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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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
133 pages of biography can be forgiven as insuring the subscription list necessary to pave the way to publication, especially since it occupies less than one-sixth of the book. Miss Leahy modestly lays no claim to having written history yet she has done something fully as important in thus publishing in one volume so many of the valuable sources from which the history of the Ohio is drawn. Her work deserves a large sale and a wide use.

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Norwegian Migration to America, 1825-1860. By THEODORE C. BLEGEN, associate professor of history in the University of Minnesota and assistant superintendent of the Minnesota Historical Society. (Northfield, Minnesota, The Norwegian-American Historical Association, 1931. xi, 413 p. Illustrations, maps.)

A potential talent for international research as yet dormant in American scholarship is heralded by the publication of this volume. Following the method of translating from original source material used by W. I. Thomas and F. Znaniecki in The Polish Peasant, Dr. Blegen pioneers with a book that presents material derived directly from Norwegian sources in the United States and abroad.

Chronologically arranged from 1825 to 1860 and topically interpreted under headings such as “Emigration Causes and Controversy,” “Norwegian Government and the Early Emigration,” “‘America Books’ and Frontier Social and Economic Conditions,” the material presents a picture of Norwegian emigration to the United States that is absorbing in its human interest. The trials of these Norwegian settlers correspond so closely to the experiences of German and Irish immigrants chronicled in Edith Abbott’s Immigration that they go far to establish the universality of human experience in migrating from an old world to a new world civilization.

With privilege still in the hands of urban and official classes, the Norwegian countryside in the early decades of the nineteenth century was seething with discontent. Demands for political and religious reform at home were accompanied by a fever of emigration among the younger people, for whom the unfertile valleys