

cific railroads and railroad miscellany; political comment on the admission of Oregon, slavery, the Civil War and the party contests; climate, floods; biographies and obituaries of notable Oregonians.

The agency of change that probably had deepest appeal to him was the railroad. All of volume four is taken up with an account of the development of the railway mileage of this region. He hailed the advent of the transforming change inaugurated through rail transportation but his heart and admiration was with the heroic age then fading into the mist of the past. The trinity of principles most sacred in their relation to our national welfare were from his point of view the indestructible Union, sound money and representative government.

An Introduction, including a review of his career and an estimate of his work by Alfred Holman, an able associate trained by him, and a second paper by his son, the compiler, on his writings, give the publication something of the character of a memorial.

F. G. YOUNG.

Thomas Chandler Haliburton ("Sam Slick"): A Study in Provincial Toryism. By V. L. O. CHITTICK, Ph.D., Professor in the Division of Literature and Language at Reed College. (New York: Columbia University Press, 1924. Pp. 695. \$4.00).

This contribution to American literary history is remarkable for two high qualities—it shows tireless search for the truth, and it sets before us the man, Thomas Chandler Haliburton, in his political, economic and social environment. Let me say at the outset that it is hard to believe any legends about the famous literary man of Nova Scotia will survive the merciless attack of Professor Chittick. The chapter in which the relation of other humorists to Haliburton is traced is a model, and it would make the book worth while even if the rest of the volume did not set before us an account of a very unusual personality and give us important information on subjects of great interest to the student of history as well as the student of literature.

The Yankee origin of the Nova Scotians is brought out clearly. Besides a considerable number of earlier settlers, New England sent two streams—those who took up the lands of the expelled Acadians after 1755 and the Loyalist refugees of the American Revolution. "The net result of the successive arrivals of

New Englanders in Nova Scotia was that the province speedily became what it still remains—a new New England.”

Readers will find many valuable notes on the economic development of the Maritime Provinces in the first half of the nineteenth century. Haliburton believed in the future of his country, and one purpose which he had in writing the *Clockmaker, First Series* (1836), was to satirize the backwardness of his neighbors in taking advantage of the natural resources of the province. “There’s neither spirit, enterprise, nor patriotism here; but the whole country is as active as a bear in winter.” By contrast Americans were pictured as possessing most of the economic virtues. The creator of Sam Slick lived to see a great improvement in the welfare of the people of Nova Scotia. Perhaps his timely lecturing may have done some good.

If Haliburton admired the material success of the Yankees, he cared nothing for their politics. With the exception of a brief attack of liberalism in young manhood as a member of the House of Assembly, he remained through life a Tory of the straitest sect. His contempt for the colonial politicians who were fighting for self-government was profound. It was even suspected that he held to the divine right of kings. But in spite of all this he had some good ideas about the Colonial office, and never tired of pointing out the sublime ignorance displayed by that institution.

Narrow in many ways to the point of absurdity, our old Tory was yet able to see some of the big things of British imperialism. He thought the United Kingdom and the colonies should be brought into closer political union, and even suggested that colonial representatives should sit in the Imperial Parliament, although they should vote only on questions of colonial interest. All titles and honors should be open to colonials. In the end he came to advocate the union of all Canada, although he had been a violent opponent of Lord Durham, whose famous report had done so much to clear the way for the creation of this new British nation. But in the field of economics Judge Haliburton’s ideas were much more influential. He grasped the significance of the railway and steamship in their early days, and never ceased to point out the great part rapid communication must play in holding the Empire together. His program was the following: 1. Steamship lines to the colonies, subsidized by Great Britain. 2. Completion of the Quebec and Halifax railway. 3. Extension as soon as possible of this line to “Fraser’s River” on the Pacific. The last of these

proposals is of great interest to the people of the Northwest. When one recalls that this was written in 1860, nine years before there was a transcontinental railway in the United States, the boldness of the idea is impressive. "Whoever owns Vancouver Island must command the trade of the Pacific and the East." This island, in his opinion, would become the great depot for the exchange of the products of the East and those of the West. It was fitting that Haliburton should have interested himself in renewing the tombstone of Vancouver and that his grave is close to that of the great explorer.

Students of American literature will find in this book much more than the destruction of a myth. They will find the biography of an important writer, accurate beyond all cavil, and yet written in such manner that a real human being can be followed through his whole career as college boy, lawyer, legislator, man of letters, judge, and member of the British Parliament. He will find a careful account of Haliburton's writings. The bibliography and the footnotes will delight the soul of the most exacting scholar. It is to be hoped that Professor Chittick's duties as a teacher will not prevent him from giving us more studies of this kind.

CLEMENT AKERMAN.

Indians of the Northwest Coast. By PLINY EARLE GODDARD. (New York: American Museum of Natural History, 1924. Pp. 176. 1 map; illustrated.)

Although this book is written especially as a guide to the Northwest Coast hall at the American Museum of Natural History, it stands as one of the finest brief accounts of a North American Indian group. The author has made a thorough study of the literature and in the summer of 1922 visited the territory under the guidance of Dr. C. F. Newcombe, erstwhile curator of the Provincial Museum at Victoria and an "old timer" on the coast.

The book will be of interest to historians of the Pacific Northwest because we have here for the first time an adequate account, briefly given, of the aboriginal life of this entire area. The volume deals with the native life from the border of Washington to Alaska. In the first chapter the author surveys the aspects of the country and its early exploration. This is followed by a splendid section on the economic life of these tribes, pro-