

galleys of the Continental and Pennsylvania state navies, and lines of obstacles in the channel. The British threw naval and military forces against the obstructions but the Americans fought back bravely and inflicted heavy naval losses on the British at their bombardment of Fort Mifflin and repulsed a frontal attack by the Hessians on Fort Mercer. Eventually weight of numbers and artillery told, Fort Mifflin was practically leveled and the Americans burned their ships, blew up Fort Mercer and abandoned the defense of the river.

Smith's book, like the others in this series, gives the reader an immensely detailed account of the campaign. The maps, illustrations, and back notes are excellent and the narrative is clear and concise. Thus the book is an invaluable addition to the library of anyone interested in the military history of the Revolution. Smith covers disputed points well and informs the reader of various interpretations. His use of maps and plans makes the complex actions in the campaign understandable and he never pushes his particular evaluations too far.

But the book does have limitations. The campaign for the river is never really placed in the perspective of Washington and the British commanders and although the reader realizes that events are occurring off stage there is never any overall discussion of the choices, forces, or movements of the main American and British armies. An extension of the introductory chapter with some maps showing the entire Pennsylvania-New Jersey theater of operations would have provided the reader with some reference to larger events. The author also fails to discuss or describe British supply arrangements which would have underlined the importance of the Delaware route for the British and he also fails to discuss the reasons for the weakness of the American fortifications on the river. On the whole the book is an excellent piece of detailed, well written, tactically oriented military history.

*University of Pittsburgh*

VAN BECK HALL

*Lopez of Newport: Colonial American Merchant Prince.* By STANLEY F. CHYER. (Detroit: Wayne State University Press, 1970. Pp. 195. Illustrations, foreword, notes, a note on sources, bibliography, index. \$8.95.)

This is the story of Aaron Lopez, an early emigrant to the American colonies and a Sephardic Jew (one from Spain or Portugal, in his case, from the latter country), who had fled from persecution, and

in the New World, assumed his Jewish identity. "New Christian" Duarte Lopez happily became Jewish Aaron Lopez, first settling in New York, then joining his brother Moses in Rhode Island. Both became influential businessmen in Newport's commercial Golden Age, when the town was one of the major colonial seaports, one in which vessels of any tonnage could "load, discharge, or heave down without help of lighters, so near sea that vessels are out in a moment." Newport competed against Boston for West Indian and colonial coastal trade.

Aaron Lopez began his business career just before the French and Indian War, which brought prosperity. One of the reader's major interests in the book is in watching the mercantile genius of Lopez at work, first locally, then along the Atlantic seaboard; to Africa for trade in slaves in 1762; to England, especially to Bristol, where he established a longtime association with Henry Cruger; to the West Indies; to the Falkland Islands on an ill-fated search for whales. His projects were varied, bold, and imaginative, and he had Andrew Carnegie's ability to discern future trends.

In 1763, he wrote that his "commanding branches were the whaling, fishery, and spermacety works"; he not only bought from other whalers, but also had his own vessels to supply spermaceti, the waxy solid from the oil in the head of the sperm whale used in making the best candles. However, Lopez never passed up a cargo of molasses, textiles, green wax or tallow candles, coffee, rum, tea, indigo, onions, Bibles, kosher food, mirrors, beer, pewter, lumber — anything, everything.

In 1762, Aaron Lopez and his father-in-law, Jacob Rivera, entered the slave trade. Concerning this trade, "clamor there was about the slave trade, but all the loudest clamor was for its protection." In fact, an old law forbade it, but everyone seemed to overlook it; the law had "passed into absolute neglect and forgetfulness." Governor Hopkins of Rhode Island wrote in 1764 to the home government that for thirty years the colony had annually sent to Africa about eighteen rum-laden vessels, "together with a small quantity of provisions and other articles, which have been sold for slaves, gold dust, elephants' teeth and camwood." Newport at that time had more than twenty distilleries.

Aaron Lopez's activities were well on the way to making him an extremely rich man, when the depression following the French and Indian War, the Pontiac uprising, and Parliament-imposed taxes and regulations upset his plans — and those of many other businessmen and planters. People west of the Appalachians risked their scalps; people along the seaboard risked their commercial ventures. Lopez

tried doing business with Henry Cruger of Bristol, England, but soon the cargoes piled up at the Bristol docks, unsold or finally going for a fraction of their value. The Cruger portion of the book describes the ravages of the quarrel between England and her American colonies. Cruger finally became very insistent about the big sums of money owed him, even threatening to come to Newport. Next, Lopez trying the West Indies trade, found the planters to be slow in paying, and his son-in-law to be a lazy and indifferent businessman. Lopez did manage to salvage some of this venture through the efforts of an intelligent and efficient Yankee captain, Benjamin Wright.

Lopez had tried everything except shipping tobacco and engaging in land speculations. Soon the War of the Revolution compounded commercial risks; trade with Europe came to a standstill; privateers captured vessels; money was scarce. He relied on local trade. When Newport was invaded by the British, the Lopez family was a part of the two thousand people who fled to the hinterlands.

The bright spots in Aaron Lopez's life have been saved until last: his delight in his family; his pleasure in the freedom permitted in the colonies for business and personal affairs, and especially for religious freedom. He was proud of being *parnas*, or lay leader, for the Newport congregation of Yeshuat Israel, solved many of their business problems, and solicited funds from London, New York, and the Dutch West Indies. The dedication of the synagogue, designed by Peter Harrison and still one of the landmarks of Newport, must have been the zenith of his life as a Jew.

As for Lopez's attitude toward the Revolution, even George III, after Portugal, must have seemed a decent sort of man! Dr. Chyet comments: "The European in him must have been put to a grievous test by the imminence of revolution." He had no intention, however, of fleeing his adopted country. By 1776 he had reconciled himself to conditions, and after Yorktown wrote about "our glorious conquest of Virginia and the single late victory gained by our brave troops at South Carolina . . . ."

His end is a sad one. On the way to visit Jacob Rivera, the Lopezes stopped at a pond to water their horses. The family was in a carriage, and Lopez in a sulky. His horse plunging in beyond his depth, Aaron Lopez was drowned. He is buried in Newport, his epitaph composed by his lifetime friend, Ezra Stiles, future president of Yale College.

Dr. Stanley F. Chyet, author of this book on Aaron Lopez, is Associate Director of American Jewish Archives, and Professor of

American Jewish History, Hebrew Union College-Jewish Institute of Religion, Cincinnati. His book on Lopez makes interesting reading.

Pittsburgh

FLORENCE C. McLAUGHLIN

*Joseph Ellicott and the Holland Land Company.* By WILLIAM CHAZANOFF. (Syracuse, New York: Syracuse University Press, 1970. Pp. 235. Maps, index, bibliography. \$9.)

During the first two decades of the nineteenth century, western New York was a wilderness owned by the Holland Land Company, a corporation formed by six Dutch banking houses. The rapidity with which the company disposed of its vast holding of 3.3 million acres would determine the rate at which New York would develop from a frontier to a settled community. The story of the Holland Land Company during these two crucial decades is synonymous with the career of its devoted Resident — Agent Joseph Ellicott who almost single-handedly determined the policy of the company in western New York. Technically, Ellicott was a subordinate of Agent-General Paul Busti, whose office was in Philadelphia, but Busti consistently followed Ellicott's advice.

As told by Professor Chazanoff, the story of the Holland Land Company and its Resident-Agent becomes inextricably entwined with the convolutions of the factious politics of New York State. Ellicott and the Holland Land Company were also involved with the Erie Canal Project, and with the development of banking on the frontier.

*Joseph Ellicott and the Holland Land Company* is not a parochial work. As Professor Chazanoff comments, Ellicott's life "represents a case study of how one section of the West grew." Ellicott, a bachelor, was unswerving in his loyalty to the Holland Land Company, and all of his political, social, and economic activities revolved around the company's interests. By virtue of the vast track of land which Ellicott controlled, he became a political figure. Initially he entered politics to further the interests of the company in the building of roads and in matters of taxation. Ultimately, he was to become the dominant Republican leader of western New York. Long aligned with De Witt Clinton, he split with Clinton in 1819 and joined Martin Van Buren's Bucktails, an unwise move which would help cost him his position as Resident-Agent.

Chazanoff portrays Ellicott as a highly industrious man of driving