in 1749, is actually far below "the head of the Allegheny River, then considered the beginning of the Ohio." It was not Joncaire de Chabert but Philippe de Joncaire, his older brother, who seized Fraser's trading post at Venango on August 28, 1753, as Philippe himself reported on September 1. Nor was Chabert a half-breed half-brother of the elder Joncaire; the impression which the British had of this Frenchman merely reflects his skill in adapting to Indian life.

It may be doubted that the French Canadian habitants failed to "put down roots" in the soil of the New World and that they were "insulated" from the "frontier influence." Down to the end, the colony of New France and the Indian country interpenetrated each other, and the way was open for young men to seek adventure and fortune in the wilderness. As a result, officers from France in the 1750's wrote of the stubborn and independent spirit of the Canadians with as much exasperation as British officers might write about their colonials. Moreover, the attachment of French Canadians to their soil and to their country has remained strong from that day to this.

None of these marginal matters can be said to affect the value of the book. For the reader seeking to learn about the period it provides an interesting introduction, and it will be a useful handbook for the student and historian. There is a judicious and well-balanced bibliographical essay, as well as a helpful list of important dates. The index would have benefited by the inclusion of entries for the various colonies.

*Conestoga Wagon 1750-1850, Freight Carrier for 100 Years of Westward Expansion.* By George Shumway, Edward Durell, Howard C. Frey. (Published jointly by Early American Industries Association, Inc., and George Shumway, York, Pa., 1964. Pp. xi, 206. Illustrations, index. $12.50.)

In all fields, but particularly in the social sciences, worthwhile and permanently valuable books are likely to be the result of years of reading, research, collection of data, study and planned organization. This publication belongs in the list of such books, though probably not near the top but certainly not at the bottom. Its authors are notable researchers, collectors and writers. They have invested both time and
money in an earlier publication on the subject. Mr. Frey "served as historian for the only other book ever written on the subject, *The Conestoga Six-Horse Bell Teams of Eastern Pennsylvania*, published in 1930 in small quantity and long since out of print" (Preface, viii and jacket). George Shumway, joint publisher with Early American Industries Association, Inc., concisely (in two and a half lines, Preface ix) states the composition of the volume. He says, "I have worked on all the chapters of this book except numbers 10 and 13 which bear their author's names. Chapters 1, 2, 3, 4, 8, 14, 15 and 16 are my own contributions."

The contributors to *Conestoga Wagon 1750-1850* have done well in the formation and establishment of perspective in an integrated cohesive plan of organization, the great problem of all such collective literary construction.

The historical student of this subject naturally looks for information on the background, the origin, the structure, the technology, the use, the significance, the abandonment and the surviving relics of the Conestoga wagon. Such information and insight are nicely furnished in this volume. As indicated by the table of contents (p. xi) this book is divided into three parts. The first eight chapters in Part I are given the title "The Conestoga Wagon's Place in History" (pp. 1-122). The three chapters in Part II (pp. 123-154) are entitled "The Conestoga Horse, and Team." Part III, entitled "The Conestoga Wagon" (pp. 155-201), might be called technology.

As indicated by the title the dominant theme is the significance of the Conestoga wagon in American history. As a thread, sometimes tenuous, it runs through the entire volume; as a cover it justifies the variegated content. Probably this central theme might have been improved by more extensive library work but the work done is not inadequate and more work and more pages of print would have been unduly expensive and called for either heavy subsidy or much higher price.

A particular merit of the publication is that of extensive and excellent illustration. Of nearly a hundred illustrations, seventy-three are numbered with most of them highly inclusive and both compound and complex. Possibly a list of the illustrations might have added something of value.

The general merits of the book are great. It is beautifully bound, well printed and free of ordinary typographical blunders. It holds the interest of the reader and supplies much valuable informa-
tion. Since it may never be revised nor superseded for a full generation, a lengthy statement of improvements seems ridiculous excess, but nevertheless a few items may be pointed out as shortcomings or demerits.

There is some repetition (e.g., p. 14, l. 10). This is virtually unavoidable in works of multiple authorship. Several long citations (e.g., pp. 36-43) might have been either printed in smaller type or inset. The Act of Assembly (pp. 48-49) should have been paraphrased. The spelling "Louden" for "Loudon" or "Loudoun" (pp. 50, 62, 151) if not erroneous is uncommon. The legislative act (1758) might have been either paraphrased or summarized. A bad digression is the long poem "The Wild Wagoner of the Alleghenies" which though not irrelevant, breaks the flow of thought of the reader. It is dubious that the toolbox data found on page 182 should have been repeated in full on page 199.

Both the chapter Bibliographies (References) and the Index are incomplete and somewhat meagre though probably satisfactory to the general reader.

The price asked for the volume is high but not unreasonable for such excellent work. It is to be hoped and expected that many will be glad to purchase and keep this contribution to learning.

Professor Emeritus
University of Pittsburgh

Alfred P. James


"Sell the country? . . . Why not sell the air, the clouds, the great sea?" These words of Tecumseh epitomized the Indian philosophy of reverential caretaking of the things that live on the earth and of the things on which they live. What is "the land story of the American earth and of the changing attitudes of those who have used it and lived on it" since?

That is the story that Stewart Udall sets forth as his object to tell "between two covers" in The Quiet Crisis. This compression gives impact to the telling of a tale the telling of which is meant primarily to be "telling." How, from the apotheoses of the Indians, can we have come to the desecrations that make America today "a land of vanishing