

nance and responsible for an elaborate system of defence in Canada.

Even more valuable than the Northcliffe Collection are the two volumes on finance, covering the years from 1654 to 1766. Here are documents drawn from various sources and filled with information of much importance. The Editor has drawn upon the French Archives, the Public Record Office in London, the Quebec Archives, and elsewhere for this collection, which is packed with material about the financial policy of the French in Canada. The coinage, the issuing of "card money," the fluctuation of the rate of exchange, trade, financial policy, French opinion as to "card money"—information on all these topics, and on many others also, is to be found in these volumes. The Canadian government has done a real service in publishing these documents, which whet the appetite of the economic historian and make him hope for more.

C. E. QUAINTON.

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*The Overland Mail.* By LEROY R. HAFEN. (Cleveland: The Arthur H. Clark Company, 1926. Pp. 361. \$6.00 net.)

In what appears to be a thesis for the University of California, Doctor Hafen has prepared in *The Overland Mail* a very valuable book on one of the most picturesque phases of the American "Westward Movement." Many diaries and annuals, heretofore published, have mentioned the pony express, the stage coaches, and the early Ocean Mail to the Pacific Coast; but here we have the whole subject carefully studied and beautifully printed with the usual Clark excellence of format.

The mail routes studied are from the Central West to the Pacific Coast. The latter term is made to include only the area from San Diego to Portland, Oregon. Washington, to which this *Quarterly* is especially devoted, is barely included in the purview of the volume. In the time covered there were at least two primitive mail routes maintained in Washington, one from Monticello northward to Puget Sound and one from Walla Walla eastward to Orofino. In the excellent map, Walla Walla is shown to have been reached from Salt Lake City by way of Fort Boise. Portland was reached from Sacramento and Astoria is shown to have received mail by sea-route from San Francisco.

Oregonians will be pleased to know that the seven well selected illustrations include a portrait of Ben Holladay one of the pictur-

esque characters in the history of that State. Holladay is shown to have controlled five thousand miles of stage lines. In the text, page 296, may be found this comment: "Ben Holladay made money fast and spent it lavishly. After he had accumulated a snug fortune he went to New York to live, where he built a magnificent residence a few miles out on the Hudson. Subsequently he built an elegant mansion at Washington and resided there during the sessions of Congress. While holding so many important government contracts it was to his interest to be at hand when matters vitally affecting his business interests were under consideration in Congress. During this same period he also owned and operated steamship lines to Oregon, Panama, Japan and China."

As in a number of other cases, the publisher adds to the announcement of this book: "Issued in a limited edition, printed direct from type and the type distributed. It will not be reprinted."

EDMOND S. MEANY.

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*British History for American Students.* By WILLIAM THOMAS LAPRADE, Professor of History in Duke University. (New York: The Macmillan Company, 1926. Pp. 913, \$4.25.)

The basis of this work is the author's belief that the primary aim of historical study ought to be the acquisition of understanding rather than mere information about unconnected facts. The book is therefore offered as a suggestive interpretation to stimulate thought rather than as a narrative of British history complete in itself. This point of view necessitates, of course, the construction of a proper balance between statement of fundamental fact and the presentation of interpretative material. The author's problem of omission and inclusion is difficult; the solution is not unsuccessful. This is due in large measure to the fulfillment by the author of an underlying prerequisite, the presentation of adequate apparatus for further studies. While the bibliographies provided are somewhat limited in scope, they nevertheless are up-to-date and mention as a rule the choicest works of recent origin. (Why is A. B. White's *The Making of the English Constitution*, omitted?). The inclusion of Geographical Notes emphasizes that phase of the subject and incites to further investigation.

Professor Laprade's work is a product of the latest type of historical scholarship. It is a synthesis of those political, economic, social, religious, cultural and scientific forces which have shaped the destiny of the British people and which they have themselves