

Mr. Holland has reached out with his appeal as far as the States of Oregon and Washington, although he acknowledges that the oldest buildings that may still be standing must, of course, be of later designs than those remaining in the older States of the East and South. Such unselfish efforts to serve the historians as well as the architects of the future certainly deserve enthusiastic support.

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*Simon Bolivar Centennial*

On December 17, 1930, the centennial of Simon Bolivar's death was celebrated throughout the world, especially in all parts of Latin-America. One of the celebrations took place on the campus of the University of Washington, where awards were made to victors in an essay contest among students of Spanish and others in the State of Washington. The presiding officer was Mr. Frank H. Lamb, of Hoquiam, President of the State Chamber of Commerce, and the principal address was delivered by Professor Carlos Garcia-Prada who was recently appointed Honorary Consul of Colombia, resident in Seattle.

The December *Bulletin of the Pan American Union* was devoted wholly to Simon Bolivar. It contains 224 pages of essays by authorities in different countries. The introduction is by Professor L. S. Rowe, Director General of the Pan American Union. The book is generously and beautifully illustrated.

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*Indian War Map*

The Clason Map Company, 1515 Tremont Place, Denver, Colorado, has reproduced what is known as the W. F. Raynold's Map of 1859-60, revised by G. L. Gillespie in 1876, and published under the auspices of the Secretary of War by the Chief of Engineers, United States Army in 1876. That old military map has served as the base for this reproduction, on which appears the work of much research to trace routes and locations of Indian conflicts. The later revisions are made by William C. Brown, Brigadier General, United States Army Retired, who says: "Also, it has shown on it the approximate location of over 30 Indian engagements located personally by the late Walter M. Camp, Editor of the Railway Review, and Honorary Member of the Order of Indian Wars, whose voluminous notes, made as the result of twenty summers of investigation, we are trying to secure for Public Use."

The Indians involved in the campaigns treated were mostly Sioux and Cheyennes. The present-day maps are difficult because of the changes wrought in names during the last half century of

progress. That is one reason for reproducing the older military map at a small price (\$1.00) in the hope that it will be helpful in the work of historians.

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*Alaska Railway Legislation*

John E. Ballaine is the author of an extended article in the *Alaska Weekly* for November 21, 1930. It is headed "Authorship of the Alaska Railroad Measure and the Circumstances of Passage," and seeks from personal and intimate knowledge to tell about conferences with President Wilson, Secretary of the Interior Lane and others. The article should be saved as a part of the history of industrial development of Alaska.

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*Designs for a Pacific Republic*

Our nearest neighbor, *The Oregon Historical Quarterly*, in the issue for December, 1930, publishes a very interesting and scholarly article from the pen of Professor Joseph Ellison of the Oregon State College, Corvallis, Oregon. Bearing the title, "Designs for a Pacific Republic," it is divided into five parts: "Inception: Preconquest Period, 1843-1846," "Interregnum Period, 1846-1850," "Complaints, Threats of Independence, 1850-1860," "Eve of Civil War, 1860-1862," and "Summary and Conclusion."

There are abundant evidences of exhaustive researches in the apt quotations from many contemporaneous newspapers and citations from letters and other original documents. The theme is frequently mentioned in the literature of the Far West, but never treated with such fullness and such convincing accuracy as in this essay. The concluding paragraph is a fair summary:

"Each period has distinct causes. But the most underlying one that runs throughout the movement was the remoteness and isolation of the Pacific coast. Remoteness and isolation have always fostered the spirit of self-reliance and independence. The Pacific coast, before the coming of the telegraph and transcontinental railroad, was the most remote and isolated of all American frontiers. Is it little wonder then that we could find here the spirit of separatism most pronounced?"

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