

points of caution: first, the employment of symbols foreign to Americanist and Na-dene usage is unfortunate because it may hamper facile employment of the data; secondly, in view of the Canadian work of Sapir and Li, who note significant tone for every syllable of every word of Canadian Na-dene, the claim by Morice that significant tone is infrequent, feeble and vestigial is cause for concern. I have no warrant for assuming Morice quite wrong on this point, because I do not know Carrier at all; but there is need for fuller discussion and evidence for his position on so extremely important a matter. If, as I fear, Morice's phonology is inadequate in this respect, it will remain to be seen to what extent the material fails in accuracy as a description of Carrier itself, or loses value for comparative Na-dene work.

The extraordinary richness of detail and documentation is matter to marvel at. No doubt a great mass of grammatical material has been obtained independently by Morice that must long serve as a storehouse of suggestions to all Na-dene workers. Certainly every Na-dene worker will study his own special dialects and comparative problems with *The Carrier Language* at his right hand.

MELVILLE JACOBS

Grit, Grief and Gold. By FENTON B. WHITING. (Seattle: Peacock Publishing Company, 1933. Pp. 247. \$2.00.)

Seward's Icebox. By ARCHIE W. SHIELDS. (Bellingham: Privately printed for Author by Union Printing Company, 1933. Pp. 419.)

The literature of the development of Alaska, during and since the rush to the gold fields of the North is enriched by two works both written by men who played a prominent part in the notable achievements of the time.

The first, a neat little volume, tells of the building of the White Pass & Yukon Railway and the Copper River and North-western Railway, the first railroads to the interior of the country. It is an appreciation of the master builder, Michael J. Heney, who first broke through the mountain range that divides the Yukon Valley from the waters of the Pacific, and with bands of steel linked the head of navigation of the vast interior river with the ocean. It is written by Dr. F. B. Whiting, the surgeon in charge of the hospital service of the undertaking, who was at the side of the Road Maker through all his years of successful effort.

The interesting account of the achievement is enlivened by

stories that make the familiar faces of those days live again before us, as we see the dog-teams go over the pass for the last time and the iron horse take their places. He makes the dream of old Captain Bill Moore come true, of the clank of the locomotive as it brought tons of the yellow metal through the gorges of the mountains.

In his pages we meet the famous characters of the days of the gold stampede and the construction of the railway; George Carmack, the famous prospector, stalks alongside Graves, the millionaire Englishman who financed the undertaking; Stikine Bill bulks large alongside the little, keen-eyed Hawkins, chief engineer and chief manager, while behind them comes Skookum Jim, the brawny Indian packer who won his title by the heaviest load ever back-packed over the Chilkoot. Nigger Jim and Clarence Berry rub shoulders, while "Soapy Smith" looks in with his southern planter style, his sinister eyes and his black beard. The story is well worth the attention of the sourdough or the cheechahko.

The second work is dedicated to the memory of Heney by the author, who is one of the men who stood at the builder's side during all of the years of his labors. It is packed full of story and incident of the men of his day, for he is one of the best known of the men who control the great fishing interests of Alaska. It has also much of historic matter, hard to find except in the shelves of the big libraries, as well as present day facts concerning the great storehouse of raw materials belonging to the United States in the Northland. It is a tribute written by a man who has learned to love the land in which he has spent the labor of a lifetime.

C. L. ANDREWS

The Indian Attack on Seattle, January 26, 1856, as described by the Eye Witness, Lieut. Thomas Stowell Phelps. Collected by MRS. CARL FRELINGHUYSEN GOULD. (Seattle: Farwest Lithograph & Printing Company, 1932. Pp. 57. \$1.75.)

The *Reminiscences of Seattle* by Lieutenant T. S. Phelps has become a classic. It first appeared as an article in the "United Service" for December, 1881. In the same year it was reprinted as a pamphlet of forty pages. In 1902, it was again printed in "The United Service," pp. 464-505, and again in 1908, it was issued as a forty-eight page pamphlet by the Alice Harriman Company of Seattle.

The present edition is reprinted from "Reminiscences of Se-