

scholarly versions of these movements. It must be reckoned with in any attempt to reach definitive conclusions. "Appendix A" makes available the curious "Six Nation Deed for Traders" (the "retribution" grant of "Indiana") of November 3, 1768. The Filson Club has performed a notable service in publishing the volume.

CHRISTOPHER B. COLEMAN

---

*The Territorial Papers of the United States, VI, The Territory of Mississippi, 1809-1817* (Continued). Compiled and edited by Clarence Edwin Carter. Department of State, Washington, D. C., 1938. Pp: 893, \$1.50.

Dr. Clarence E. Carter, of the Division of Research and Publication in the Department of State, has brought our Volume VI of the *Territorial Papers of the United States*. This is the second and concluding volume of the Mississippi Territorial Papers. The papers in Volume V covered the period from the creation of the Mississippi Territory in 1798 to 1809. Volume VI, which covers the period 1809-1817, treats chiefly of the administration of David Holmes who became governor in May, 1809, and served until the Territory became a State in 1817.

In a brief review, only a few of the many problems that troubled Governor Holmes can be mentioned. Many of the papers show the slowness of travel and the uncertainty of postal service. Perhaps two examples drawn from the letters of Holmes himself will suffice. In one of his first letters to President Madison, Holmes remarked: "I left Virginia for this territory early in May and arrived in Natchez on the last day of June" (p. 12). In June, 1815, Holmes wrote to the President asking that he be allowed to make a trip to Virginia in September on account of his health. The letter did not even reach Washington until two months after the date which the Governor had set to begin his journey. Within the Mississippi Territory, which at that time included the present State of Alabama, there were many communities that had no postal service. Citizens were constantly urging, through petitions to the Governor and Congress, an expansion of territorial mail facilities.

If Governor Holmes had been asked to name the two problems that gave him most trouble, his answer—judging

by the papers in the volume—would have been Indians and land claims. War with the Indians, who were supported by allies in Spanish Florida, disputes over ceded lands, the opening of roads and the extension of mail routes were a few of the major difficulties. Many proclamations of public land sales and reports from the land offices are included. Petitions frequently protested against intruders upon the Indian lands or the public lands. Apparently, the usual procedure in dealing with squatters was to evict them and burn their cabins. Some of the petitioners thought this treatment should be supplemented by arrest and imprisonment.

The book is a storehouse of information for those interested in Mississippi territorial history, but it is more than that. Much of the material is valuable for any student of American history who is interested in sources on Southern territorial history or on the relations of the United States with Florida, Spain, and Great Britain during the critical years of the War of 1812.

As in previous volumes, the editor's work has been well done. The explanatory notes, cross references, and excellent index are all very satisfactory. The inclusion of a brief sketch of the political and economic background of the period would have aided the reader in placing the documents in their proper perspective. Likewise, a map making clear the extent of the Mississippi Territory and the location of some of the most important land cessions, post roads, *et cetera*, would make many of the items mentioned more understandable.

GEORGE C. OSBORN.

---

*Pennsylvania Iron Manufacture in the Eighteenth Century.*  
By Arthur Cecil Bining. Pennsylvania Historical  
Commission, Harrisburg, 1938. Pp. 227, illustrated.

This very scholarly monograph is Volume IV of the *Publications* of the Pennsylvania Historical Commission. As the author very correctly states in the "Preface," the study is "the result of intensive research on one unit of eighteenth century American industrial life." The book deals with the beginnings of the iron industry in America, a period when the capital involved was small, the knowledge of iron manufacture meagre, and the processes employed very crude. Every chapter, and indeed every paragraph, reveals that the