

State of Washington—George W. Soliday, of Seattle. Victoria has one member and Vancouver has thirteen members. Among the subscribing libraries, these only are found in the Northwest: Carnegie Library, Vancouver, B. C.; Legislative Library of British Columbia, Victoria, B. C.; Public Library, Spokane, Wash.; Public Library, and Library of the University of Washington, Seattle, Wash.

EDMOND S. MEANY.

EARLY DAYS IN OLD OREGON. By Katharine Berry Judson. (Chicago, A. C. McClurg & Co. 1916. Pp. 263. \$1.00.)

This is an attempt to give in the form of episodes a connected history of Old Oregon. The result has been the production of a very readable book, albeit somewhat fragmentary and out of balance. Such a result is scarcely avoidable where topical treatment is adopted. These disconnected chapters are not by any means of equal historical value, and, speaking generally, are taken from the usual and easily accessible authorities. The mysterious ship wrecked upon the Oregon coast in pre-historic days casts the glamour of romance upon the scene of action. The sketches of the work of the early explorers—Cook, Meares, Gray, Lewis & Clark—despite the author's claim of original research are bounded by the four corners of the common sources. The chapters upon the Indian Thief, the Exciting Horse Race, and the Adventures in the Yakima Valley are quite realistic, but are taken from Ross Cox and Alexander Ross, who would hardly recognize the events in their new garb. And why should space be found for these trivial matters when the work of Mackenzie, Fraser, Thompson and Vancouver are practically omitted.

The chapters on Fort Vancouver and John McLoughlin and The Oregon Trail are especially commendable for their combination of accuracy of general outline with a wondrously vivid reproduction of the life of those days. There is a tendency to the romantic and to errors in detail, but these chapters show Miss Judson at her best, and reflect her wide reading and fine appreciation of what may be termed "atmosphere."

The discussion of the Oregon Question, while not nearly as complete and full as could be desired, shows a correct understanding and a broad grasp of the situation. One remarks, however, the absence of reference to the Nootka Convention and only brief mention of the "Joint Occupancy" treaty of 1818, both of which bear most directly upon the subject. Some confusion seems to exist in the mind of the

author; on page 143 we are told that no one owned Oregon; on page 146 the statement is made that Oregon belonged to Great Britain; and on page 154 we find that the United States had the better claim to the Southern portion and Great Britain to the Northern. Miss Judson is quite right in concluding that the real reason of Great Britain's acceptance or offer of 49° was that it was thought the value of the territory did not justify war and all its resultant hatred. Though not citing her authority she doubtless has in mind, *inter alia*, Lord Ashburton's celebrated letter to Mr. Sturgis of April 2nd, 1845.

The real position and conduct of the Hudson's Bay Company in the trying days of the thirties and forties are placed before the reader sympathetically, yet with historical correctness. As the years go by and the mists of misrepresentation are dissipated by historical research the genuine assistance so freely given by that Company through its noble Chief Factor, Doctor McLoughlin, to the early pioneers is becoming more clearly appreciated and understood.

The greater part of the book is stated to be "especially intended for children," but it is questionable whether this can be pleaded as an excuse for the almost babyish language so frequently employed, or for the inelegances which so plentifully abound. Many errors occur, errors which with ordinary care could have been avoided. Captain Cook was not instructed to search for the "River of the West," (p. 7), his search was to begin only after reaching 65°; he did not name Cape Flattery because he was disappointed (p. 7), but because its appearance had flattered him with the hope of finding a harbor; he did not anchor in Friendly Cove (p. 14), but in Resolution Cove, Blight Island; the name of the strait is not San Juan de Fuca (p. 22) —whatever Fuca may have been he certainly was no saint; when Gray and Vancouver met near the entrance of the Strait of Fuca, Vancouver did not invite Gray to visit him, nor did "the Yankee go aboard the British vessel for a friendly chat" (p. 26), on the contrary, Vancouver sent two of his officers to visit the Columbia; there is no record in Grays' log of his taking possession of the Columbia region (p. 29); the City of Spokane is only nine miles, not forty, from old Spokane House (p. 185); the statements that Olympia was selected as the capital because of its central location and that settlers could get supplies from passing ships (p. 186) scarcely fit with the geographical facts; the City of Walla Walla is not six miles (p. 187), but over thirty miles from the Columbia river; and the slightest local inquiry would have led to the rejection of the story of the cow-hide rails on the railroad built from the Columbia river to Walla Walla.

These are but samples of errors which in some instances give the reader an entirely wrong idea of the actual facts or events.

The appendix contains a brief, well-written and accurate sketch of the history of Old Oregon in which are clearly set out the real situation involved in the sale of the Astor venture, the two sides of the Oregon dispute, and a summary of subsequent events. The principal errors, evidently due to haste, are found on page 238. Ingraham's vessel was the *Hope*, not the *Good Hope*. *Beach-le-mer* is, we suppose, intended for *bêche-de-mer*, the trepang; *Hearn*, *Frazer* and *Tatooch Tesse*, should be *Hearne*, *Fraser*, and *Tacoutche Tesse*; the mouth of the *Fraser River* was discovered by *Simon Fraser* in 1808, not in 1824; the statement of the terms of the *Nootka Convention* (p. 239) is quite inaccurate and misleading. The volume is well printed, free from typographical errors, and contains about twenty-seven illustrations. It also includes a good bibliography, which is something more instructive than the usual dry list of authorities.

F. W. HOWAY.

IN THE WAKE OF THE WAR CANOE. By the Venerable W. H. Collison, Archdeacon of Metlakahtla. Introduction by the Lord Bishop of Derby. (New York, E. P. Dutton & Company, 1916. Pp. 352. \$1.75 net.)

The book has twenty-four illustrations and a map. It is dedicated: "To the Glory of God in the Extension of His Kingdom Everywhere." The work is by, for, and of the missionaries, conveying in the recital much valuable historical information.

No one can mention *Metlakahtla* on the Pacific Coast without calling to mind *William Duncan*. On putting this new book to that test it is found that the author deals kindly but briefly with the well known character. On page 23 he tells how the young man was sent by the *Church Missionary Society* from England "as the messenger of the Gospel of Peace on board a vessel of war," arriving at *Esquimalt* June 13, 1857. On three other occasions he mentions *Duncan's* work but does not bring the record down to the more recent troubled days about which no adequate report has yet been given.

There are twenty-seven chapters in the book, giving information about missions up and down the Coast. He mentions two well known men as follows: "The Protestant Episcopal Church of the States, under the able and energetic leadership of *Bishop Peter Rowe* and *Archdeacon Stuck*, has been seeking and saving the lost sheep of the Alaskan tribes from *Skagway* to the *Yukon*." He rejoices over the