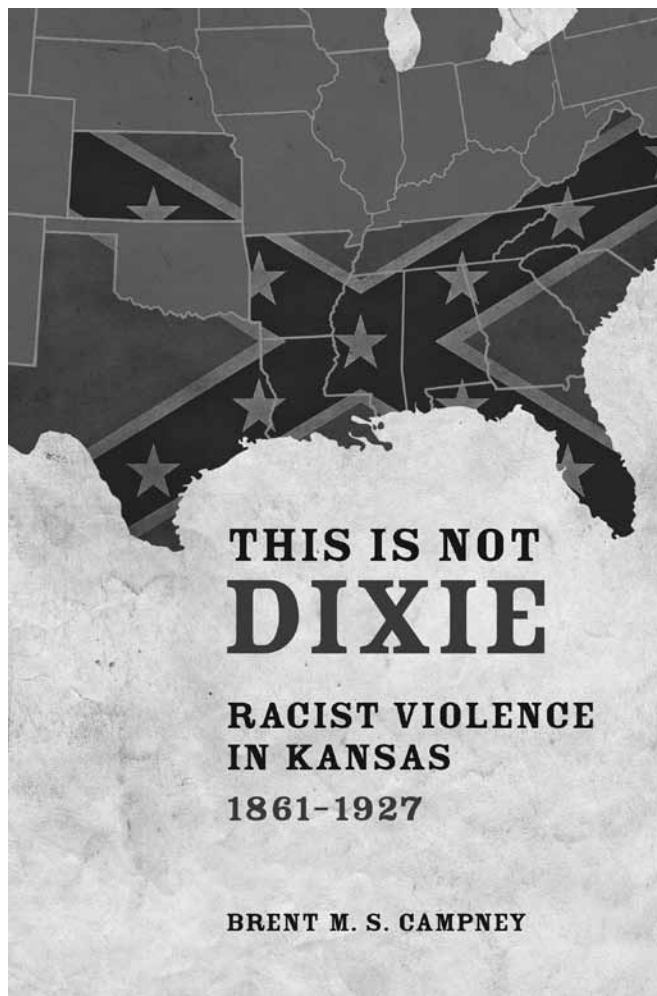
x + 281 pages, illustrations, notes, index, appendices, bibliography.  
Urbana-Champaign: University of Illinois Press, 2015, cloth \$50.00.

It was not inevitable that Kansas would be as demographically white as it was by the middle of the twentieth century. Kansas was settled during and after the Civil War, when many black families were seeking land. A vocal minority of whites throughout this period encouraged black emigrants to see Kansas as a land of opportunity. The black population in Kansas grew from 627 in 1860 to 12,641 in 1865, making black residents almost 9 percent of the state's population (p. 17). Over the next years, groups of black migrants, most famously the Exodusters, placed their hopes and prospects in the state. Brent M. S. Campney's *This Is Not Dixie* explains the ugly process through which white Kansans stanch and reversed this black migration. This is not a modest book: Campney invites readers to fundamentally rethink the history of race in Kansas.

While many white Kansans thought of themselves as respecting the civil rights of black people in contrast to violent white southerners who did not, the reality was often quite different. Republican newspapers and political leaders who spoke in favor of civil rights in the immediate postwar decades faced widespread white popular disapproval. They soon came to understand that standing up for black rights and even black safety cost them political support and generated insults and threats. Over time, their appetite for civil rights diminished, and they muffled or withdrew their objections to even extreme racial violence.

White Kansans used violence to drive away their black neighbors and prevent black migration. Sometimes this violence took the form of lynchings: white lynch mobs killed at least thirty-three black men in the decade between 1864 and 1874, and while lynching decreased in frequency thereafter, lynch mobs killed at least eighteen more black men before 1927 (p. 28 and p. 84). But, as Campney carefully illustrates, lynchings were just one of many ways that white Kansans used violence against their black neighbors. Attempted lynchings, mobbings, police violence, and private violence—particularly when these acts were amplified by the press—also worked to make Kansas white. Campney's book is the first to gather together a database of the state's white-on-black violence. Most of Campney's chapters include sobering maps of locations of these attacks, and the eighteen-page appendix 1 lists each known incident.

One strength of this book is Campney's focus on black agency in resisting white violence. Many historians think that serious organized black resistance to white racial violence began in the



first decades of the twentieth century with the organization of the National Association of Colored People and then with the return of black soldiers from World War I, but Campney shows much earlier black resistance extending back to the Civil War itself. Black-owned Kansas newspapers took bold stances against white violence, and committed groups of black Kansans, elite and nonelite alike, forcefully demanded justice, protection, and punishment for their attackers. Where law enforcement and white community support was not forthcoming, some black communities even organized and armed themselves to defend black targets against illegal white violence, a tactic that was often effective. Campney's appendix 2 lists all known incidents of black resistance.

The book is based on substantial newspaper research, written in clear and powerful language, and grounded in the best recent historical scholarship. It will force readers to reconsider several things they thought they knew.

*Reviewed by Elaine Parsons, associate professor of history, Duquesne University, Pittsburgh, Pennsylvania.*