

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,

and fought the nefarious liquor dealers. In July, 1884, he became a United States commissioner and was admitted to the bar in May, 1885. His role as a municipal judge involved issuing warrants for arrest, administering oaths, imprisoning and discharging convicts, and doing his utmost to strengthen the Organic Act of 1884, which Senator Benjamin Harrison of Indiana and Jackson, who became general agent for education in Alaska the next year, shepherded through the Congress of the United States.

After spending nineteen years as a businessman, staunch advocate of Alaska's future, commissioner, and judge, Brady was appointed governor by President William McKinley in 1897. It was an ideal choice. Brady knew Alaska's needs, wrote informative reports and recommendations, traveled extensively, was an excellent speaker in clubs and churches, entertained visitors and officials, and cultivated the friendship of his fellow Hoosier, Senator Albert J. Beveridge of Indiana, whose Committee on Territories aided Alaskan legislation. Governor Brady guided the territory through the crisis years of the Klondike rush and the Nome stampede. Above all, he demonstrated a genuine love for the natives and was sincerely committed to the best interests of Alaska.

Ted C. Hinckley has written a superb biography—built solidly on primary sources—of a significant governor whose nine-year term of office was longer than that of any other incumbent except that of Ernest Gruening (1938-1953).

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The Triumph of Sectionalism: The Transformation of Ohio Politics, 1844-1856. By Stephen E. Maizlish. (Kent, Ohio: Kent State University Press, 1983. Pp. xiv, 310. Map, illustrations, appendixes, tables, historiographic note, notes, bibliography, index. \$25.00.)

Denying that pre-Civil War politics was shaped significantly by ethnocultural issues, Stephen E. Maizlish argues in this study of Ohio politics that sectionalism was indeed responsible for the breakup of the second party system. Economic issues, Maizlish argues, brought about the formation of political parties in Ohio, but as the Democrats' economic views (notably on banks) proved impractical in an economically maturing state in need of credit sources, their party factionalized along hard money/soft money lines, causing a once unifying issue to become divisive. As party cohesion declined, sectional issues that touched on important concerns for Ohioans, such as free labor and the fear of southern