

and penchant for a defined class of ecclesiastical art and architecture in turn produced surprising revelations about the holy man and those influences he expressed in the California missions proper. Finally, this collection addresses the “invention” and public consumption of Junípero Serra, the man, myth, and legend. Ultimately, Serra’s controversial legacy and recent canonization by Pope Francis has nevertheless found a place in an American public history that has been particularly fraught with contention as to the largely unacknowledged contributions of its Hispanic, Mexican, and Catholic kinsmen and women.

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Mining the Borderlands: Industry, Capital, and the Emergence of Engineers in the Southwest Territories, 1855–1910 by Sarah E. M. Grossman. Reno: University of Nevada Press, 2018. v + 157 pp.; bibliography, index; clothbound, \$44.95; eBook, \$44.95.

In *Mining the Borderlands*, Sarah E. M. Grossman examines the history of mining engineers in the American Southwest. Grossman’s study outlines how these engineers professionalized their trade and how they negotiated their growing power and influence in the mining industry as private American investment shaped commercial development in the region. However, unlike previous scholars who have examined the historical significance of mining engineers, Grossman uses the transnational landscape of the US-Mexico borderlands to illustrate the “international reach” of American capital and the “complex work” mining engineers performed (10). By focusing on the Southwest, Grossman is able to “tease out” the mining engineers’ unique role in the field (14). Her study, organized chronologically, tracks how engineers established a systematic engineering education, democratized the profession, and created a technocratic landscape fully dependent on their own expertise.

The use of “borderlands” in the title is somewhat misleading. Readers who expect the author to engage the themes of borderlands studies will be left wanting. This study is set in the borderlands, but the work is not a traditional borderlands study. The mining industry was transnational; however, Grossman rarely considers how the influx of American capital and influence of mining engineers shaping the industry affected Mexican officials or workers. Her bibliography does not seem to include any Mexican or Spanish-language sources. Nor does her work deeply investigate how white mining engineers negotiated the multicultural and racial politics of the region. For example, in her introduction, Grossman acknowledges that mining companies maintained segregationist and paternalistic policies in the region (14). As the men who made final decisions on mine management, engineers were responsible for applying those policies to a predominantly Mexican workforce. However, the author spends very little time analyzing how these men employed discriminatory hiring and pay practices. Chapter 3, “Westering Easterners:

Class, Masculinity, and Labor,” houses the bulk of her exploration of these topics. There, Grossman briefly explores the racial and ethnic divisions of the mining camps. She acknowledges that engineers appeared to share the anti-Mexican sentiment common in the United States at the time (81). She explains how engineers maintained the multi-wage system for white, Mexican, and Chinese miners. She submits that engineers might not have noticed certain racist policies in the industry: specifically, that membership in the Western Federation of Mine Workers was restricted to white men. But none of these topics are explored in depth. Moreover, she does not consider how Mexican workers felt about their outsider bosses. To be fair, Grossman did not set out to present a chapter on how race affected management-worker labor relations in the mining industry. The overarching thesis of the chapter is how university-educated mining engineers worked to legitimize themselves to their employers and employees. To their employers, these engineers were educated, competent, technical professionals. To workers, these engineers were rugged, adventurous, western frontiersmen willing to get their hands dirty. Throughout the chapter, Grossman supports her argument with multiple examples of individual engineers who adapted their class identities to the audience they were addressing. However, race does not play a significant role in the rest of her analysis.

Although the monograph makes clear that mining engineers are white men, nailing down who exactly is working in the mines is often hard. In the introduction, Grossman mentions that Native Americans worked in the mines, particularly in Mexico, throughout the nineteenth century (15). In Chapter 2, the author notes that Cornish immigrants dominated the workforce in the mid-century (49). In Chapter 3, she briefly examines how mining engineers discriminated against Mexican and Chinese workers. The last three chapters rarely reference race or class dynamics. Again, Grossman is telling the story of how mining engineers professionalized and legitimized their position in the mining industry. Therefore, it is understandable that she would not spend much time focusing on the makeup of the workforce or the interactions between engineers and miners. However, in her introduction, Grossman contends that to understand the development of the mining industry in the borderlands, readers must recognize that mining engineers were responsible for making decisions in all aspects of mine management (14). Each of the aforementioned ethnic groups would present engineers professional and cultural challenges. Consequently, because the analysis of these interactions is limited, the reader does not have a complete grasp of the multicultural, multiracial, and multinational waters the engineers were attempting to navigate.

Overall, Grossman’s work is well-researched and well-written. Her narrative is full of interesting characters and insightful analysis. The writing is accessible and engaging. This book could be assigned in an undergraduate course. In general, *Mining the Borderlands* would be particularly useful to those exploring how work professionalized in the nineteenth century, the history of American capitalism, or the history of the mining industry in the United States. For public historians, applications of this work are less obvious. Historians and curators who work in

mining museums, particularly in the West, would undoubtedly find Grossman's work helpful in contextualizing the role engineers played in developing the industry and managing the mines. But Grossman did not appear to be writing for that audience or public historians in general.

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Oil and Urbanization on the Pacific Coast: Ralph Bramel Lloyd and the Shaping of the Urban West by Michael R. Adamson (284 pp.; West Virginia University Press, 2018).

Ralph Lloyd was a businessman who accumulated significant wealth throughout the first half of the twentieth century by developing oil resources in California's Ventura Avenue field, a fortune he grew by purchasing and developing real estate in Los Angeles and Portland, Oregon. Michael Adamson presents this history of a small businessman's efforts to accumulate capital as a study that illustrates intersections of energy development and urban growth. He situates the study within literature that foregrounds the "independent" oil man as an influential actor within the industry. Drawing upon Martin V. Melosi and others' conception of "energy capitals," Adamson argues that Lloyd's ability to parlay oil resources from one location into real estate development elsewhere demonstrated how energy development transformed a region beyond the locale where resources originated.

Although not intended as a biography, much of the book's rich detail helps animate the eight chapters that alternate between Lloyd's efforts to develop oil resources and real estate. The introduction and first chapter credit Lloyd for acquiring the business acumen characteristic of "independent oil operators" who were cunning practitioners adept at managing risk in what was often a highly volatile industry. Most of that volatility stemmed from the challenge oil producers faced balancing supply and demand. When overproduction occurred, prices fell and so too did their profits. Despite such challenges, Lloyd worked to maximize oil production and persuaded Ventura civic and business leaders to accommodate outside oil companies by easing their tax burden and withdrawing civic projects that might inhibit their operations. This form of "growth politics" practiced by Lloyd demonstrated how he shaped urbanization within Ventura. Having accrued nearly three million dollars by 1925, Lloyd began buying real estate in Los Angeles and Portland, but his ability to shape local politics in a manner that facilitated his real estate goals sometimes faltered. He initially failed to realize his vision for building a hotel in Portland when he could not convince the city council to widen streets to accommodate surplus traffic, an issue he made conditional to beginning construction. Recognizing that he needed additional capital to continue in commercial real estate, Lloyd aggressively acquired more oil leases in the 1930s and lobbied the state of California for price supports when overproduction destabilized markets.