if he had worked into it the findings of such European investigators as Tawney, Sombart, Weber, Strieder, Hauser, and See. From them he could have learned the full significance of his statement that every essential element of the later American republic was embodied in the constitutions of the early trading companies (p. 35). Indeed, among all the elements of European culture transplanted to America, he could have given first place to the budding institutions and essential motif of capitalism. And with this beginning he could have worked out in his later sections a stimulating account of the historical developments by which this motif, placed in the presence of virgin natural resources of all kinds, matured into the economic institutions of contemporary America and the social philosophy of "rugged individualism." He could have discovered the cyclical movement of American economic development as a part of the world rhythm of capitalism. Instead of ending the work with a quotation describing the fantastic prosperity of 1929, he could have pointed his readers toward that intellectual understanding which is so necessary in the blind confusion of the depression of the nineteen thirties.

To write the economic history of the United States in the terms of world economic history demands a deep understanding of the character of modern civilization. More than the economic history of any other country, it is the perfect exemplar of that subversion of religion to the service of economic expediency which R. H. Tawney, the English economic historian, points to as the fundamental transposition of values featuring modern life.

University of Pittsburgh

Ralph E. Turner

A History of Transportation in the Ohio Valley with special reference to its waterways, trade, and commerce from the earliest period to the present time. By Charles Henry Ambler, professor of history, West Virginia University. (Glendale, California, The Arthur H. Clark Company, 1932. 465 p. Illustrations.)

Professor Ambler's task of writing a history of Ohio Valley transportation is one which very few historians would envy him, since the necessary research in the sources is not lightly to be
undertaken by one encumbered with many duties. In addition to the handicap of the dearth of preparatory spade work the subject of necessity continually invades the realms of economics and engineering. Nevertheless the author has acquitted himself well. If there is any fault it is one made necessary by the scope of the work, that of leaning too much upon the only secondary works which the field affords and which are too often antiquarian rather than critical in character.

One cannot read this book without feeling some of the author's love for the great valley and the river of which he writes. A native of this region, imbued with its history and tradition, he has given us a bird's-eye view which fills a long-felt want. Especially do his chapters on canals and turnpikes, on intermunicipal rivalries, on the coal trade, on commercial decadence, and on internal improvements throw light on hitherto neglected subjects, and they will be of great value to the student and the lecturer in covering these important phases of western history.

A few errors have escaped revision. On page 48 "four thousand keelboats" doubtless should read "four thousand flatboats." James Hall was American, rather than English. The cartographer who drew the map reproduced opposite page 94 was named Masson, not Mason. The ship listed under the engraving of the map as "Bison" should, according to the original map, read "Dean," and the one called "Customs Trader" should be "Western Trader." The "Louisiana" is also named on the map but not on the numbered list. It is unfortunate that the author does not quote the sources of his illustrations. Lacking such information, it might be argued that the keel boat shown opposite page 42 is out of proportion to the human figures on it, and it may well be doubted if the keel boat was as cumbersome as represented here. The barge, as described on page 43, was not supplanted by the keel boat but became bigger and better, especially below Cincinnati, until the triumph of the steamboat about 1820. It may also occur to the reader that if the railroads had so much to do with the decline of Ohio boating before the Civil War they should have done more to prevent its revival immediately after the war. It would have been of value to the reader to have described galley keel boats, model barges, low-water boats, and
the relative merits of side and stern wheelers, and of low and high pressure engines.

One feels grateful to Professor Ambler for his vivid summary of a century and a half of the development of water craft from the bateau to the steel towboat. It is a much needed work and one that will always have a place even after the multiplication of monographic spade work has enabled historians to fill in the details.

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LELAND D. BALDWIN


This book tells the history of the Ohio River by means of a wide selection of excerpts from source and secondary writers, with connective passages from the pen of the editor. The chief sources reprinted are those dealing with the inventions of Rumsey, Fitch, and Fulton, including those written by the two former during their famous controversy. Latrobe's Lost Chapter in the History of the Steamboat and his First Steamboat Voyage on the Western Waters are also valuable.

Most important of all, however, is the reprint of Cramer's Navigator; the editor wisely chose for this purpose the edition of 1814, which was issued just before the steamboat had proved its practicability on the western waters. Unfortunately about eighty pages of the Navigator have been omitted — those containing the notes on the Mississippi — and no indication has been made of the original pagination.

The part dealing with statistics is ultra complete as to towns, yacht and boat clubs, shipyards, ferries, docks, dams, distances, lights, bridges, names of boats and lines, and names of masters and pilots. Especially of interest is J. M. Gamble's contribution on modern Ohio River show boats.

The immensity of the task made inevitable the selection of a few sketches which may not be the best treatments of their subjects, and to the same cause may be attributed a misunderstanding of the most common form of keel boat. The insertion of