the principals in the Coal Wars, the reader can almost feel the passion with which the author tells the story.

This conflict began in 1933 with the expiration of the labor contract between the UMWA, which represented miners in the central Washington communities of Roslyn, Cle Elum, and Ronald, and the Northwestern Improvement Company, the largest coal operator in the region. Unable to agree on a new contract—the miners wanted better pay and a shorter workday—the two sides decided to hold off on further negotiations until the Roosevelt administration finished drafting the National Industrial Recovery Act, which would include regulations governing labor conditions in the coal industry. A problem arose, however, when the Northwestern Improvement Company closed two of its mines and laid off 450 workers, half of its workforce, in response to Washington State?'s ban on June 6 the use of coal-cutting machines in gaseous mines. When the company refused to accommodate the idled workers, the region?'s miners began a work stoppage, forcing the coal operators to close all of the area?'s mines. A month later, on August 12, UMWA leaders ordered union members to return to work under the old contract. The workers rejected the order. Believing that the UMWA was not acting in their best interest, and wanting more local control, members began joining an alternative union, the WMU, formed that fall. Bitter infighting between those loyal to the UMWA and those loyal to the WMU erupted. The coal operators refused to recognize the WMU, and when the UMWA agreed that its members would return to work in April 1934, the WMU called a strike. This set off a series of violent clashes between members of the rival unions that lasted until the WMU was crushed that June.

As Bullock tells his story, it becomes clear that violence was a mainstay during this period in Washington history. Not only men but also wo children were subjected to and assaults. Interestingly, made up the bulk of those on marching and blocking UMWA access to the mines.

Coal Wars vacillates between family history and historical narrative and thus not only makes a scholarly contribution but also appeals to the general public. Most notable is the way the author presents the political strife at the heart of the conflict and explains the long history of the strike ethos in these central Washington mining communities.

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Ways to the West
How Getting Out of Our Cars Is Reclaiming America?'s Frontier
TIM SULLIVAN
(Logan: Utah State University Press, 2015. xxv, 324 pp. Illustrations, maps, index. $24.95)

In Ways to the West, the writer and urban planner Tim Sullivan takes readers on an alternative 3,700-mile road trip exploring western transportation and sustainability. Mostly traveling by bicycle, bus, or train, Sullivan highlights the problematic regional dependency on cars as well as recent mass-transit projects. He argues for a future in which western cities break free from automobile dependency to create more people-friendly, sustainable places. Along the way, Sullivan captures western history and culture, providing readers with a well-written account of the past, present, and future of regional transportation.

The book begins with an examination of recent driving trends. In the first decade of the 21st century, in part because of the recession, vehicle miles declined while use of transit grew. Bicycling increased and mass-transit infrastructure was improved, with active westerners leading the way. With that background, Sullivan embarks on the journey, stopping in Las Vegas, Salt Lake City, Denver, Phoenix, and Boise, taking short side trips to St. George, Utah, Rock Creek, Wyoming, and La Junta, Colorado, and ending in Portland, a model city for public transport. Each chapter connects to a historical view of the region, examining, as Sullivan puts it, "a quality, a characteristic, an ingredient of America that has been traditionally owned by the West: the future, the land, opportunity, freedom, adventure, and mobility" (p. xxi). Drawing from these concepts, Sullivan asks readers to redefine the West as they find ways to make cities more sustainable.

Throughout, Sullivan covers both contemporary transportation issues as well as historic routes with solid research and rich notes. He calls attention to successful transit projects such as bus rapid transit (BRT) in Las Vegas, maintaining that these systems represent "the future of transit for the world" (p. 21). Bus rapid transit drastically shortens transportation times because the buses have dedicated lanes and signals. BRT lowers costs at the same time. Other places have also found success with alternative transportation. In Boise's River Recreation Park, city planners constructed a trail for bicycle commuters and brought outdoor recreation into the city by engineering a kayaking park in the middle of the Boise River. Even sprawled-out Phoenix now has a light-rail line with 45,000 daily riders. Sullivan uses examples such as these to showcase the economic incentives of new urban investment and growth along transportation corridors and near greenbelts and light-rail stations. While Sullivan introduces readers to recent innova-
tions in urban planning, he also shares some history of early exploration and transportation. At times, he follows the routes of the Dominguez-escalante Expedition, the Oregon and Santa Fe Trails, and the Lincoln Highway. The history adds perspective, illustrating how people shaped the West for travel and settlement. Just as dam building controlled the region’s water, transportation networks reined in the landscape. The technological network of dams and roads, according to Sullivan, “made the West a habitable place for millions of humans, so much so that most Americans now thought little of it” (p. 67). Remaining optimistic, Sullivan demonstrates that westerners have already started to transform cities with sustainable transportation. Accessible to both laypersons and undergraduate students, Ways to the West should find a wide readership among westerners, city planners, and politicians.

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A Kennecott Story
Three Mines, Four Men, and One Hundred Years, 1887–1997

CHARLES CALDWELL HAWLEY
(Salt Lake City: University of Utah Press, 2014. xx, 369 pp. Illustrations, notes, glossary, bibliography, index. $36.95)

In A Kennecott Story, the geologist Charles Caldwell Hawley documents one hundred years of mining-industry history by tracing the development of the Kennecott mining empire. He begins with the mine in Alaska for which the company was named and ends with a description of the company’s three major mining sites (Kennecott, Alaska; Bingham Canyon, Utah; and El Teniente, Chile) in their 21st-century forms. His main sources include geological reports and articles, oral histories (particularly of the mining engineer W. E. Dunkle), and mining manager and company papers. Two arguments emerge over the course of the narrative: the first, that the Kennecott Copper Corporation’s successes and struggles stemmed from the actions of not one person, but four—the mining engineers Stephen Birch, Daniel C. Jackling, William Burford Braden, and E. Tappen Stannard; the second, that knowing the history of Kennecott Copper Corporation can assist humans in achieving a more balanced relationship between mining and environmental stewardship.

These arguments join a broader conversation in mining-industry history. While some mining histories, such as Thomas Andrews’s Killing for Coal (2008) and David Emmons’s Butte Irish (1989), emphasize the labor side of the industry, Hawley’s emphasizes the relationship between business, businessmen, geology, technology, and the natural environment. Hawley demonstrates particular skill in describing the choices that managers and workers made within the context of major events in U.S. history, such as 20th-century wars and changes in U.S.–South America relations. Additionally, Hawley’s book dovetails Richard V. Francaviglia’s Hard Places (1991) in analyzing the built environment of mining landscapes such as El Teniente, still an operating mine and now also a World Heritage Site. A Kennecott Story also includes an environmentalist thread, much like Andrews’s Killing for Coal, Kent A. Curtis’s Gambling on Ore (2013), Andrew Isenberg’s Mining California (2005), and Kathryn Morse’s Nature of Gold (2003).

The main strengths of A Kennecott Story are its clear, concise chapters and the portraits of each of the four mining engineers Hawley pegged as responsible for the corporation’s success. The brief chapters break down a massive history into bite-sized chunks that draw the reader through the intricacies of Kennecott Copper Corporation’s history. From the various copper discoveries to the relationship between the company and the great Guggenheim family, Hawley skillfully unravels the complexities of history in order to trace the general storyline. Moreover, Hawley consistently pauses to connect the company’s history to national and even international events and figures, discussing how Progressive Era concerns about trusts affected the company or the challenges facing a U.S. company mining in Chile. Such complexities are clear in Hawley’s biographical snapshots of Birch, Jackling, Braden, Stannard, and other key players. These descriptions are the most compelling aspect of Hawley’s work, breathing life into the more mechanical descriptions of the company’s history, economics, and technological developments. Hawley informs readers about the backgrounds of each man and reveals how the portraits their contemporaries painted of them sometimes conflicted.

Though Hawley’s work is a great accomplishment in terms of research and documentation, some comparative examples would have clarified the author’s main concerns and allowed the book a greater claim to significance. For instance, why tell the story of the Kennecott Copper Corporation and not that of another mining company? What is the implication of the Kennecott Copper Corporation’s spanning of huge geographical boundaries, from Alaska to Utah to South America? Furthermore, though the central arguments do eventually emerge, Hawley does not clearly state them early enough to lay a foundation for readers, meaning that the text relies on brief chapters rather than a unifying argument to propel the narrative.