
It should be said at the outset that Mr. Hunt's monograph is concerned solely with the history of the Iroquois wars prior to the eighteenth century. The several well known intercolonial wars are thus eliminated, confining the study to an analysis of the rivalry between the Five Nations and other tribes for control of the northern and western trade. Although these seventeenth century conflicts are less known than those of the following century, they were of equal importance, and a knowledge thereof is essential to a correct understanding of aboriginal history.

There can be little doubt that the book under review is one of the most significant contributions to its field within recent years. The author has given painstaking attention to the sources, dispassionately interpreting the facts at his disposal. The result is a distinctly fresh slant upon the history of the League of the Iroquois.

It has usually been maintained that the Five Nations acted as a political unit with a remarkable degree of precision and efficiency. That such was not the case is amply proved by an examination of the data submitted by the author. The dispersions of the Huron (1649), Petun (1649), Neutral (1651), Erie (1654), Susquehannah (1675), and Illinois (1680) are treated in detail. In each case there appears to be incontestable evidence of a war primarily motivated by commercial considerations and waged only by those of the Five Nations which had economic interests at stake. The reviewer concurs with the verdict that "The supposed unity of the League, or the unity of action that has been ascribed to it, may be dismissed, for such unity never existed. . . . Each tribe made war solely in its own interest, and the conspicuous feature of their League is its lack, not its possession, of political unity" (p. 160).

The literary style of the book is variable—interesting and clear at times, but not infrequently so overburdened with details as to become too involved. The map on the end papers is somewhat inadequate. The addition of maps explanatory of textual points would have been a marked improvement. Three appendices, an excellent critical bibliography, and an index conclude the volume.

Spring Mill, Pa. ALBAN W. HOOPES.

269

A reviewer is always pleased to applaud the appearance of a fine edition of a classic. In the present case, scholars will be doubly grateful, because copies of the 1775 edition of American Husbandry are very scarce. Although this work presents the only accurate and comprehensive account of American colonial agriculture, it has never received the attention from historians that it deserves. Now, those who wish to study the husbandry of the Middle Colonies will have readily available a fourteen page account of New Jersey, forty-three pages on Pennsylvania, and thirty-eight on the back country of the Ohio. In addition there are three chapters on the tobacco culture of Virginia and Maryland. As the author of American Husbandry was extremely critical of the practice of extensive agriculture, the lack of diversified crops, the failure to cultivate grasses and legumes, and the unwillingness to profit by the new English horse-hoeing husbandry, his picture of the farms of the middle regions is not over-flattering. Furthermore, his whole treatment was influenced by a political motive; he did not wish the colonies to engage in manufactures or to compete with the crops of the Mother Country. Fortunately the recent publication of Dr. Robert Honyman's Journal (1939) affords a corrective by providing evidence of considerable crop diversification in Maryland (especially the Eastern Shore) and an awakening interest in new methods of husbandry which culminated after the Revolution in John Beal Bordley's Essays and Notes on Husbandry and Rural Affairs (1799). Moreover, the careful observations of colonial farming from Pennsylvania to Prince Edward Island made by Patrick M'Robert in his Tour through the North Provinces of America (1776) provide an additional source along with the late Raynor Kelsey's edition of The Casenove Journal (1794). Such Pennsylvanians as William Allen and Benjamin Franklin had become seriously interested in agricultural improvement before the revolutionary disturbances forced a postponement of their efforts. The time is now ripe for a scholar to give us a balanced study of the agriculture of Pennsylvania during the colonial period.

Professor Carman's introduction discusses the much mooted question of the authorship of American Husbandry, but beyond casting serious doubt on Lyman Carrier's identification of Dr. John Mitchell, adds little to our knowledge. His editing is excellent and he is to be congratulated for bringing out this valuable work. It is a book that should find its way into every collection on the Colonial period.

Brown University

CARL BRIDENBAUGH.


This volume is the story of the political strategy which lay behind the
promotion of the Northern Pacific and Canadian Pacific Railways in the period which closed in 1873 with the so-called Pacific Scandal in Canada and the failure of Jay Cooke in the United States.

As has long been known, the sixties and early seventies of the last century abounded in American schemes for the annexation of all or part of British North America to the United States; and the almost complete isolation of the Red River settlement and of British Columbia from Eastern Canada offered a particularly fertile field for the machinations of the annexationists. It was the hope of these men that, by capitalizing the commercial dependence of the Red River colony on Minnesota and of British Columbia on San Francisco, those communities might be detached from their allegiance to the British Crown. The infant Northern Pacific soon became the instrument by which men, within and without the company, planned to effect the incorporation of the Canadian Northwest in the Republic.

As is also well known, the Dominion Government projected the Canadian Pacific Railway as a means of preserving the integrity of the British possessions in North America and of foiling the plans of the devotees of annexation.

The heart of Mr. Irwin’s work consists of a detailed account of the efforts of Jay Cooke and his Northern Pacific associates to prevent the construction of this all-Canadian highway to the Pacific. They hoped to render the Canadian line wholly abortive. But, failing that, they must defeat any plan for the building of a road north of the Great Lakes. In this way any line which the Canadians might build west of Lake Superior would become a mere feeder for the Northern Pacific. Thus, continued dependence of the Northwest on an American outlet would, it was believed, pave the way for its ultimate absorption into the United States.

From the papers of Jay Cooke and Sir John A. Macdonald, the author has reconstructed the prolonged negotiations between Cooke and Sir Hugh Allan, which would have given American financial interests a dominant influence in the Canadian Pacific, and would have enabled them to bend it to their plans. Had their designs been successful, there would have been no line north of the Great Lakes. Although the plan was foredoomed to failure for a variety of reasons, hope for it was not entirely abandoned until the Pacific Scandal and the failure of Jay Cooke brought to a close this particular era in the railway history of the Canadian-American Northwest. The Canadian Pacific and the Northern Pacific were to be completed later, but with the political factor almost entirely eliminated.

The chief merit of Mr. Irwin’s study lies in the fact that he has brought together between two covers a great deal of material regarding annexation plans, and the political strategy behind these two railways, which previously had to be sought in various scattered works. His use of the Cooke and Macdonald papers has enabled him to tell in greater detail than before a story whose broad outlines were already entirely clear.

The book is well organized, interestingly presented and clearly written. Although it deals chiefly with paper schemes which never came to fruition, it nevertheless provides an interesting chapter in the history of Canadian-American relations.
The author has threshed a good deal of old straw. The long account of Asa Whitney's agitation for a railway to the Pacific, the early history of the Northern Pacific and the extended treatment of events leading to Canadian Confederation add nothing to existing knowledge of those subjects. And surely the commercial relations of Quebec and the Maritime Provinces with New England should have no place in a book on the Canadian-American Northwest!

Brown University

JAMES B. HEDGES.


Marcus Lee Hansen, the author of The Atlantic Migration, 1607-1860, spent four years in Europe and a much longer period in America assembling material for a comprehensive three volume history of immigration. His work had not progressed beyond the actual writing of the first draft of volume I, however, at the time of his untimely death on May 11, 1938. The final preparation of his manuscript for publication was performed by Arthur M. Schlesinger of Harvard University in cooperation with Miss Esther McKenzie and Miss Elizabeth F. Hoxie.

This volume is concerned primarily with the great migration of European peoples of the thirteen Colonies and then to the United States down to the period of the Civil War. In contrast to most other treatises on immigration, Dr. Hansen restricted his study largely to the conditions in the Old World which made people dissatisfied with their lot, such as the ever-changing system of land-holding and agriculture, the industrial revolution, natural disasters, political and religious oppression, the improvement of means of transportation which made the trans-Atlantic journey less expensive and less hazardous, and the work of the numerous immigration agencies. The character of the author's treatment is indicated by the following topical headings: The Westward Impulse, The Peopling of the Colonies, The First Americanization, A New Beginning, America in Disfavor, Pioneers of the Great Migration, America Becomes the Common Man's Utopia, Commerce Bridges the Atlantic, Hopes and Fears of the Thirty Years' Peace, Colonization No Remedy, The Flight from Hunger, New Forces at Work, and The Great Migration.

The story is related in a vivid and illuminating style with such effectiveness that the reader sees before him flesh-and-blood human beings facing the problems of their day just as the people of today meet the economic, social, and political issues that confront them. In contrast to the many other works on immigration, this book treats the nationalistic and racial groups which migrated to America in a fair and unprejudiced manner. It is documented with some sixty pages of bibliography and footnotes and contains an excellent index.

Pennsylvania State College

ASA E. MARTIN.