and the anti-slavery factions nullified his efforts. And again, he returned to his farm in Pennsylvania.

Naturally the War between the States drew him into its vortex. On June 28, 1861, Governor Andrew G. Curtin appointed Geary colonel of the Twenty-eighth Pennsylvania Regiment. His service lasted from that time until July of 1865, taking him through many of the important engagements of the war—Cedar Mountain, Chancellorsville, Gettysburg, the Chattanooga campaign, Lookout Mountain, and with Sherman to the sea. He rose successively from colonel to brigadier general and to brevet major general.

He had scarcely returned home when the Republicans of Pennsylvania sought him as a candidate for the office of governor in 1866, despite the fact that he had been a staunch Democrat in his earlier life. He was elected and at the end of his first term was re-elected, serving in all six years in that office. Those were prosperous years in Pennsylvania, years of industrial expansion and railroad development, in which Geary although he had been a farmer, was deeply interested. He was a staunch advocate of a protective tariff, but a stubborn opponent of railroad monopolies. Consequently, he fought vigorously the Credit Mobilier Company which was organized in Pennsylvania and exposed during his gubernatorial career. Near the close of his administration he joined in the demand for a constitutional convention to revise the state constitution in 1873. His life ended almost with the termination of his services as governor. On February 8, 1873, the six-foot-two giant, who had seen and done so much, died in his fifty-fourth year.

The author in this short work, 144 pages of text, presents the life of Geary simply and with a minimum of interpretation. At all times the man stands out as he battles his way through the significant episodes of the middle decades of the nineteenth century. The book is interestingly written, based on documentary evidence, is unencumbered by footnotes, and has an adequate index. The bibliography contains critical essays on the more significant works used in the preparation of the material. This work and subsequent volumes of the series will be valuable in acquainting Pennsylvanians with Pennsylvanians thus far neglected by biographers.

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The Civil War Career of Thomas A. Scott. A dissertation in history presented to the faculty of the graduate school [of the University of Pennsylvania] in partial fulfillment of the requirements for the degree
of doctor of philosophy. By Samuel Richey Kamm. (Philadelphia, 1940.)

The role of the business man in our national development has been long neglected. Too much of our historiography relates to the activities of statesmen and others who have paraded before their generations in the public press and in the political arena. Too infrequently does it recognize in these national figures the mere reflection of fundamental changes to which American captains of industry have been the principal contributors. Our business men are especially noticeable in times of crisis when the political leaders are compelled to call to their assistance men of practical experience; men able to organize and create, men able to do more than make stirring patriotic appeals to democratic citizenry. Thomas A. Scott, the subject of the present work, embodied such qualities.

Dr. Kamm's study gives a clear-cut narrative of Colonel Scott's rise to power as one of the great railroad builders of Pennsylvania during the pre-war period. It emphasizes the importance of the methods and tactics of the business men in the discussion of Scott's part in making the Pennsylvania Railroad the greatest transportation system in the United States by 1860. Scott contributed much to this end by making his road dominant in the Pittsburgh area. It also shows the influence of western Pennsylvania industry in the legislative halls at Harrisburg. Much of local interest is to be found in the references to Scott's dependence upon such vital young men as Andrew Carnegie. Scott, while still a young man, was important politically and was high in the ranks of our economic leaders at the opening of the Civil War. He was therefore well fitted by experience and through his connections to draw upon and utilize the resources of the nation in such a period of emergency. These characteristics are illustrated very effectively in the contrast drawn between the work of Scott and the secretary of war, Simon Cameron. Scott knew what he was doing and usually achieved his purpose, while Cameron knew merely what he wanted.

The volume also shows the vital importance of an adequate system of transportation and communication during modern warfare. In these two fields Scott performed his greatest services for the preservation of the Union. The author has brought to light much interesting material relative to the Northern railroads and telegraph services, especially as they functioned during Lee's invasion of Maryland in 1862. Even more important data are included relative to the part played by these Northern utilities in bringing to a successful conclusion the campaign that ended in the battle of Gettysburg. The speed ex-
hibited in rebuilding the Federal lines of transportation and communication after the battle had been won is amazing. The study also indicates the importance of the Civil War in accelerating the unification of the railroad and telegraph systems of the United States. In the case of the railroads it helped to bring about the use of a uniform gauge, and gave many valuable object-lessons concerning the transportation of through traffic between distance parts of the country.

Interesting side excursions, such as the incident of Mrs. Greenhow, do not detract from the narrative but tend to show just how intricate is "this business of war," and how frequently statesmen are unable to cope with existing situations. The author analyzes critically, not only Secretary Cameron, but other leaders of the Federal Administration, both in and out of Congress. In most cases responsibility seems squarely placed and blame never flagrantly exaggerated.

General Winfield Scott's "Anaconda Plan," formulated in the early spring of 1861 and including the outline of the military strategy finally so successful in the West, is unfortunately omitted from the material. In the discussions of various military operations in the Mississippi Valley, some further omissions are apparent to the specialist, but their absence does not detract from the value or interest of the volume for either professional or general readers. An example is Scott's contribution in literally forcing Flag Officer Foote to send two of his gunboats past the Confederate batteries at Island Number Ten, thereby ending a stalemate of a month's duration. The only important bibliographic omissions seem to be the private papers of General John A. McClerand at the Illinois State Historical Library, Springfield, and of Captain Lewis B. Parsons at the Missouri State Historical Society, St. Louis.

Doctor Kamm is to be congratulated for portraying the work of a great American business man during the Civil War. The study is especially apropos at this time as the present world emergency calls to the public services many of the economic leaders of the contemporary generation. The leaders of economic activity have given the United States a civilization far superior in material excellence to any other of which definite records exist. Their work will continue to have a lasting effect on the future course of American civilization, and American historiography, it is to be hoped, will not neglect so long the parts they will play.

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