

concern for the fur trade had much, if anything, to do with Great Britain's retention of the Northwest posts following the Revolution. In describing the causes of the War of 1812 he chooses to ignore the expansionist tendencies of the American frontiersmen and the demand for the conquest of Canada. This factor may have been over-stressed in the past, but should it be omitted altogether? In commenting on the motives which led to the founding of New France, Professor Burt says that no English colony was established with an idea that it would control a water passage through the continent to the Orient, "or with any thought of discovering such a passage." Some such purpose was certainly present in the minds of the Virginia patentees. The reviewer feels that in a volume intended for American readers, a little more space should have been devoted to Canadian-American diplomatic and economic relations. The Reciprocity Treaty of 1854, for example, is summarized in one brief sentence. On the other hand, the volume contains brief but vivid pen portraits of many of Canada's leaders, such as Sir Wilfrid Laurier, Sir John A. Macdonald, and Joseph Howe, which make lively reading.

The book is published in an unusually attractive format. The typography and printing are excellent and there are end papers of most attractive design. An outstanding feature of the volume consists of almost one hundred half-tone illustrations, made from historical prints, drawings, and portraits, and from modern photographs. Together they serve to illustrate almost every aspect of Canadian life and history. There are also a number of maps to illustrate the text. Professor Burt deserves the highest praise for a work which should go a long way toward making Canada better known to Americans. The one real regret of the reviewer is that this survey could not have been twice as long. There is still room for a similar book containing considerably more material, which might be used as a text in the increasing number of courses in Canadian history being offered in American colleges and universities.

Wayne E. Stevens.

The Long Ships Passing. By Walter Havighurst. (The Macmillan Company, New York, 1942. Pp. viii, 291. Illustrations, index. \$3.00)

By birth and experience the author of *The Upper Mississippi* in the Rivers of America Series and such novels as *The Quiet Shore* and *Pier 17* is admirably prepared to tell what he terms "the story of the Great Lakes." He writes with enthusiasm and most readers will come to share his feelings, even though they may not care to finish the book at one sitting. It consists essentially of a series of sketches on such topics as the explorations of the French, the founding of the Lake cities, the coming of the immigrants, the development of lumbering and mining—all loosely joined together by a history of transportation. Mr. Havighurst has found time as a professor of English at Miami University, Oxford, Ohio, to supplement his earlier activities as seaman and longshoreman by diligent research. Thus competently, but on a popular level, he revives many dramatic episodes, such as

the fleet that sailed on land, the building of the Soo Canal (which carries "more tonnage than the Panama, Suez, and Kiel canals all together"), the burning of Menominee, etc.

Although ships hold the center of the stage, the reader catches glimpses of Brule, Nicolet, Marquette, Joliet, Allouez, La Salle, and Schoolcraft. Paradoxically, it is the nineteenth century names which are unfamiliar. How many Hoosiers will recall Douglas Houghton, of Detroit, a contemporary of Schoolcraft, the Indian agent! Or the Mormon, James Jesse Strang, known as the "King of Beaver Island" and by other titles far less complimentary! Then there was George Stuntz, pioneer of the Duluth area, who early regarded the Superior region as the "future heart of the continent" (quite in contrast to Henry Clay, who objected to a prospective canal at the Soo because it was "a place beyond the remotest settlement of the United States, if not in the moon"). Fleeting attention is accorded such captains as George McKay, Charley Allers, and Tom Wilson (not to mention "Sockless" Jerry Simpson, who seldom is associated with the Lakes) and boat builders like Alexander McDougall, James Davidson, George A. Tomlinson, and Harry Coulby.

Some one hundred sixty vessels are mentioned by name, beginning with the pioneer steamer "Walk-in-the-Water," which by means of sails and forty cords of hardwood made a trip in three days from the Hudson River to Detroit. While the tragedy of the "Caroline" in 1837 is commonly known today, almost equally famous in their time were the disasters encountered by the "Phoenix," the "Erie," the "G. P. Griffin," the "Charles F. Price," and the "Lady Elgin." All types of craft are dealt with, but one has a suspicion that Mr. Havighurst is partial to such full-rigged schooners as the "Lucia A. Simpson," which flourished from 1875 to 1929, the last of its kind. The concluding chapter recapitulates briefly the Great Lakes-to-ocean project, of which many readers probably would prefer a little fuller treatment, even at the expense of a score of "three-masters" and iron freighters.

Max P. Allen

The Career of Joseph Lane, Frontier Politician. By Sister M. Margaret Jean Kelly. (The Catholic University of America Press, Washington, D. C., 1942. Pp. ix, 207. \$2.00)

Joseph Lane, "Jo" to most people, is remembered in the Hoosier state chiefly for his exploits in the Mexican War as Brigadier-General of the Indiana Brigade of Volunteers. He is remembered in Oregon as territorial governor, Indian fighter, delegate to Congress, and senator. And he is known to the people of the country chiefly as running mate of John C. Breckinridge on the national Democratic ticket in the fire-eating campaign of 1860.

"Jo" Lane—frontiersman, Mississippi boatman, soldier, politician, Forty-Niner, farmer, Catholic—has long deserved the full-fledged biographical treatment accorded him by Sister M. Margaret Jean Kelly in what was her doctoral dissertation at the Catholic University of America. The author's treatment of Lane is very creditable, in that she has sketched with good balance and proportion the life of