bird's-eye history of Indian relations in the United States. His plea, too, is for fewer amateurs and enthusiasts, who produce a folklore-centered Indian history.

Professor McDermott's own essay on the French in the Mississippi Valley is as incisive and packed as is his book. He covers quantities of material rapidly by constantly contrasting accomplishments with possibilities. Plunging directly into his theme, he sets forth a veritable list of papers, libraries — places where material beckons. His insight into pristine subjects — such as the study of book ownership as a clue to cultural knowledge in various areas — is perceptive indeed.

And perceptive without exception are all the essays gathered here. Any one who wants a quick run-down on American studies and everyone who wants to assist in continuing them will find this volume a necessity and a pleasure to peruse.

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The republication of the eighteenth century road maps of Christopher Colles will prove useful to historians of post-Revolutionary travel along the eastern seaboard. The maps have been well reprinted by the use of modern photographic reproduction methods. In fact, the reproductions are clearer than the originals we have examined in the New York Public Library and the William L. Clements Library. The entire number of eighty-six plates on strip maps are tied in with a key map and a classified index at the end of the book.

The editor has devoted two chapters to the discussion of the probable source materials used by Colles and a comparison of his maps with those drawn by Robert Erskine and Simeon DeWitt, Geographers and Surveyors-General to the Continental Army during the Revolution. He feels that because many of the same locations are spotted on both series of maps, Colles must have been guilty of plagiarism. Indeed, it would be strange if two maps of the same
section of road, at about the same period of time, did not show the same place names and nearly identical information. One would not say that, because the maps of two leading map companies show identical information on the road from Philadelphia to Pittsburgh, therefore one has plagiarized the other's map.

All of the early cartographers based their maps on the work of others, both published and manuscript. Dr. John Mitchell's *Map of the British and French Dominions in North America* has been denominated "the most important and the most famous map in American history." The same authority (Lloyd A. Brown, in *Early Maps of the Ohio Valley*, Pittsburgh, 1959, No. 25, page 95) states that "it is doubtful whether he [Mitchell] ever tramped very far through the wilderness of the country." We are told that he had access to the American manuscript maps of the Board of Trade in London. Never a word has ever been uttered that would accuse Dr. Mitchell of plagiarism.

What is quite apparent is that Mr. Ristow is laboring under the influence of his late superior, Lawrence Martin, former Chief of the Map Division of the Library of Congress, as expressed in a letter the writer has seen in the Clements Library. He wrote, in 1946: "... the rascal [Colles] ... I think plagiarized the maps made for George Washington by Robert Erskine and Simeon DeWitt ... . Examine all your maps of 1781 to 1789 and try to find any other maps complete enough for Colles to steal."

The preceding may serve to explain the biased attitude of the editor, who, admitting that Mr. Martin's views were harsh, still retains the impression that Colles used ill-gotten information. To say the least, he has not presented a convincing case at all. He has completely overlooked the fact that the Erskine-DeWitt maps were produced as a government wartime project and not as a private enterprise; that they had been deposited in the archives of the War Department and therefore may be considered as belonging in the public domain; also, that copyright laws, as we know them, did not then exist. If Colles may have derived geographical information (as Mr. Ristow has not established that he did) from the aforementioned maps, his infinitely greater road detail, much amplified topographical notations, far superior draftsman ship, and fine lettering were immeasurably marked improvements over the Erskine-DeWitt maps that are here printed by Mr. Ristow himself for comparison. The contrast is even more marked in the examples to be seen in the New York Historical
Society's map room. Be it said to Colles' credit that he put the information into useable form for the convenience of the traveling public, whereas DeWitt never progressed beyond the field sketches intended for military purposes. Colles should be acclaimed as the forerunner of the multi-million dollar road map industry of the twentieth century, the techniques of which have improved but little over Colles' cartography.

In the biographical sketch of Christopher Colles, we are surprised that the editor has ignored what is, undoubtedly, the best and most informative contemporary expose of Colles' New York City waterworks, his largest and most famous project. Sitting at the Library of Congress as he does, the editor may be considered to be at the seat of universal knowledge and is therefore presumed to have ignored the following extract from the "Journal of Major Ennion Williams," of Colonel Samuel Miles' Pennsylvania Rifle Regiment, while en route to join the troops surrounding Boston (printed in Pennsylvania Archives, second series, volume XV). Visiting New York on October 6, 1775, he wrote:

Christopher Colles, the projector of the great water works here showed us the works which were begun about twelve months ago . . . . The boiler iron cylinder (of about six feet in length and ten feet in diameter for the steam pump) the machine for raising the pump are finished, the well is about twenty feet in diameter, is walled and the basin of 100 feet long, 60 feet wide and about 11 or 12 feet deep.

By this amazing piece of mechanism the water is to be raised a great distance above its natural height, and passed through pitch pine pipes to be laid 4 feet under ground, to the city which is about one-fourth of a mile off, there to be conveyed through every street, and at a distance of every 100 yards is to be an upright pipe like a pump with a cork in it . . . .

Patrick M'Robert in 1774 ("Tour in America," Pennsylvania Magazine of History and Biography, LIX, Carl Bridenbaugh, editor) stated that fourteen miles of pine pipes were ordered and that the reservoir held 20,000 hogsheads of water.

This was an important engineering project, especially as it employed what was perhaps the first steam engine built in America. Readily documented evidence of Colles' extraordinary capacity, such as the foregoing references, would have been better material upon which to build the narrative of his life than the following contradictory and misleading statements:

(page 42) "Accordingly he [Colles] put his inventive mind to work devising an instrument that would facilitate this task. The result was the perambulator . . . ." On the next page, after much exposition concerning the "invention," we find this statement: "The
perambulator idea was not original with Colles, and similar devices had been used long before his time."

Again (page 37) appears the following: "Through the years Colles' nimble mind conceived and devised a number of interesting and useful inventions. One such was the 'solar microscope' . . . . The instrument was actually designed some twenty-five years before this date, however." Such conflicting and contradictory factual information force the reception of this book, as historical reference, with extreme caution.

The picture here depicted is that of a life of dismal failure and frustration, accompanied by so few known facts that Colles appears like a shadowy figure. Far from his being an impractical dreamer, Colles was so practical as to be far ahead of his times, as exemplified by his envisionment of the Erie Canal years ahead of its accomplishment. Western expansion evolved by pioneering and settlement first taking place, was then followed by roads and canals in order to nurture growth and commerce. It remained for the great real estate developers of a much later era to utilize Colles' idea of building roads and canals to induce settlement.

The sparkle, caught by the artist, in the eye of the 70-year-old Colles (frontispiece) controverts the impression here given that he was beaten by his misfortunes. This remarkable man deserves a better biography, and enough positive information exists to accomplish it.

Pittsburgh

Edward G. Williams


In his Preface to Volume I, Part IV, Mr. Dornbusch states that the Checklist was planned as a "revision of and supplement to the section on 'Military Organizations' in the third edition of the Bibliography of State Participation in the Civil War." This bibliography, published in 1913 by the Library of the War Department, Washington, D. C., as their "Subject Catalogue No. 6," has been a useful work, but it has been out of print for some time, although it is available now in a reprint edition.