

ports of State bureaus and of organizations. Those interested will need the technical label: "Bulletin of the United States Bureau of Labor Statistics, No. 349."

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*History of Western Railroads.* By JOHN LEEDS KERR. (Seattle: *Railway and Marine News*, July, August, September, 1924.)

In the well known trade magazine, *Railway and Marine News*, announcement is made that there will appear ten articles by John Leeds Kerr on the "History of Western Railroads." Three have already appeared as follows: in July, "The Building of the Union and Central Pacific, the Pioneer Lines. A Resume of Later Union Pacific Expansion"; in August, "Northern Pacific First Route Selected. How Lines Were Built. Villard and Others"; in September, "How the Late James J. Hill Built the Great Northern Railway and Made It One of the Powerful Systems of the Country."

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*The Oregon Pioneers and the Boundary.* By FREDERICK MERK. (*American Historical Review*, Volume XXIX., No. 4, July, 1924. Pp. 681-699.)

This paper was read by Mr. Merk at the meeting of the American Historical Association at Columbus, Ohio, on December 28, 1923. The author's opening paragraph is as follows:

"It is a truism in American history that the success of the United States in the Oregon boundary negotiations was due in considerable measure to the Oregon pioneers. They brought pressure to bear on the British government during the final stages of the Oregon negotiations, and this was a factor in winning for their country the empire of the Pacific Northwest. But what the nature of this pressure was, how direct it was, or how great its effectiveness, are questions that have never been carefully investigated. They deserve attention, for they go to the heart of Oregon diplomacy and determine the place of the Oregon pioneers in American diplomatic history. They are the province of this study."

The study is a good one. The fresh material used is almost wholly taken from British sources—manuscripts in the British Museum, the Public Record Office, the Hudson's Bay Company Archives, and London *Times*. History students and collectors of Northwest Americana will want to save this item for the light it throws on the most important phase of Oregon history.