

Indians can still be unravelled if we fill these gaps, but it means rapid and effective work to save the dwindling remnant of knowledge.

LESLIE SPIER.

Official Explorations for Pacific Railroads. By GEORGE LESLIE ALBRIGHT. (Berkeley: University of California Press, 1921. Pp. 187. \$1.50.)

This is a valuable study of an important phase of western history. The entire Pacific Coast is involved as well as the regions traversed in surveying four possible routes from the Mississippi River westward. The northern route is, of course, especially interesting to readers in the Pacific Northwest. The surveying of that route was in charge of Governor Isaac I. Stevens. His work is mentioned in the preliminary chapters and then Chapter IV. is given wholly to that subject under the title: "Stevens's Explorations Between the Forty-seventh and Forty-ninth Parallels." This chapter covers pages 44 to 84. The spirit of the author is revealed by the last paragraph of this chapter as follows:

"The energy of Governor Stevens had enabled him to make one of the first Pacific railroad reports, on June 30, 1854. His ability is further attested by the fact that his was the only survey from the Mississippi to the Pacific Ocean under a single commander. The zeal and thoroughness with which he had accomplished it were characteristic of the man; and these traits were further displayed in his administration as first Governor of Washington Territory."

After discussing all four routes under those surveys, the author closes his chapter called "Conclusion" as follows:

"By 1855 Secretary of War Jefferson Davis was able to make his recommendation to Congress. He advocated the thirty-second parallel route as the most practicable of the four recommended to the War Department; it was the least costly route, the shortest, and the work upon it would be less interrupted by climate than upon any other route. Davis has been accused of allowing his sectional feelings to influence his judgment, but there can be no doubt that he was absolutely unpartisan in this respect. Upon the most northern survey he had expended almost double the amount given to any other section; but numerous explorations had demonstrated the superiority of the most southern.

"Despite the added information for which Congress had asked

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.

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."