

of their importance was as follows: The Northwest—Low-priced public lands, internal improvements a high tariff; the Southwest—Low-priced public lands, a low tariff, internal improvements; the Seaboard South—A low tariff, no internal improvements at federal expense, high-priced public lands; the North Atlantic States—A high tariff, high-priced public lands, internal improvements. Under these conditions the North Atlantic States, the South and the West, needed the assistance of another section to get what each wanted most—a high tariff, a low tariff, and freedom of the public domain respectively. The most likely combination was for each allying section to give up a secondary interest in order to obtain its primary interest."

Under other conditions the disposition of the public lands would have been a difficult rational problem, but a scientific settlement might have been reached. Compromise was the only thing possible, however, from 1828 to 1842, the period under discussion. The topic brought out in succeeding chapter on the relations between the question of the public lands and the tariff, the influence of the surplus and the panic during Jackson's and Van Buren's administrations, the election of 1840, and the attempts of the Whigs to use the election to further their own interests. The political influence of the question is brought out by the citation of opinions by Webster, Calhoun, Clay, Van Buren, Benton and other leaders whose views effected their political standing. It is interesting to note that although the West was growing in influence in regard to free land the passage of the Homestead Act was not possible before the outbreak of the Civil War.

In conclusion it may be said that the monograph is written in a thoroughly scientific manner and that the facts, gleaned from a wide range of primary sources, bring out the conditions and are stated in support of all conclusions. The result is a valuable addition to our knowledge of the influence of land on American economic and political conditions.

GEORGE MILTON JANES.

GROWTH OF AMERICAN STATE CONSTITUTIONS FROM 1776 TO THE END OF THE YEAR 1914. By James Quayle Dealey, Professor of Social and Political Science in Brown University. (Boston, Ginn and Co. 1915. Pp. 308. \$1.40).

The present book began as a series of newspaper articles, grew into a supplement number of the annals of the Academy of Social and Political Science in 1907 and now appears in a new and enlarged form as a valuable hand book on American State Constitutions. Part I, about one-third of the book, traces in outline, the changes in State Constitutions from

the organization of the state governments down to the end of 1914. Separate chapters deal with the changes of each period and each state adopting or seriously modifying its constitution is given a paragraph setting forth in brief the changes made. The second part of eleven chapters (138 pp.), dealing with the provisions of Existing State Constitutions, groups the existing provisions under such headings as "Suffrage and Elections," "The Executive Department," "The Organization of the Legislative Department and Its Procedure," and "Popular Representation in, and Limitations on the Legislature." Part one lends itself conveniently to tracing the historical development of a single one or all the States, while if one is concerned only with the results of these changes they are very readily found in the appropriate chapters of part two. One part gives, so to speak, a longitudinal section. The other permits a cross-sectional view. The third and final part summing up the trend of this development since 1776, also contains "Constructive suggestions as to the probable trend of changes in State Constitutions during the next few years." It is from this division of the book that the reader will get the most surprises unless he has, like Prof. Dealey, followed constitutional changes very closely. For instance, it comes with a good deal of a shock to be told, after all one has heard about manhood suffrage, "That the lists of registered voters in some states are, in percent, no larger than the voting lists of the revolutionary period." Then we had property and religious qualifications, now we have registration requirements, educational qualifications, or educational qualifications with alternatives of property or tax qualifications. "Such fluctuations in the percent of voting population, varying from an electorate including less than five percent of the population to those of women's suffrage states where approximately half of the population is eligible to the voting lists, indicates wide variations in social conditions and in democratic theory and practice" (p. 263). However, taking the population as a whole, from 20 to 25 per cent of it can be found on the registration lists of the state unitedly.

Speaking of the limitations placed on the legislatures through increasing the powers of the executive, of the electorate and of the constitutional convention, Prof. Dealey raises the question whether, after subtracting "All these limitations on legislative powers from the totality * * * it is worth while to retain large and expensive legislatures to exercise their small residue of petty powers." He finds that the membership in our state legislatures number unitedly over seven thousand and their sessions cost us about fourteen and a quarter million dollars biennially, and adds, "No one for a moment supposes that the states get their money's worth in return for the enormous expenditure" (p. 279).

does discuss very acutely and sanely the necessity for legislative reorganization and hints that possibly the trend of the cities toward commission government may open the way of future state development. The problems involved in legislative procedure and those growing out of overloading the governor in large states are very real problems that are carefully dealt with at length.

The book will fill a place of importance in the hands of all those who wish to inform themselves on the problems of the State Constitution. A good bibliography and index add to its value.

EDWARD McMAHON.

A HISTORY OF TRAVEL IN AMERICA. By Seymour Dunbar. (New York, The Bobbs-Merrill Co., Indianapolis, 1915. Four volumes. Pp. 1529. \$10.00).

A comprehensive and intensive study of the creation and development of facilities for movement and communication in the American colonies and the United States. This work is monumental in its scope and inspirational in its effect. It takes its place, and a consequential place, too, in the newer conception of history that is fast being revealed under the application of modern scholarship, a conception that the history of a people is economic, social, scientific at least as much as it is political and martial. The result of a reading of it is to arouse fresh admiration for the vigor and courage of the pioneers in every field of American life, sympathy with what Mr. Dunbar terms the feverish energy of the builders, and renewed faith in democracy; for it is to the multitude that the author gives largest measure of credit for the rapid progression from the travaux to the transcontinental trains.

Throughout this progression—the author makes the point quite clear—the conflict between new and old, between the ventured suggestion or idea and the tradition or custom long relied on, was present and keen. At times the struggle between that which obtained and that which was proposed overwhelmed temporarily the forces for new things. It is in his consideration of this point that Mr. Dunbar pays the greatest of numerous tributes to the mass of the American people. Particularly, he says, in the matter of the development of steamboat transportation and of the early railroads, the leaders in political and industrial life did not always see the chance that presented itself, and petty men and state jealousies intervened to the retardation of progress. It was in those epochs that “the multitude of the people” saw clearly, and the triumph eventually was theirs.

An interesting thesis for the consideration of the historian is advanced