

sufficient reason for leaving the homeland. . . . The hopelessness of such a status was felt particularly by the younger generation." Sic!

"Up, and to America" became a cry that many answered; brave ones, sometimes with family, often alone, they took up the wanderer's staff to seek their fate in a new world. The peddler became the store keeper and the store keeper became merchant prince, and the merchant prince became the philanthropist and public benefactor. Their names are legion in America. All of this we saw, in Pittsburgh, as well as in other great cities.

The schools, the free professions, the manual crafts, the arts, the social services, the sciences, higher education, government, the political life, the reforms of cities and society — all felt the impact, the storehouses of human energy and strivings whose doors were opened by freedom.

We are reviewing day by day in the newspapers, and also on TV, the storehouse of the First Amendment to the Constitution of the United States, under the impact of our own contemporary events. "Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech, or of the press; or the right of the people peaceably to assemble, and to petition the Government for a redress of grievances."

What storehouses of freedom were opened by those words to immigrant people who could not read them with their eyes — yet — but read them well into their hearts. Our forefathers, all, built better than they knew!

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Civil War Naval Chronology, 1861-1865. (Naval History Division, Navy Department, 1971. Pp. 1,090. Illustrations, maps, foreword, appendices, index. \$9.75.)

Rear Admiral Ernest McNeil Eller and Commodore Dudley W. Knox in their introduction to *Civil War Naval Chronology* state that "The story of the Civil War truly cannot be told in any of its important aspects without bringing in the influence of the sea." Naval warfare did, indeed, play a vital part in the Civil War. Every school-child knows of Admiral Farragut and of the *Monitor* and the *Merrimac* but emphasis has usually been placed on the land battles

of the war. Actually, Northern naval successes made the final victory of the Union possible. The first important victories for the North were naval and did much to lift morale following the Battle of Bull Run as well as being of strategic importance. The Union blockade of Southern ports was extremely successful in spite of the highly publicized exploits of the blockade runners, and Northern naval strategy forced the South to disperse her energies in order to protect her ports and waterways when her troops were desperately needed in other areas. Control of the sea also enabled the North freely to import needed materials, contributing to her existing industrial superiority.

This book contains a chronological account of the naval actions of the Civil War period between 1861 and 1865 with a separate listing for significant events in each year. There is information in it for both the dilettante and the dedicated historian. Profusely illustrated with photographs and drawings as well as reproductions of letters and documents, the *Civil War Naval Chronology* will make a welcome addition to the Civil War reference library.

First issued in single volumes as part of the Civil War Centennial, the sections were compiled by the Naval History Division of the Navy Department in 1971. A number of appendices are included with subject matter ranging from a description of Farragut at Mobile Bay to an interesting account of sheet music of the time popularizing battles, ships, and officers.

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