

York Factory means so much to the student of the fur trade that this first translation of Jeremie's little book will be more than welcome. It takes the reader back to the struggle between England and France for the northern part of North America, and describes Hudson Bay and the life of its people in the days when the French had temporary possession. Its account of the musk ox is stated to be the first information given to Europe of the existence of this animal.

The editors have added a scholarly introduction, placing the work and its author in their proper positions and reminding the reader that Jeremie is the best first-hand record of events on Hudson Bay more than two hundred years ago. The earliest account by an English resident of the bay—Robson—did not appear until thirty years later. Many enlightening notes, a map, and a half a dozen informative illustrations increase greatly the value of the original text. This portion of the work has been done in excellent fashion and with well considered restraint.

F. W. HOWAY.

The Northcliffe Collection. (Ottawa: Canadian Government, 1926. Pp. 464.)

Canadian Currency, Exchange, and Finance During the French Period. Edited by ADAM SHORTT. (Ottawa: Canadian Government, 1925-1926. Pp. 1127. \$3.00 for the two volumes.)

Both of these collections of documents deal with the period of French rule in Canada. The Northcliffe collection, presented by Sir Leicester Harmsworth to the Canadian government in memory of his brother, is comparatively narrow in scope, although it deals with a period of supreme importance in Canadian History—the struggle between England and France during the Seven Years War. The papers of General Robert Monckton form a large portion of the book. Monckton held a number of very important posts in the colonies and his testimony, therefore, is worthy of some consideration. He was Lieutenant-Governor of Nova Scotia and for a time commanded the British forces there. Later he became governour of New York, played an important part in the fight with France for control of the Middle West, and commanded the expedition which captured Martinique, an episode on which light is thrown by a considerable number of documents in this collection. The rest of the volume consists of the papers of George Townshend, who was Master of the Ord-

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.

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-