pletely revised since the 1993 edition, and will be most useful to automobile explorers.

Nevada Ghost Towns and Mining Camps Illustrated Atlas cannot be faulted for not rising above its design. Despite a few errors, it serves well in its intended roles as a companion volume to Paher's ghost towns history, as an atlas to assist explorers trying to find these sites, and as a collection of nice photographs of decaying places. Many mining historians might desire more, and would find this volume a minor disappointment.

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Charles V. Mutschler. ***Wired for Success, The Butte, Anaconda & Pacific Railway, 1892-1985***. Pullman, Washington: Washington State University Press, 2000. 192 pp., illustrations, photographs, maps, notes, bibliography, index. Paper $31.95.

Mining and railroading have been intimately linked since the mid-nineteenth century. Railroads enabled mining companies to move ores and concentrates efficiently, so much so that a number of mining companies actually built their own railroads—for example, the Phelps Dodge Corporation's El Paso & Southwestern—when existing railroads either charged excessive rates or offered otherwise unacceptable service. In the annals of mining-related railroads, Montana's Butte, Anaconda & Pacific is legendary.

Built by mining magnate Marcus Daly's Anaconda Copper Mining Company to connect the copper mines at Butte with the smelter town of Anaconda, the BA&P Railway existed from 1892 to 1985. The BA&P was remarkable for its innovative use of electricity, notably high voltage DC, to haul trains for more than half a century, from 1913 to 1967. Electrification reaffirmed the BA&P's belief in both copper and industrial innovation, for this railroad not only hauled copper, but used copper overhead wire to operate its trains. Although the BA&P ceased operations in the mid-1980s, portions of the line still function as the Rarus Railway.

I admit to a nearly lifelong interest in the BA&P. Several factors—its route through picturesque Silver Bow Canyon, the gritty mining landscapes at both ends of the line in Butte and Anaconda, and its fascinating box cab electric locomotives—drew me to visit the property in the mid-1960s, just before the wires came down. A few pieces of BA&P equipment have been saved for posterity. During the Butte meeting tour in 2001, Mining History Association members viewed one of the remaining box cab locomotives on display.

Those of us who admire the BA&P Railway have waited a long time for this book. Until now, we have relied on short articles and brief references in books about railway electrification. Author Charles V. Mutschler begins by noting that he will emphasize two subjects: technology and corporate development. Appropriately, the book's first chapter deals with the mines, entrepreneurs, and conditions in Butte and Anaconda. This chapter provides a fine summary of developments that positioned Butte as a major copper producer. The second chapter discusses the developing transportation network of the interior Northwest. It beautifully summarizes the routes and importance of the numerous railroads that traversed the region and linked Butte with the outside world. The third chapter discusses the creation and early steam-powered operation of the BA&P, which became known as the "Copper Shortline." The fourth chapter—"White Coal vs. King Coal"—discusses the merits of electrification and the BA&P's transition to box cab locomotives built by General Electric.

Located fairly close to sources of hydroelectricity on Montana's rivers, BA&P was an excellent proving ground to demonstrate the economies of electric power. In fact, it was the first railroad in the U.S. to electrify for purely economic reasons. In the fifth chapter, Mutschler

discusses operations on "The Busiest Little Railroad in the World" over the thirty-year period from ca. 1915 to 1945. This was the BA&P's heyday, when most of the heavy, smelter-bound traffic was pulled by electric locomotives, but the branch lines were still steam-powered. In "The End of an Age" (Chapter 6), the transition to modern electric locomotives and diesels in the post-World War II years is covered. In the book's brief epilogue—"Success of Failure?"—Mutschler evaluates several of the BA&P's experiments and innovations. He concludes that this railroad "was undoubtedly a success story" which "proved that electrification could be efficient for short, high density traffic."

The book contains three locomotive roster appendices, a fairly comprehensive bibliography, a useful index, and a brief note about the author, who is a professional archivist and historian as well as a railroad enthusiast. That note about the author reminds me how important an individual writer's personality is to the quality of a finished work. Mutschler's interest in mining and railroad history is evident on every page of this highly readable book. He knows the interior Northwest well, and does a nice job of linking its mines and railroads. This book is both well written and nicely illustrated. Mutschler selected photographs and illustrations carefully, and they are well reproduced. *Wired for Success* fills an important niche in the literature about mining-related railroads. For students of mining, railroad, and corporate history, this readable book on the fabled BA&P was worth the wait.

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Helmut Waszkis. ***Dr. Moritz (Don Mauricio) Hochschild 1881-1965. The Man and His Companies. A German Jewish Mining Entrepreneur in South America.*** Frankfurt am Main: Vervuert Verlag, 2001. 280 pages. US$35.00

History has not treated this Hochschild kindly. "Although possessing a very pleasing and ingratiating personality, he has proved to be unscrupulous, unreliable, and extremely hard-boiled in all of his business dealings. Next to Patiño, I would presume that he is the most disliked person in Bolivia." This typical assessment came from the head of the Latin American section at the U.S. Department of State. It is mild compared to the way in which Bolivian nationalists have judged this most successful of the many foreigners who made modest mining fortunes in that country. While Laurence Duggan's evaluation was quite accurate, he missed the extraordinary qualities of the man who reinvigorated the Bolivian mining industry over the three decades from 1921 until his properties were nationalized in 1952.

Helmut Waszkis is well placed to write a more balanced view, since his own background and experience in metals trading in Latin America provides him with a good appreciation of the problems confronting a metals trader such as Hochschild in the inhospitable environment of Bolivia. It has not been an easy task. While Hochschild was concerned to leave a legacy, it took the form of a charitable foundation, rather than a comprehensive set of personal and corporate records to serve as the basis for a conventional biography. However, two of Hochschild's close business associates wrote short memoirs, and Waszkis has systematically tracked down all those who had any dealings with him and who are still alive. Their interviews, especially the anecdotes, provide the basis for a remarkable portrait of an exceptional man.

One central theme is the economic history of the group of trading and mining enterprises Hochschild eventually controlled. But since Hochschild was born into and used an extensive metal trading network, it is impossible to present this history without an account of Hochschild's relationship to that network. In addition to con-