hardworking, boisterous men varied, Major Isaac Craig paying keelboatmen $12 a month in 1794 while Christian Schultz found Mississippi boatmen receiving from $25 to $40 a month in 1810.

Intensely dramatic (although less of a contribution) are the stories of river pirates and the Natchez Trace contained in chapter five. Colonel Plug, Samuel Mason of Cave-in-Rock fame, and the ubiquitous Harpe brothers are stellar players in this era of depraved villainy. The yearly departure of immigrants by flatboat down the Ohio and its tributaries was an important phase of the westward movement; the construction of such immigrant craft at Pittsburgh and the various points above and below the Forks of the Ohio was a vital factor in the growth of many towns. The building of ocean-going vessels at Marietta and other Ohio River towns seems spectacular today. Actually, Dr. Baldwin points out, only about $500,000 worth of such ships are known to have been built compared with a $150,000,000 valuation placed on western goods received at New Orleans between 1800 and 1820. The book concludes with the advent of the steamboat and the gradual shunting of keelboats to shallow streams until their final elimination by the railroad.

Dr. Baldwin has written the definitive volume on the keelboat age. The general format is in keeping with the excellent scholarship displayed throughout the book. Twenty-three illustrations and nine additional drawings, together with handsome end-cover maps, add much to this attractive volume. Generous footnotes, an extensive bibliography, and an adequate index conclude a book that will probably remain for years the authoritative account of this important era in Mississippi Valley transportation.

State Historical Society of Iowa

WILLIAM J. PETERSEN


Readers of this magazine will be interested to learn that publication of the territorial papers of the United States, authorized years ago by an act of Congress, goes on apace. The present volume contains the official papers lodged in the federal archives in Washington, covering the period from the transfer of the province of Louisiana to the United States in 1803, to the admission of the territory as a state in 1812. These documents present an interesting history of the territory during those nine years. All sorts of problems occurred. It was
no easy task for the territorial governors to impose an American system of government, with its fiscal, military, land, and Indian policies, upon what was virtually a foreign country. Spanish forces on the Texas frontier gave rise to all sorts of rumors. The citizens of Pittsburgh listened with special interest to these rumors after Aaron Burr stopped off here on his way to Louisiana in 1806, and aroused speculation as to what he might do when he arrived in that territory. Reports of threatened attacks, open rebellion, and secession spread up and down the rivers, and the people of western Pennsylvania were ever eager to hear the latest happenings from New Orleans. Accounts of Indian uprisings, actual slave insurrections, and possible invasion by Spanish troops were brought back by returning boatmen and traders.

This volume is filled with the correspondence between the officials in Washington, including Presidents Jefferson and Madison, the secretaries of state, who had direct charge of administering the territory, the officials in the war and treasury departments, and the administrative officials in the Louisiana territory. No more valuable material can be found for writing the history of this period than in these old documents. They are the very essence of history, and they have now for the first time been made available to the public. The scholarly editor, Dr. Carter, tells us that not more than ten papers out of all the documents contained in this volume of over 1,000 pages, have been previously published. Students and research workers interested in the early period of American history are becoming more and more indebted to this series of unparalleled studies, known as The Territorial Papers of The United States.

University of Pittsburgh

John W. Oliver


This book is a turning point and a landmark in Ohio historiography. It inaugurates a new series of state histories of the quality and co-operative nature of those of the states of Minnesota, Wisconsin, Illinois, and New York. The series was originally sponsored by the board of trustees of the Ohio State Archaeological and Historical Society and its committee on publications in connection with Ohio's observance of the 150th anniversary of the organization of the Northwest Territory. It was authorized by an act of the Ohio