

Northwest Americana. The author was the engineer of the famous Columbia River Highway. Here is the record of its wonderful beauty. Among the illustrations is a full-page comparison of the Vendome Column and the Astoria Column, dedicated by the Great North Railway Company during its Columbia River Historical Expedition in 1926.

Our Sea Saga, The Wood Wind Ships. Edited by EDMOND OGDEN SAWYER, JR. (San Francisco: The Editor, 1929. Pp. 225. \$5.00).

Mr. Sawyer disclaims being an author, saying that he is in the trade paper field. He has had extensive newspaper experience on the Pacific Coast from Alaska to California. He was assistant editor of the *Seattle Star* in 1913-1914. The dedicatory page says: "To Miller Freeman. In other days you were part of our sea saga."

Mr. Sawyer regrets the decadence of the American merchant marine since the days of the Civil War. He hopes the young men and boys may again put out to sea. In a letter he says: "If this book tends to engender a little interest in the thought that we should maintain a position on the high seas comparable to our place in world commerce and manufacturing, it will have achieved its purpose."

The book may go far in that desired direction. It is profusely illustrated with pictures of ships and of seagoing men. The style is clear and direct. There is a copious index. Another advantage is its timeliness while nations are holding conferences to limit sea power.

Last Days of Sail on the West Coast. By WALTER MACARTHUR. (San Francisco: The Author, 1929. Pp. 138).

The colored frontispiece and photographic illustrations with added tables of many sailing craft are attractive features of this interesting record of San Francisco harbor. The last pages are devoted to Amundsen's sloop *Gjoa*, which will win favor in the Puget Sound region where the memory of Roald Amundsen, the great son of Norway, is held in high esteem.

Frontiers, the Genius of American Nationality. By ARCHER BUTLER HULBERT. (Boston: Little, Brown, and Company, 1929. Pp. 266. \$3.00 net).

Professor Hulbert has had an unusual preparation for work such as he has packed into these pages. He has traveled hundreds