

mand, but to lead. The distinction is as fundamental as that between slavery and freedom, between despotism and democracy. As a tyranny requires commanders so a republic needs leaders."

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*Hidden Heroes of the Rockies.* By ISAAC K. RUSSELL and HOWARD R. DRIGGS. (Yonkers-on-Hudson, N. Y.: World Book Company, 1923. Pp. 295.)

The "Pioneer Life Series" of the World Book Company has been enriched by this new volume. Professor Driggs has collaborated and has written "A Word of Introduction," but the main work is that of Mr. Russell. He has devoted years of research work to these pages and has packed them with information, much of it new to the books ordinarily accessible. All the books in this series are intended for young readers. It remains to be seen whether *Hidden Heroes of the Rockies* will win that class. It is worthy; but the author's project is not easy for even older readers to follow. He wishes to establish an interest in the records of little known, forgotten, or hidden heroes. That is laudable but he goes further and seeks to rearrange the reputations of the better known characters in the story of the West. Mr. Russell's characterization of Captain B. L. E. Bonneville, for example, is very different from that in Bancroft, Chittenden and many lesser writers. It is a more agreeable characterization but to stand the test of time it will require some more definite citations to documents. Footnotes are not desired in a book for boys. They are absent in this case. The book deserves to succeed as it is and then Mr. Russell should use his abundant materials in a volume for older readers giving his arguments and authorities for the realignments he feels should be made.

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*Industrial Relations in the West Coast Lumber Industry.* By CLOICE R. HOWD. (Washington, D. C.: United States Department of Labor, 1923. Pp. 120. 15 cents.)

Starting with "Migrations of the Lumber Industry in the United States," passing on through extensive development, through changes wrought by the World War, and ending with "A Constructive Industrial Program," this pamphlet has the qualities of a monograph on an important element of American economic development. Emphasis is put on the West Coast and the footnotes indicate an exhaustive search in the files of newspapers, re-

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.