

BOOK REVIEWS

The Delaware. By HARRY EMERSON WILDES. The Rivers of America Series edited by Stephen Vincent Benét and Carl Carmer. (New York: Farrar and Rinehart, 1940. xii, 398 p. Illustrated. \$2.50.)

A century and a half ago the first and greatest biography of a river appeared, Boydell's history of the Thames, which in text, format, and illustrations has always remained a model of perfection for subsequent writers to emulate. The current aspirants to Boydell's place as fluminary publishers are Farrar and Rinehart who are producing a series called the "Rivers of America," of which the present volume is the tenth to appear. For the author of *The Delaware* the publishers were fortunate in acquiring the services of Harry Emerson Wildes whose splendid *Valley Forge* has endeared him to all lovers of Pennsylvania.

However, Mr. Wildes is far more interested in history than he is in geography or architecture so that readers who want to find out what the Delaware valley looks like must go elsewhere. Moreover, the author has made no attempt to be scientific, or to present any of his material in anything but a popular way. The result is a chatty and discursive book, perhaps a trifle too chatty and a trifle too discursive, yet always holding the reader's interest and full of anecdotal and miscellaneous information.

After far too brief a preliminary chapter on the topography of the river valley—the brevity of which is to the present reviewer's mind a serious blemish—Mr. Wildes commences his anecdotal history and carries it on with great skill. Hudson crosses the pages, then the Swedes under Prinz (referred to as Big Belly a bit too often), and the Dutch and English. There are graphic descriptions of William Penn and the Quakers, of the mysterious Fenwick of Salem, of Judge Robert Quarry, Sheik Sidi of Syria and many another forgotten figure. With the doings of the Pennsylvania Germans and the Paxtang boys, Mr. Wildes stretches the western limits of the Delaware region to a point somewhere beyond Harrisburg, but the Delaware is a more elastic river than most and the story is rather improved thereby. The Revolutionary and Federalist periods are vividly described, albeit it is rather a surprise to learn as we do (on p. 167) that Carpenters' Hall is a three story building, and one feels that Philadelphia did reach the pinnacle of its culture in the days when the capital was there. This impression is emphasized by Mr. Wildes' account of the sordid political and industrial chicanery of the nineteenth century. Even in the Civil War the Delaware seems singularly unheroic, while the narration of later events is even more depressing and is only relieved by a sprightly chapter on the gastronomic and bibationary practices of the area.

Perhaps the strongest criticism that can be made to this thoroughly readable

book is that the author has given too much emphasis to Philadelphia. Certainly up to the Revolution the Delaware was the main street of the Middle Colonies, and Philadelphia was merely a group of buildings on that street. Considered in this way it would seem that such places as Burlington, Bordentown, and Newcastle receive too little notice, while the country places of Frankford and Torresdale are not mentioned, nor any part of the river above Washington's Crossing. The book also deserves a better map and more suitable illustrations. The map is on far too small a scale, it does not even show New Hope, while the illustrations seem more suitable for a boy's book of piracy in the Spanish Main than to the dignified chronicle of a ribbon of liquid history.

Devon, Pennsylvania

BOIES PENROSE

Dictionary of American History. JAMES TRUSLOW ADAMS, Editor in Chief, R. V. COLEMAN, Managing Editor. (New York: Charles Scribner's Sons. 1940. Six volumes. \$60.00.)

The value of a work of reference depends wholly upon its ability to supply quickly the information for which people would logically turn to it. The best test of the *Dictionary of American History* is therefore a record of its assistance in a group of miscellaneous problems which were taken to it.

Q. What basis in historical fact has Longfellow's poem "Evangeline"?

A. There is nothing listed under "Longfellow," but under "Evangeline" we discover who suggested the theme to Longfellow and are told that "the actual facts differ from the legend." There is a cross reference to "Acadians," under which head we learn the circumstances attending the settlement of Acadia, its geographical location and characteristics, the circumstances of the transplanting of the population, and the subsequent fate of these people. In the Index volume, nine references to Acadia and Acadians allow for a fuller treatment of the subject. Longfellow seems to have been in the main correct, but to have done the British somewhat of an injustice in his interpretation of their motives and of the subsequent history of the colony and its people.

Q. How many Vice-Presidents of the United States later became Presidents?

A. As the work contains apparently no single lists of either the Presidents or the Vice-Presidents and has only articles on the functions of these officers, it would be necessary to obtain a list elsewhere and look up the individuals in order.

Q. When was the prize fighter John L. Sullivan at his height?

A. There is no entry under "Sullivan" but the Index refers the reader to an article on "Prize Fights" in which "Yankee Sullivan" is mentioned as being prominent in the forties and fifties, as distinguished from the famous bare-knuckle champion, John L. Sullivan, who fought Jake Kilrain in 1889 in New Orleans and was defeated by "Gentleman" Jim Corbett three years later.

Q. How did Phoenix, Arizona, get its name?

A. The date of the organization and admission to the Union of this state is given, but there is no reference to Phoenix.

Q. What part did Fort Dearborn play in American history?

A. The reasons for building this fort are given, together with the history of its destruction, rebuilding, and present condition in Grant Park, Chicago. Four cross references allow the reader to pursue details further.

Q. What is the historical importance of Transylvania College?

A. The Index gives sixteen references to The Transylvania Company and three to the College. In the article on "The Bluegrass Country" we learn that Transylvania College at Lexington, Ky., is the oldest college in the West although the date of founding is not given. Under "Law Schools" Transylvania is listed as creating the second law professorship in the country in 1799, and under "Medical Schools" she is listed as having the first in the West (1817-1859).

All of the above questions have come up in the reading, conversation, or observation of this reviewer during the past few weeks. A check of the same questions in the *Encyclopaedia Britannica* gives mention of Longfellow's "Evangeline" in a two column biography of the author, and a brief paragraph on "Acadia." It contains only brief mention of the office of United States President and no list of incumbents. It gives the dates (1880-1891) for Sullivan and mentions the fact that he was the last to fight with bare fists. It has a map of Arizona and a short account of Phoenix, but no mention of the origin of its name. There is brief mention of the town but none of the fort of Dearborn. It contains no mention of the Transylvania Company or College. In only one case, therefore, is there more information in the *Britannica* than in the *D.A.H.*, and even in this the specific question is not answered. It will be seen that, for the historically minded, the *D.A.H.*, although far from perfect, provides a valuable supplementary reference work for the home library as well as for the scholar in American history and related fields.

Swarthmore College

ROBERT E. SPILLER

Handbook of the Linguistic Geography of New England. By HANS KURATH and others. (Providence, Rhode Island: Brown University, 1939. xii, 240 p. 2 folded charts. \$5.00.)

When a group of American linguistic scholars, more than ten years ago, started, with the assistance of the American Council of Learned Societies, their ambitious project of mapping the linguistic geography of the entire United States and Canada, it was decided to make a preliminary sampling of the material, to determine the procedure and ascertain the particular tasks and difficulties involved. Almost inevitably, the New England States were chosen for this purpose, because of their limited area and compactness, and their relatively homogeneous population and social history. Of the completed work on this section—the three volumes of maps comprising the *Linguistic Atlas* proper, and the *Handbook*, the last is probably of the most interest to the general reader and the student of American history and culture.

The *Handbook*, besides presenting an account of the progress of the under-

taking, the methodology used in gathering and recording of data, and the phonetic symbols employed in the work-sheets, includes chapters delimiting the two chief dialect areas in New England and presenting a concise and useful historical sketch of the settlement and of later movements of population within the section. The sixth and concluding chapter gives for each of the 431 New England towns and cities sampled—three also on Long Island, and eight border parishes in New Brunswick—a thumbnail sketch of the community and a description of the unnamed person or persons interviewed by the nine field workers. So discriminating are these descriptions regarding the interviewees' personalities, education, parentage, and social history that a reader of wide genealogical acquaintance can often discover his friends under the cloak of anonymity.

New England falls into two language areas, Eastern and Western, the latter in general occupied by descendants of settlers in the lower Connecticut Valley towns. The "seam" between the two areas runs due north from the mouth of the Connecticut River to the southern boundary of Franklin County in Massachusetts, which it follows west to the Berkshires and thence north along the height-of-land of the Green Mountains to the Canada line. East of this boundary, from Cape Cod to Northern and Eastern Maine, the speech of native inhabitants is marked by a number of characteristics of pronunciation and vocabulary such as the absence of consonantal *r* except preceding a vowel—as also in standard British English; the low-front vowel *a* in *half*, *calf*, *laugh*; the pronunciation *squirrill*, *cruil*, and the like; and such unusual words as *bonny-clapper*, *comforter* (a thick quilt), and *pig-sty*. Numerous other usages common to Maine, the Merrimack Valley, and Cape Cod are less uniformly found in a Marginal Area of the Eastern section, including eastern Connecticut, Worcester and Franklin counties in Massachusetts, and the Connecticut Valley towns of New Hampshire and Vermont. In these sections, for example, the New England short *o*, as in *co't*, *bo't*, *ro'd*—often ignorantly misspelled *cut*, *rud*, even by Dr. Holmes, who should have known better—is comparatively rare. In the Greater Boston area, of course, most of the regional speech peculiarities have disappeared as a result of heavy immigration from non-English-speaking countries.

The practice of using non-New Englanders as interviewers was necessary in order to detect pronunciations and inflections which would escape the ear of a native of the section. Offsetting disadvantages due to unfamiliarity with the social pattern are slight and mostly negative, such as neglect of the infiltration of Middle Westernisms such as *all over* for *everwhere* and a widening misuse of *like* for *as*.

Seventy-four charts graphically illustrate specific speech differences between the Eastern and Western, and the "Focal" Eastern and "Marginal" Eastern areas. The historical sections, mainly done by the late Professor Marcus L. Hansen, of the University of Illinois, are on the whole excellent. The only slip the reviewer has observed is a failure to take due notice of the population

movement from Eastern New Hampshire into Maine at the end of the eighteenth century. Most commendable throughout is the accuracy in recording regional differences so often superficially and misleadingly treated by amateurs.

University of Maine

MILTON ELLIS

Mr. Pitt and America's Birthright: A biography of William Pitt the Earl of Chatham, 1708-1778. By J. C. LONG. (New York: Frederick A. Stokes Company, 1940. xv, 576 p. \$3.50.)

This latest biography of William Pitt, Earl of Chatham, is written in an easy, narrative style, attractive to the majority of readers. For the most part the statements of fact in regard to Pitt himself are accurate. The chief obstacle to recommending the work whole-heartedly is the author's tendency to misrepresent the spirit and institutions of the past. Because Mr. Long obviously seeks to instruct his readers in regard to constitutional development and political practices of the eighteenth century, he may fairly, so it seems, be judged by his ability to present those subjects clearly and faithfully. Unfortunately, his attempt to illuminate the field of constitutional history is, in the opinion of this reviewer, a contribution to confusion.

At times an over-simplification of an intricate subject, but more often an indiscriminating use of words or phrases, results in distortion. Most objectionable, from the point of view of the teaching profession, are the erroneous ideas to be derived from Mr. Long's use of "democracy," "dictatorship," and other absolutes. For example, he writes of the "battle to preserve democracy" and again of the ignoring of "democratic principles" as "a trend . . . contrary to English tradition as expressed in the Magna Carta" (p. 391). He describes the government under George III as imitating "the totalitarian powers" (p. 391) and using "the techniques of dictatorship" (p. 393). Elsewhere he refers to "the King's tyranny" (p. 401). Such phrases suggest to the twentieth-century reader connotations quite foreign to the British government of the eighteenth century. In dealing with the more technical details of government, Mr. Long frequently uses expressions which are misleading. He speaks of the Cabinet's "passing a bill" (p. 500); of Grafton's entering a "demurrer," presumably in the House of Lords (p. 515); of the King's being "theoretically . . . responsible to his ministers" (p. 489); of "a Constitutional impasse in . . . [Pitt's] inability to carry the Cabinet with him" (p. 388); and of a plan for putting the Great Seal in commission because Chatham, Lord Privy Seal, was ill (p. 475). The author's references to Whigs and Tories suggest parties corresponding to the more compact and clearly differentiated organizations of Liberals and Conservatives characteristic of a later period.

Mr. Long's printed bibliography is impressive both in its variety and its length; but the introduction to the notes and the notes themselves suggest that the author relied somewhat too heavily on a few sources which are of doubtful value to the historian. While sympathizing with the author's desire to minimize the notes, the reader may regret certain omissions. Mr. Long does not tell why, in explaining the failure of General Howe to co-operate

with Burgoyne in the American campaign of 1777, he repeats, with some variations, the frequently rejected story of Germain's forgetting to send an important dispatch (p. 521). Mr. Troyer Anderson in *The Command of the Howe Brothers* (New York, 1936) has made a critical evaluation of the sources for this story. In regard to the charge that Newcastle edited Byng's dispatches before they were made public (p. 257), readers would, no doubt, welcome substantiating evidence. The implication of peculation in the remark that Sir Robert Walpole "started in the government service as a poor man and had emerged rich" (p. 149) is somewhat at variance with the explanation of Sir Robert's finances to be found in Mr. Ketton-Cremer's *Horace Walpole* (New York, 1940).

Errors in proof-reading are numerous. For example, Montreal is called the "capitol" of New France (p. 283); "at the time of the campaign" (p. 276) should evidently read "after the campaign"; "St. James" should be "St. James's" when used with "Palace" (p. 382) or "Place" (p. 394); and Barbados was an English, not a French, possession (map, p. 312).

Wilson College

DORA MAE CLARK

Knight of the Seas: The Adventurous Life of John Paul Jones. By VALENTINE THOMSON. (New York: Liveright Publishing Corporation, 1939. 608 p. \$3.50.)

The author of this biography is the daughter of a former French Minister of Marine, Gaston Thomson, who was in office in 1906 when the casket identified as that of Paul Jones was found by the American ambassador in Paris and brought with its contents to this country. She is the author of a number of pieces of French fiction and drama, and also of an earlier sketch dealing with Paul Jones in Russia, *Le Corsair chez l'Impératrice* (Paris, 1906), as well as of two articles in the *New York Times* (Sept. 23, 30, 1934), which first revealed to American readers the tale of an alleged love affair between the American officer and the Russian Princess Anna Kourakina.

With this background the author must have had unusual opportunities of access to French and other foreign source material mentioned in her voluminous bibliography, and she has also brought to her present work an excellent knowledge of French politics and court society in the period with which she deals. But in view of this special knowledge and this array of manuscript and printed sources, the reader is the more tantalized by the writer's semi-fictionalized treatment of her subject. What parts of her story are based on evidence new or old, and what on the author's imagination? For the most part the incidents, such as for example the contacts with Willie Jones and his friends in America, and the supposed love affair with Dorothea Dandridge (later the second wife of Patrick Henry), have at least some evidential basis; but the reader's faith is not reassured by the placing of Halifax, North Carolina, in Virginia, or by the ready identification of the mysterious Aimée of Jones's Paris years as an illegitimate daughter of Louis XV, or by the extension of Jones's sleepless vigil, during his hazardous sea journey between

Gotland, Sweden, and Reval, Russia, from three nights and two days to four nights and four days.

The new material in the present volume, however, deals primarily with the supposed affair with the Russian princess. Here in particular the student interested in sifting fact from fiction in the career of the Scottish sailor of fortune would like a searching analysis of whatever evidence is available, rather than a romanticized recounting of the tale of a lost diary, a secret marriage, and Russian descendants treasuring the name Jones—a tale apparently first brought to light by Russian emigrés in Paris after the World War. There is no support whatever for the story in the documents presented in F. A. Golder's *John Paul Jones in Russia*, and Mrs. de Koven, the best authority on the life of Jones, dismisses it as pure fiction (see her letter on the subject in the *Saturday Review of Literature*, April 27, 1940). It may be noted also that in the Princess Murat's *Private Life of Catherine the Great*, the Princess Anna Kourakina is mentioned as the mistress of General Suvaroff and associated also with the notorious Orloff, so that if there were a subsequent romance with the American officer it could scarcely have been of the idyllic type pictured in *The Knight of the Seas*.

Yet if the book shares the defects of the "new biography," it shares also in whatever merits belong to the type. Its lively narrative will attract many readers who might otherwise know little of Paul Jones and our Revolutionary Navy, and their enjoyment will not be greatly disturbed by errors of detail.

United States Naval Academy

ALLAN WESTCOTT

Hermon Husband. A Story of His Life. By MARY ELINOR LAZENBY. (Washington, D. C.: Old Neighborhoods Press, 1940. x, 181 p. Maps. \$2.50.)

There is a certain form of writing which makes use of the materials of history, yet is not history. Nor is it romance. It can be as easily isolated and described as an essay, a poem, or a short story can be isolated and described. It partakes of some or all of the following characteristics: it is episodic or biographical narrative, though its narration is frequently diffuse and irrelevant. It is often the product of laborious searching, but authentic documentation receives no higher acceptance than traditional or conjectural accounts. It glows with sentiment. It gives lustre to the virtues of the pioneer (or the merchant, or the politician, or the land-speculator) and conveniently dims or baldly overlooks contrary evidence. It breathes a narrow spirit of patriotism. It places undue emphasis upon heredity. It makes use of few original sources, most of which are of a genealogical nature. It overlooks most of the recent secondary works and all of the best, in favor of sources that are obsolete or worse. It is spoiled as history by its meretricious elements and it is ruined as fiction by clinging too rigidly to the facts, such as they are. It is the product of a sober industry and a sincere interest that ought to be encouraged, and of a method and an uncritical analysis that ought to be exterminated. It usually overlooks or disregards the puzzling questions raised by its subject, and adds to this irritation that caused by the absence of documentation, bibliography, and

indexes that would help the reader to ponder the puzzles himself. Finally, it is all too frequently characterized by the sort of mediocre printing that indicates a rural press.

It would be unfair to say that all of these generalizations apply to Miss Lazenby's work, but enough of them apply to place her *Hermon Husband* definitely within the category. In the main her facts are sound so far as they go, thereby placing her essay relatively high up in this low form of anti-quarianism. But it is the things that are omitted rather than the things that are included that make her work so unsatisfying. The most important omission is Husband's *Continuation of the Impartial Relation* (n.p., 1770), a unique copy of which was discovered in the Huntington Library by the American Imprints Survey in 1936 and announced in the *North Carolina Historical Review* in 1938. Hermon Husband's career bristles with question marks. He was a significant, if unknown, pamphleteer and agitator in North Carolina and Pennsylvania in the last half of the eighteenth century. He was a powerful influence in the Regulator Movement and in the Whiskey Rebellion. He carried his fight against authority into the legislatures of both commonwealths, and he lay under sentence of death twice during his life. He began life under the influence of the Anglican Church, was swayed first by George Whitefield, moved on into the Society of Friends, and finally became an eccentric mystic.

The searcher of land records in Somerset County will doubtless be puzzled by the entries under the challenging name of Toscape Death. The reader of Goddard's almanac may likewise be puzzled by the name of Hutrim Hutrim, the philosopher of the Alleghanies, or by his interlocutor Chronohotonthologos. Underneath these puzzling names lies the equally puzzling career of Hermon Husband (or Harmon Husbands). But if the inquirer wishes a satisfying answer to the conflicts and questions in the turbulent career of Toscape Death or Hermon Husband, he cannot find it in this volume. He cannot find a complete bibliography of Husband's writings, nor even an investigation of some of the questions about the writings that are discussed. Worse, he will find neat statements in answer to other questions but no supporting footnotes for such statements. Hermon Husband deserves a better fate than to be accounted for by the buttermilk school of historical writing.

Princeton University

JULIAN P. BOYD

Jedediah Barber, 1787-1876: A Footnote to the History of the Military Tract of Central New York. By HERBERT BARBER HOWE. (New York: Columbia University Press, 1939. xviii, 237 p. 20 illustrations. \$3.50.)

History has been described as a tissue of biographies. It is easy to demonstrate the inadequacy of such a definition, but it remains true that it is one of the most interesting and profitable approaches to a study of our past. But where are the materials for the weaving of this grand tissue? It would be futile to ask but useful to know what percentage of all the persons who have lived and worked and died in America has received some biographical com-

memoration. And here I exclude the epitaph on a crumbling headstone and the succinct entries of a family genealogy. The great and the near-great (even the merely notorious) men and women have received their share of posterity's attention. But what of the many middling folk? What of the even greater bulk of what we might describe as the plain common people of American history? Perhaps the "little people" have themselves made no great stir in our recorded history. Perhaps they (and others) were not aware that they were an essential part of it. Who wins a great contest on the field of battle? The generals or the privates . . . perhaps both have a vital share in the ultimate decision? Where are the biographers of this vast, inarticulate mass which has been the salt (if not the pepper) of our good American earth? Perhaps the novelists have done a better job in this respect than their cousins, the historians. Was *Main Street* a novel or an historical treatise? By a novelist or by a historian? Or was it both by a person who was something of each?

Yes, the middling folk and the little people—a mid-nineteenth century *Main Street* keeps echoing in my mind as I read (and reread in parts) Mr. Howe's excellent little book on the son of an undistinguished Connecticut farmer who in 1802 left a "stonny farm" at Hebron for the rich lands of central New York. In the prospering town of Homer Jedediah Barber "made good." Mr. Howe gives us the key to Barber's career in a revealing anecdote. In the late sixties a friend twitted him about his arrival in Homer with the family piled high on the one wagonload of household goods. "Yes," boomed Jedediah with his great voice, "but it would take the hell of a lot of loads to get me out." A few years later it would not have required quite so many loads, because the Barber fortune declined with the waning of the importance of Homer as a trading and financial center. But in his time he was an important and picturesque figure: merchant owner and manager of the "Great Western," the biggest general store in the community, banker (organizer of a local bank which failed and finally paid off several cents on the dollar), and railroad promoter (his one venture, the Syracuse and Binghamton, sank in a dismal bankruptcy). But when Jedediah was in his long-skirted coat and high beaver hat he grasped his ivory-headed cane and walked down *Main Street* with the bearing and authority of a feudal lord. He often stood and fondly gazed at his two blocks of brick buildings. Mr. Howe relates that one day he seized a passing friend by the lapel, "Young man, you see those buildings? They're mine; they're mine; I built them!" It was pathetic that Barber was lured into banking and railroad promoting, for his true place was in the general store which he conducted with all the shrewdness of a Yankee peddler. It should be added that, as a leading citizen, he participated in local philanthropies, church activities, county fairs, agricultural societies and in the Cortland Academy.

Of Jedediah's children Paris was certainly interesting. While the father owned a distillery the son became the secretary of a temperance society and organized the Homer youth in a "Cold Water Army" and spent many months (as a volunteer worker, it need hardly be added) in the Inebriate Asylum at

Binghamton. His father was never deeply religious, but Paris was an ardent teacher in the Sabbath School and finally became a deacon of the church. Every Sunday he decorated the church with flowers from his own greenhouse and, as an usher, welcomed the parishioners with a hearty hand and smile. He won prizes of "two or three dollars each" for his pigs and bulls at the county fairs. He was also adept in his arrangements of flowers and vegetables for these annual events; one year he presented a masterpiece described as "the Market Girl adorned by the purest treasures of Ceres with bloomer skirts of purest cabbage purple." Jedediah's comments are not recorded.

Mr. Howe's book is the result of many years of affectionate labor; he has collected an extraordinary number of fugitive materials and presented them simply and effectively. The value of the book far transcends that of merely local history. The author has given us many of the basic materials for the detailed picture of a Main Street in America a century ago.

Yale University

FRANK MONAGHAN

John White Geary, Soldier-Statesman, 1819-1873. By HARRY MARLIN TINKCOM. (Philadelphia: University of Pennsylvania Press, 1940. vii, 155 p. \$2.00.)

"This volume," says Roy F. Nichols in the *Foreword*, "initiates a significant publication program." The reviewer heartily subscribes to the statement. It is the first of a series entitled *Pennsylvania Lives*. The plan is to present a number of readable biographies, each relating to an important man or woman of Pennsylvania who shared in the history and development of this state, but whose contributions have hitherto been overlooked. A fitting choice was made in opening the series with a biography of John W. Geary. His life span coincided with one of the most stirring periods of American history. He participated in numerous important national events, and culminated his career as post-war governor of his native state.

Born in 1819, near Mount Pleasant, Westmoreland County, Pennsylvania, educated in Jefferson (now Washington and Jefferson) College, a school teacher, a member of the bar, surveyor, and civil engineer, and a physical giant (he weighed about 200 pounds, and stood 6 feet and 5 inches in height), Geary rose rapidly in business, military and political circles. When Polk called for volunteers in April, 1846 to oppose Mexico, young Geary raised a company, called the "American Highlanders," and joined up with the Second Pennsylvania. He was elected Lt. Colonel of the Regiment. Fortunately for the historians, he kept a diary, which survives as a valuable document of that war. From it Mr. Tinkcom resurrects a day-by-day narrative of the part played by the commander of the Second Pennsylvania Regiment. Shortly after Colonel Geary returned from the Mexican War, President Polk appointed him postmaster of San Francisco. In August, 1849, he was elected first alcalde (mayor) of San Francisco. His duties and responsibilities were many and varied. "He was sheriff, probate judge, recorder, notary public, and coroner, as well as judge of first instance." But for all his labors, he was well

paid, receiving a larger income than the president of the United States. In 1850, when San Francisco discarded its Mexican system of government and adopted the American municipal system, Geary was elected first mayor. Amid all his civic duties however, he found time to engage in business for himself. He organized an auction and commission company, dealt in real estate, and when he left San Francisco in 1851 to return to Pennsylvania, he was reported to have been worth \$500,000.

With this financial nest egg he returned to Pennsylvania to resume the quiet pursuit of agriculture and stock-raising. Here he would spend the remainder of his life. President Pierce offered him the governorship of Utah in 1855; but he declined it. He thought he was definitely out of public life. But not for long. One year later, 1856, Pierce asked him to become Governor of Kansas. Geary did not want the appointment. But Pierce insisted. His party needed him, and his country needed him. That was enough. He believed in the Union and the Democratic party. The situation in Kansas was the most critical in its history. Geary reached Lecompton in September, 1856, and tried against insurmountable odds, to bring about some semblance of order in the Territory. But it was too much. The pro-slavery forces, including the members of the territorial legislature, all the members of the judiciary, and the federal troops were against him. After working for some time against such odds, and in constantly failing health, he submitted his letter of resignation to President Buchanan March 4, 1857. In this chapter on the "Governor of Kansas," Mr. Tinkcom shows remarkable ability in untangling what is perhaps the most complicated political chapter in all pre-Civil War history—the Kansas Question.

Geary again returned to the quiet of his farm. But when he heard that Fort Sumter had been fired on he hurried to Philadelphia and set up a recruiting camp in Oxford Park. He raised fifteen companies, provided them with uniforms at his own expense, and on June 28, his regiment, the Twenty-eighth Pennsylvania, was mustered in U. S. service. He was in active service to the end of the war—at Chancellorsville, Gettysburg, Chattanooga, and Lookout Mountain. He joined Sherman on his march through Georgia, and by the close of the war, held the rank of Major General.

Returning from the war as a military hero Cameron, Republican boss of Pennsylvania, saw in Geary gubernatorial possibilities—even though he was still considered a Democrat. Here, the author again does a good job in unraveling a tangled political mess of those post-war years, and shows how Geary, who had always been a Democrat, was able with Cameron's aid to capture the governorship of Pennsylvania. During his first term he advocated a rather severe reconstruction policy for the South; fought the growing political power of the Pennsylvania Railroad, and tried to reform the pardoning powers of the governor's office. He was re-nominated in June, 1869, on the first ballot, and re-elected. It was during his second term that the *Crédit Mobilier* scandal came to light. The shady history of that corporation and the

stand that Geary took in an attempt to force it to pay its full share of taxes to Pennsylvania is well told.

Geary also was responsible for revising the Pennsylvania constitution in 1873. He gave the state two satisfactory administrations. He encouraged factories and industries to come to Pennsylvania. As a friend of education he strongly supported the educational and charitable institutions of the state. His administration was noted for progressiveness and efficiency. He died February 8, 1873, at the age of 54, only a few days after leaving office. His was a colorful career—from the Mexican War to California; from Bleeding Kansas through the Civil War, and finally for two terms Governor of Pennsylvania!

University of Pittsburgh

JOHN WILLIAM OLIVER

Colonel James Neilson: A Business Man of the Early Machine Age in New Jersey, 1784-1862. By ROBERT T. THOMPSON. (New Brunswick: Rutgers University Press, 1940. xiii, 359 p. Illustrated. \$3.75.)

This attractively printed volume is a biography of a New Jersey business man who spanned the transition from a mercantile to an industrial economy. As such, it is a valuable contribution to the economic history of the early national period whose business leaders have been neglected by historians in favor of the post-Civil War "empire builders" and/or "robber barons." As a boy in the third generation of a prominent New Brunswick family, James Neilson saw his father dispatch down the winding Raritan sloops laden with flaxseed, flour, and provisions for Ireland, Portugal, and West Indian ports. Early apprenticed in the family counting house, he entered upon a career that embraced: coastwise shipping and merchandising; overland freighting and turnpike transportation; directorships in banking and insurance; land speculation in Mississippi, Texas, and New York; the promotion of the Delaware and Raritan Canal, of which he was treasurer for twenty years; a share in the management of the allied Camden and Amboy Railroad; and finally the development of water power at New Brunswick and the construction of a pioneer cotton mill. Throughout his business career, he remained a country gentleman, managing a large farm on which he experimented with different plants, crops, and fertilizers. He was long a trustee of Rutgers and the Princeton Theological Seminary, and, a slaveholder, was actively interested in the New Jersey Colonization Society.

Many aspects of industrial capitalism that are considered modern were well in evidence in early New Jersey. If America can now boast of her sixty families, New Jersey could point to her three. These were the Stevenses of Hoboken, the Stocktons of Princeton, and James and Abraham S. Neilson of New Brunswick. The Stevenses had inventive genius and daring; they early built up steamboat and stage lines across the state and later financed and constructed the enormously profitable Camden and Amboy Railroad. The Delaware and Raritan Canal owed its success to the political maneuvering of James Neilson and Commodore Robert F. Stockton. With the subsequent

joining of railroad and canal companies and the securing of a monopoly of transportation, the three families came to dominate New Jersey's economic life. In this alliance, Neilson's role was one of conservative manager; by common consent disputes were referred to him. Commodore Stockton acted as the political front; he directed the political machine built up by the money and influence of the Joint Companies. He was known to boast of holding the state "in his breeches pocket," but he failed in his ambition of attaining the Presidency.

The business activities of the three families were widespread. Neilson and Stockton were partners in cotton manufacturing, for example. The most interesting organization that the three mutually controlled was the Napoleon Company. This was a "directors' company" by which the cream of the profits from canal, rail, and steamboat transportation were skimmed off for the benefit of the inside controlling group; fortunately for the stockholders there were profits enough for all.

One would wish that Professor Thompson had given more consideration to questions of business ethics and social philosophy. There is little on Neilson's attitude toward property rights other than his statement that without respect for law "society must soon retrograde into the savage state, where every man must avenge his own wrongs & depend on his own arm & trusty rifle . . ." But this reviewer, who happens to have examined and used the Neilson Papers in the Rutgers Library on which this biography is based, can testify to the thoroughness and scholarly care with which the sources have been employed. The book is well written, with superfluous detail relegated to the footnotes. It is illustrated and has an excellent bibliography and index.

Princeton, N. J.

WHEATON J. LANE

From Indian Trail to Iron Horse, Travel and Transportation in New Jersey 1620-1860. By WHEATON J. LANE. (Princeton: Princeton University Press, 1939. xviii, 437 p. Illustrations. \$3.75.)

In 1929 Lloyd W. Smith, "a lifelong student of the colony and state" of New Jersey, "offered to finance an exhaustive study" of the history of the state "to be made by the Department of History of Princeton University." The University accepted the offer. Professor Lane's is the first volume to appear. If the subsequent studies, in their respective fields, are as good as Professor Lane's in his, New Jersey will be represented by the best of our state histories.

Besides Seymour Dunbar's *History of Travel in America* and Robert E. Riegel's *The Story of The Western Railroads*, the general history of transportation in America has received inadequate treatment. Certainly the subject is not a dull one and if it is not the most important in the entire history of the United States, in our economic history it yields primacy to none. If the pitfalls of the subject, its requirement of specialized knowledge of engineering, economics and finance, have frightened most historians away, they have only challenged Professor Lane and he has met each challenge successfully.

The ambitiousness of Professor Lane's approach may be gleaned from a survey of his bright chapter headings: "Pathways of the Wilderness," "Indian Trail and Colonial Highway," "Sloop, Flatboat and Raft," "Stage Boat and Wagon," "The Roadside Scene," "Tollgates and Milestones," "Paddle Wheels and Coaches," "Tow Paths and Planes," "Iron Trails across New Jersey," "Monopoly and Politics." This is a comprehensive list and each title in it is itself treated comprehensively.

For the early history of American finance capitalism as well as American transportation, Professor Lane's work is indispensable. He is more aware than most historians of the early impact of the corporation on American life, of the possibilities for speculation rather than service in joint-stock utility companies. His section on the financial history of the Morris Canal is an excellent illustration of stock manipulation and its baleful consequences for transportation service. His investigation of the death grip the Camden and Amboy Railroad had on the politics of the state is the most thorough study of ante-bellum pressure politics that we have. His treatment of the Livingston monopoly and *Gibbons vs. Ogden* is at least the equal of any and more colorful than most.

Much of Professor Lane's material is new, gleaned from heretofore unworked manuscript sources. These alone are listed in his bibliography, since an entire volume in the series will be devoted to a bibliography of New Jersey history. Sometimes Professor Lane gets bogged in exhausting details, but the demands of local history are sufficient excuse for this. On the whole, the book is pleasingly written, thoroughly documented, indexed, illustrated with maps and pictures.

New York University

WILLIAM MILLER

The Old Bay Line, 1840-1940. By ALEXANDER CROSBY BROWN. (Richmond: The Dietz Press, 1940. xiii, 176 p. \$2.50.)

Transportation in Maryland up until the last quarter century has been almost entirely connected with the water. Chesapeake Bay and its vast system of tributaries has made the construction of roads, and at a later time, railways, largely a matter of bridge building. These same water courses have offered perfect roadbeds, virtually free of maintenance charges, taxes, and breakdowns. Hence water transportation developed early to the exclusion of other forms. The missionary, George Fox, for instance, visited the Friends by boat; the doctor called on his patients in a slave propelled barge. All traffic, freight and passenger, was moved from plantation to town by sail or oar. Once the steamboat had been proved practical on the Hudson and Delaware, the Bay Country adopted it eagerly. Companies were organized to cover practically every one of the rivers. Some serving the less densely populated areas perished quickly; others flourished for years.

The prize route lay between the two chief centers of population, Baltimore and Norfolk. Competition for the traffic on this run developed almost at once. Continuing for a decade and a half a consolidation, foreshadowing similar happenings in the railroad field a half century later, brought all the steam-

boats under the unified control of the Maryland and Virginia Steamboat Company. Eventually it was succeeded by the Baltimore Steam Packet Company. Today known as the "Old Bay Line," it is celebrating its one hundred and first birthday.

Mr. Brown begins his book with a description of a trip down the Bay on the Line's first birthday. Then he traces briefly the origin of steam navigation on the Chesapeake in 1813, and its history down to the formation of the Old Bay Line. Largely through biographies of its vessels Mr. Brown develops the story of the company, its fights with competitors, its relations with the railroads which served as feeders, and its importance to the people of Maryland and Virginia. Based on the official records of the company and a great mass of contemporary sources, *The Old Bay Line* is an authoritative and interesting study. It is a well documented, a lavishly illustrated, and a valuable contribution to both business and transportation history.

Philadelphia

M. V. BREWINGTON

Education in the Early Navy. By HENRY L. BURR. (Philadelphia: Privately printed, 1939.)

This work is a dissertation submitted by Mr. Henry L. Burr in partial fulfillment of the requirements for the degree of doctor of education in Teachers College, Temple University. It is a study, in terms of present-day psychology, of the education of United States naval officers prior to the founding of the Academy at Annapolis. But primarily it is a narrative of the lives of midshipmen, or "reefers" as they were often called then, from the days of the Continental Navy until about the middle of the nineteenth century. Quotations from biographies and from documents are skillfully woven into the story. It makes very interesting reading for those who take pride in the Navy.

Some of the Navy's early heroes acquired their formal schooling between cruises. Farragut at the age of twelve was placed on the *Barclay* as prize-master. In this position he was forced to notify the former captain not to come on deck with his pistols unless he wished to be thrown overboard. Such an experience for one so young was far superior to any education ashore, but this did not prevent Farragut from receiving instruction from a "Queer old individual named Neif"—a veteran of Napoleon's celebrated guards.

Intimacy with the ship, the sea and the wide world at such an early age could not fail to work a profound influence on the personality and character of the midshipmen. Their duties covered a wide field and in performing them they exercised full authority over members of the crew, notwithstanding their youth and inexperience.

The references to the ships of the period will help the reader understand some of the present traditions of the Navy. "Humphreys' innovations provided for heavier batteries, thicker scantlings, finer lines, longer and stouter spars, and a greater distance above the water for the guns than hitherto characterized frigates; the ships could engage in weather which rolled the gun-ports of ordinary frigates under water." There is, as Dana said, "a witchery in the sea,

its songs and stories. . . ." There are references to the ordeal of rounding Cape Horn—the name is still a synonym for suffering, for relentless seas, for mist, hail, and harrowing cold.

The midshipman's classroom was the world, but Mr. Burr thinks that Norfolk was the center of naval society during most of that period. He quotes Steedman's description of Norfolk as the Garden of Eden and Sands' observation that the girls of Norfolk helped the reefers pass their "idle hours" while preparing for their examinations. Conditions aboard the ships of the period were not conducive to an educational atmosphere. Lighting, heating and other facilities, which have reached such a high degree of development in ships of today, were very crude. The sources of heat for the reefers' quarters, the steerage, were hot twenty-four pound shots in buckets of sand.

The introduction of teachers and proper equipment both on the ships and at such schools as were established ashore proceeded slowly without very much central direction. It is interesting to learn that the reefers used goose quills for ordinary work, but swan-pens for important documents and crow-quills for fine drawings.

Types of studies and many other phases of the midshipmen's educational development are covered briefly by Mr. Burr. The regulations for midshipmen, he says, emphasized principles rather than details, but toward the middle of the period they became more specific. Stressed at all times, however, were the necessity of obedience, keeping of records, and of acquiring knowledge.

All in all, Mr. Burr finds it to have been a thoroughly sound sort of education from the psychological standpoint. The proof of this is in the officers that it produced. It was the evolution from sail to steam that created the need for a new and different kind of training.

Mr. Burr admits that his study has left unanswered several questions. For instance: How far were the early educational practices in the American navy influenced by British practices during the same period? And how did naval education in the late eighteenth and early nineteenth centuries compare with the college curricula in those days? These, certainly, are questions which could profitably be explored by other students. Meanwhile it can be said that Mr. Burr has uncovered a most interesting facet of American naval history.

Washington, D. C.

DONALD C. BINGHAM, U.S.N.

French Refugee Life in the United States, 1790-1800. An American Chapter of the French Revolution. By FRANCES SERGEANT CHILDS. (Baltimore: The Johns Hopkins Press, 1940. 229 p. Illustrated.)

Miss Childs' book is of particular interest to students of Philadelphia history. The city was the headquarters for late eighteenth-century French exiles of opposing political ideologies as well as of varying economic and social status. Miss Childs reminds us that "Philadelphia sheltered at one time or another, the Orleanist princes, tied by blood to the royal tradition; the opportunistic Talleyrand, the humanitarian La Rochefoucauld-Liancourt, the visionary Lezay Marnésia and the coldly intellectual Volney; loyal and hyper-

sensitive Ex-constituents such as Moreau de St. Méry, hard-headed French army officers out to get paid for their services in the American Revolution, and nervous government agents whose *civisme* was suspect; the Santo Domingan enigma Tanguy de la Boissière; merchants and artisans and tradesmen from Le Cap, any number of the Jacobins and Masons; destitute royalist sugar planters, mulattoes, and negroes, bond or free—it is not hard to visualize the kaleidoscope of political opinion that characterized the group. Royalists lament Louis XVI, ‘Ci-devant trop bon roi de France and des Français.’ Patriots toast the sovereignty of the people, while the more cynical and less vocal await ‘the end of the struggle between bonnets and crowns.’” It is not surprising that one refugee referred to the city as the Ark of Noah of the refugees.

By a skillful use of varied sources including contemporary French newspapers published in this country, records of local Roman Catholic churches, and pamphlets describing the activities of societies founded for various purposes by the exiles, Miss Childs has reconstructed many aspects of French refugee life in Philadelphia. In pointing out the factors which made this particular group differ from most immigrant groups, Miss Childs says “the refugees had fled before or in the midst of a political hurricane, with no considered plan to emigrate, and no plan for existence in exile. It was a political, not an economic migration.”

Although one may feel that the drawing of historical parallels, always a hazardous occupation, is now particularly dangerous, it is possible that the account of how these refugees fitted into the American scene possesses a special significance at the present time.

The Baldwin School

JOSEPHINE FISHER

They Were Not Afraid to Die. By A. C. M. AZOY. (Harrisburg: Military Service Publishing Company, 1939. 300 p. \$2.00.)

Turning from the lighter vein of writing football notes for Princeton programs, Mr. Azoy—the name is pronounced as though the “z” were a “th”—describes ten battles of the Revolutionary War. An advertising executive with a flair for popularization, he gives his accounts of Lexington, Concord, Breed’s Hill, Long Island, Trenton, Princeton, Brandywine, Saratoga, Monmouth and Yorktown in brisk, vivid writing.

The work is singularly uneven. In his New England battles, Mr. Azoy introduces new, and in the main defensible, interpretations as to why the stores were stocked at Concord and why both British and Colonials acted as they did. His comments upon such figures as Paul Revere, John Hancock, Prescott, Warren and the rest are breezy, not too awe-struck, and shrewd. Occasionally, as in the stories of Breed’s Hill, Long Island and the conflicts in the Middle States, he grows more technical, perhaps because he has adopted his descriptions from his longer and more professional versions in *The Infantry Journal* and the *Coast Artillery Journal*, and, without good maps, the movements tend to become obscured. Overstatement creeps in, as when he asserts that the battle of Princeton was so important that “no other victory in our Revolution

had a more benign effect on the country and its struggle for independence." Minor slips include an explanation that Simcoe's Queen's Rangers were "locally recruited Tories" from lower Chester County and that, on the morning of Brandywine, the "red sun ushered in a sultry dawn." He repeats the story of Cheyney's ride, having Cheyney dub himself as 'Squire, although the appointment did not come until a year later, and calling him an aged farmer when Cheyney was but forty-six. Molly Pitcher's well re-appears, though it was dug long after Monmouth, and she herself is set down as a resident of that vicinity.

Much of Azoy's difficulty springs from his choice of sources. For the most part, he relies upon random secondary authorities which are not too accurate, and which include, among others, Longfellow's poems and the works of Alfred Noyes. He places reliance also upon James Wilkinson's *Memoirs of My Own Times*, written as a propaganda document forty years after the events described.

Azoy, a great-great-grandson of George Clinton, does, however, write with swift, exciting strokes; he has avoided repeating some of the less trustworthy legends such as Charles Scott's account of Washington's swearing until "the leaves fell off the trees"; he is thorough in his military narratives. An end-paper map by Harold Butterfield gives a good clue to localities, though it does not provide the careful, accurate and complete guide that would be very desirable.

Valley Forge

HARRY EMERSON WILDES

Rosanna of the Amish. By JOSEPH W. YODER. (Huntingdon, Pennsylvania: The Yoder Publishing House, 1940. \$2.00.)

In *Rosanna of the Amish* Mr. Yoder has given us the best and most authentic picture of Amish life and customs that has yet appeared. Fashioning his work in novel form, the story is created mainly for the purpose of presenting the mode of living that has made these "plain" people famous. Rosanna is an Irish Catholic girl who is orphaned at the age of five days. Adopted by Elizabeth Yoder, an Amish maiden lady, she grows to womanhood and finally marries into the Amish church. This simple story is the framework upon which Mr. Yoder hangs his account of Amish weddings, funerals, worship, housekeeping, farming, and powwowing. It is a social and religious document, then, of some importance.

Allentown

J. J. STOUT