

in 1852, there was as little prospect in 1855 of building the road as there had been in 1850. Localism was even then giving way to slavery sectionalism, on account of which the South would oppose anything which would redound to the benefit of the North, and *vice versa*. Moreover, the same deadlock still existed as to means of construction, whether private or national. The project suffered postponement, until, with the removal of southern opposition, the demand for a railroad could not longer be resisted and the first charter was granted in 1862."

The book is equipped with a specially engraved map, an index and a serviceable bibliography. That this *Quarterly* is especially interested in the content of the book, is attested by the fact that the subjects treated have been referred to frequently in its pages, and in the number for January, 1919, there appeared an article by Miss Pearl Russell entitled: "Analysis of the Pacific Railroad Reports."

EDMOND S. MEANY.

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*E. H. Harriman, A Biography.* By GEORGE KENNAN. (Boston: Houghton Mifflin Company, 1922. Two volumes boxed. Pp. 421 and 421. \$7.50.)

This is a monumental record of one of the most forceful American characters of the last century. Mr. Kennan has written it sympathetically, having the cooperation of the Harriman family and also having original documents before him. He has sought to make the work complete from ancestry to the last days. Edward Henry Harriman was born on February 20, 1848, and died on September 9, 1909. That span of three score and one years covers the marvel-period of American industrial expansion. Much of that expansion, of course, had to do with railroad and related interests. In that great field, Mr. Harriman did the work set forth in these volumes.

There is much divergence of opinion as to the basic morals involved in Mr. Harriman's manipulation of railroad securities, but most writers agree that his handling of railroad properties was most effective and constructive. Mr. Kennan not only shows this but discusses, as well, the business quarrels, the removal of prominent railroad officials and the break with President Roosevelt. Commending the constructive side of Mr. Harriman's work, there was a phrase frequently heard in the West—"He took the Union Pacific a streak of rust and he made it a railroad."

A sectional publication like the *Washington Historical Quarterly* must confine itself rather closely to its own field. There is ample reason for Northwestern interest in these volumes. There is the conflict with James J. Hill to control the Burlington, the Northern Pacific and the Northern Securities Company. There is also a big item of interest on the other, or play, side of Mr. Harriman, in which Puget Sound is particularly interested. Perhaps this can best be indicated by quoting from the table of contents in Volume I.:

"The Expedition to Alaska—Charter of Steamer George W. Elder—Harriman invites twenty-five distinguished scientists to accompany him and pays all their expenses from New York to Siberia and back—Departure from Seattle—Scenery, fauna, and flora of Alaskan waters—Visit to Muir Glacier—Side trip over ice to 'Howling Valley'—Visit to Malaspina Glacier—Discovery of Harriman Fiord—Stop at Island of Kadiak—Harriman shoots great Kadiak bear—Steamer strikes reef in Bering Sea in dense fog—Visit to coast of Siberia—Return to Seattle—Scientific results of expedition."

The volumes are well printed, carry twenty-two illustrations and an adequate index.

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"The Geographical Names Used by the Indians of the Pacific Coast," in *The Geographical Review*. By T. T. WATERMAN. (New York: American Geographical Society, April, 1922. Pp. 175 to 194.)

In a footnote on the first page, Professor Waterman says that the expense of the journeys on which he obtained the Indian place names was borne by several institutions, among them the University of California, the University of Washington, and the Museum of the American Indian, Heye Foundation.

His paper shows a remarkable industry in the field he has chosen, as may be seen from these brief sentences: "Indians are extraordinarily industrious in applying and inventing names for places. On Puget Sound alone, there seem to have been in the neighborhood of ten thousand proper names. I have secured about half of this number, the remainder having passed out of memory."

For making records he used the topographic maps of the United States Geological Survey and the charts of the United States Coast and Geodetic Survey. These ample sheets were often inadequate as