

(p. 94). The word "probably" conveys the impression of some doubt, but "categorically" implies absolutely.

Perhaps this book will be criticized for its heavy reliance on secondary sources. Its emphasis on history when dealing with some tribes will disturb other readers, but this combination has enabled Terrell to complete his task with a minimum of words. This reviewer wishes the book had a good binding and a sturdy cover. Unfortunately, this volume has neither, and undoubtedly it will not stand the wear and tear that a book of this type will receive.

Despite its shortcomings, it still remains a fine book and one worth the price. The general reader and the specialist will profit by reading this volume.

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Louis McLane, Federalist and Jacksonian. By JOHN A. MUNROE.
(New Brunswick, New Jersey: Rutgers University Press, 1973.
Pp. 599. Foreword, photographs, notes, bibliography, index.
\$22.50.)

Louis McLane was a brilliant, hard-working Scotch-Irishman with one handicap: he was a Federalist entering government service when the term Federalist had become one of contempt. No matter how hard he worked, often to the point of physical exhaustion, credit for his success usually went to others.

First, though, it will be best to show how his family background helped Louis McLane at the polls. His father, Allen McLane, was an officer in the American Revolution; his reckless bravery became a legend, but he "never advanced far in rank, considering the length, quality and reputation of his service." Even ordinary reimbursement for his war services came slowly.

After the war, Allen McLane entered Delaware state politics. Eventually, President Washington made him collector of customs of Wilmington, Delaware. This type of appointment for many years in the United States carried with it powers far beyond custom duties, such as hiring many employees, being a pension agent, supervising funds for sick and disabled seamen, and collecting information about fisheries and manufacturing. Thus, his office was a center of federal

patronage. Needless to say, someone was always trying to oust him from office, but Allen McLane always landed on his feet, no matter what party was in power. Through canny real-estate investments, he became prosperous. The McLanes were Methodists in a strongly Methodist state. To summarize: any young man whose father was a revolutionary-war officer and also served in the War of 1812, who was a collector of customs and well liked by Delaware Scots and Scotch-Irish farmers, and who was a Methodist, was sure to be elected.

Louis, his father's favorite, received the best education offered at that time in Delaware. Later he read law in the office of James A. Bayard and was admitted to the bar in 1807. In 1812 he married Catherine Mary Milligan. They became the devoted parents of twelve children. The early years of their marriage was the time when he made real-estate investments and became president of the Wilmington branch of the Farmers Bank of Delaware. Kitty was her husband's political confidante, an attractive woman, and, like Dolly Madison, a good hostess and a good nurse.

Politics, however, was to become the main thrust of his life. New Year's Day, 1818, found him at the Monroes' reception in the White House. He soon became known for his support of national improvement of roads and canals, good postal service, interstate commerce, and national defense. His banking experience proved invaluable during his twelve winters in Congress.

McLane's services on committees, his diplomatic missions, and cabinet posts have been related with such great detail and careful research by the author, John Munroe, in *Louis McLane, Federalist and Jacksonian*, that it would be impossible to mention but a few in this review. McLane became a highly respected man in Washington.

In December 1822, he became chairman of ways and means. Veering away from Federalism in 1827 to help Andrew Jackson, McLane became senator from Delaware. Jackson, however, could not overlook McLane's Federalism in planning his cabinet. It was not long before McLane was sent to England as American ambassador to settle the northeast boundary dispute (agreed upon much later) and to bring about the resumption of trade with the British West Indies. The trade resumption was settled in time to influence the American election for Jackson.

Next he became secretary of the treasury; one of the valuable projects that he supervised was the collection and printing of individu-

al returns from manufacturers, still prized source material in American industrial history.

Being secretary of the treasury, McLane was inevitably involved in Jackson's quarrel with the Bank of the United States, for he disagreed with Jackson's plan to destroy the bank and distribute government deposits among smaller state banks. He did not want the president to transfer the deposits prematurely and thus "seriously derange the business and currency."

The year 1832 found McLane Jackson's secretary of state. Here again he recognized the future value of American diplomatic correspondence from the end of the revolution to the adoption of the Constitution. Seven volumes were published before congressmen halted further publication because of expense. Although McLane was unsuccessful in getting copies of documents in archives in London and Havana, he did succeed in beginning negotiations for the purchase of Washington's papers in 1834.

McLane resigned as secretary of state in June 1834. He left, believing that party politics had "been a greater and more merciless destroyer than the sword."

And so, Louis McLane had to start life all over again, for certainly his estate, Bohemia, could not support his large family. He turned to business. On May 6, 1835, he became president of the Morris Canal and Banking Company. His name would be good for the company, which had suffered recently from stock speculation by some of its members. The board also liked his organizational abilities and his wide experience in finance.

Under McLane, great progress was made. Taxes were paid, the shipping business prospered, "\$1,332,000 in trust funds had been received since March to be held for ten years," and the company was able to discharge the Dutch loan of \$750,000 not due until 1846. There were also several dividends. However, when application was made for deposits from the Bank of the United States to the Morris Bank, it was refused. Just plain politics.

In December 1836, McLane was offered the presidency of the Baltimore and Ohio, America's leading railroad. There was a Main Stem Railroad from Baltimore to Harper's Ferry, with the Main Stem and Washington Branch meeting only at the Baltimore end in 1837. The goal was to carry the railroad west, despite mountains, lack of money, and political strictures from states through which the roadbed must be built.

McLane hated the necessary lobbying; it must have tried his terrible temper. Limits were placed on the use of investment funds. The railroad had to be completed before the Pennsylvania and Virginia charters expired in 1843. Some places opposed the railroad because it would interfere with canals. Pittsburgh at first did not want to have its trade monopolized by any one railroad. Where was the western terminus to be: Parkersburg or Wheeling? Newspapers launched vicious attacks on McLane. Under all this pressure he had a stroke but recovered enough to travel short distances and enjoy Bohemia; but Kitty had died. His final appearance in public was his contribution to the forming of a new Maryland constitution.

In this book is considerable matter on the early history of railroads and canals. Western Pennsylvania's Congressman Denny is mentioned in connection with the railroad. There is a section on McLane's giving permission to Samuel F. B. Morse to lay the wires of the first telegraph along the line of the B & O between Washington and Baltimore.

John A. Munroe, author of this excellent book, is H. Rodney Sharp Professor of History at the University of Delaware, where he has taught since 1942. *Federalist Delaware* is his first book.

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