

Franklin D. Roosevelt. In November Willkie carried his home state of Indiana and only nine others. Despite the lopsided electoral vote, the popular vote was much closer.

A political writer for the *Chicago Tribune*, Neal has done his homework in several archives, including Willkie's papers at Indiana University's Lilly Library. The author clearly likes Willkie and occasionally lapses into some excesses. For example, he gives Willkie extravagant credit for his role in the 1941 passage of the Lend-Lease Act and the 1943 termination of the unequal treaties with China. On balance, though, Neal has drawn a dramatic, sensitive, colorful, and honest portrait of Willkie that provides both entertaining and informative reading.

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The Welch Airplane Story: Airplanes Designed and Manufactured by Orin Moore Welch. By Drina Welch Abel; edited by Cindy Abel Zeigler and Alan Abel. (Terre Haute, Ind.: Sunshine House, 1983. Pp. xvii, 130. Illustrations, references, figures, table, appendixes. Clothbound, \$19.95; paperbound, \$13.95.)

That the life and accomplishments in aviation of Orin Moore Welch are not better known is lamentable indeed. Welch was a self-educated aeronautical engineer and flier who in 1927 began constructing airplanes of his own design in Anderson, Indiana. After four years of experimentation he began production in Portland, Indiana, of an inexpensive, reliable, and safe cabin monoplane that he hoped would bring personal flying to the masses. The Welch Aircraft Company moved to South Bend in 1936 and then to Wilkes-Barre, Pennsylvania, in 1940. By the time production ceased on the eve of World War II, the family owned and operated firm had delivered fifty of the diminutive planes, a considerable number of which were powered by Welch designed and manufactured engines.

Drina Welch Abel has written an admiring tribute to her older brother, who was declared missing and presumed dead while flying a C-47 from Chungking to Calcutta in 1943. The book abounds with her personal recollections, newspaper accounts, and information on nearly every Welch airplane. The detailed drawings, photographs, specifications, and registration lists should prove a boon to antique airplane buffs and scale modelers looking for something out of the ordinary.

The book is, however, going to disappoint the specialist historian. It is amateurish in nearly every respect. Abel has made no attempt to place her brother's career within the historical

context of aviation in the 1920s and 1930s—specifically, the concept of the “airplane for everyman,” the “Lindbergh boom,” and advances in airfoil and engine technology. Basic questions about the Welch company go unanswered. Where, for example, did Welch raise the capital for his firm? Did his designs consciously follow those of such competitors in the light plane business as Aeronca and Taylor Brothers? Why did the company move from Indiana to Pennsylvania? In style, layout, and printing the book does not come up to expectations. The numerous undated and unidentified newspaper clippings, typographical errors, and poorly reproduced photographs lend a scrapbook character that could easily have been alleviated by more active and skillful editing.

As a contribution to an understanding of aviation in Indiana and to the history of technology, *The Welch Airplane Story* is severely deficient. As a loving gift to the memory of a brother who died too young, it is a lasting personal testimonial.

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Alaskan John G. Brady: Missionary, Businessman, Judge, and Governor, 1878-1918. By Ted C. Hinckley. ([Columbus]: Ohio State University Press, for Miami University, 1982. Pp. xvii, 398. Illustrations, notes, bibliographic sources, index. \$40.00.)

The life of John Green Brady, Alaska's fourth governor (1897-1906), illustrates the Horatio Alger theme—from the depths of poverty to the pinnacle of success. Son of an Irish immigrant, reared in the wretched slums of Manhattan, a runaway orphan at age eight, Brady was rescued by Theodore Roosevelt, Sr., and sent by the Children's Aid Society to Tipton, Indiana, where he was adopted by Judge John Green. At age twelve the boy entered public school and made admirable progress. Befriended by a Presbyterian clergyman and sponsored by a presbytery at Muncie, Brady spent three years at Waveland Academy in Montgomery County. In 1870 he entered Yale College, graduated in 1874, and completed his ministerial training in 1877 at Union Theological Seminary in New York. Brady never forgot his debt to Judge Green, to the schools and friends in Indiana, to Yale and Union.

Brady was strongly influenced by a prominent Presbyterian official and dedicated missionary, Sheldon Jackson, who persuaded him to become a pioneer Alaskan missionary. Arriving in Sitka in March, 1878, Brady learned the Tlingit language, established a school for the natives, and organized a Presbyterian church for Indians and Creoles of mixed blood. He visited various archipelago tribes, preached against witchcraft and shamanism,