

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

Lane, from his birth in Buncombe County, North Carolina, in 1801 to his death at Roseburg, Oregon, in 1881. She pictures Joseph, a lad of fourteen, as a clerk in a drygoods store at Darlington, Indiana; as a married man at nineteen; and as state legislator at Corydon at twenty-one. When war with Mexico came in May, 1846, Lane left the State Senate to volunteer as a private in the Indiana Riflemen of Vanderburgh County. But thanks to the influence of a loyal friend, Robert Owen, President Polk presently elevated Lane to be Brigadier-General of the Indiana Brigade. Lane saw much action on Mexican soil. During the Battle of Buena Vista, in which engagement the Hoosier Colonel William H. Bowles gave an order to "Cease firing and retreat," General Lane was credited by a court of inquiry with having "conducted himself as a brave and gallant officer."

Lane was a good Democrat with ingrown southern leanings, and President Polk rewarded the returned hero—now often alluded to as the "Marion of the Mexican War"—with the territorial governorship of Oregon. The author's treatment of Lane's Oregon experiences is one based more solidly on documentary materials, thanks to the availability of about 2,000 letters to and from Lane for the period after 1848 that are housed at the Oregon Historical Society at Portland. The author is inclined to be friendly to and at times apologetic for her subject, but she has woven in materials that suggest varying degrees of approbation and blame. While in Oregon Territory, Lane helped to form and perpetuate a Democratic clique that retained him as Oregon's representative first in the House and then in the Senate until the eclipse of his party in 1860. And so strong was his influence in the Willamette Valley that when the ballots of that year were counted, Oregon gave Lincoln 5,344 votes; Breckinridge, 5,074; and Douglas, who led over Breckinridge in all other northern states, only 212 votes.

Finally, the author tells the story of Lane's forced retirement to his farm near Roseburg, that came as a result of the Republican triumph and the Civil War, but how as years passed by the public condemnation for his southern sympathies softened toward the aging warrior—so much so that, with Dr. John McLoughlin, he is remembered as one of a pair of Oregon's grand old men.

The full and classified bibliography in this book shows some omissions. There is no listing of earlier biographical sketches of Joseph Lane, such as the one by Eldora Miner Raleigh which appeared in the *Southeastern Indiana Historical Society Proceedings* (1928) and those in the *National Cyclopaedia of American Biography* and the *Dictionary of American Biography*, or the highly colored *Biographical Sketches of Hon. John C. Breckinridge and General Joseph Lane*, Breckinridge and Lane Campaign Document, No. 8, published by the National Democratic Executive Committee in 1860; and also D. W. Bartlett, *Presidential Candidates* (New York, 1859). Lucille Stillwell's *John C. Breckinridge* would have been helpful, as would certain Lane letters published in the *New Harmony Advertiser* and additional letters of Lane to A. Burns in the New Harmony Library.

The style of the book is clear and readable, but not particularly colorful. The text has been prepared with evident care, but some

misstatements and typographical errors have crept in, as, for example, the date April 24, 1847, given as the date of the opening of hostility between the United States and Mexico (p. 25); a "41-174" vote in the Senate (p. 61) which, if true, would admit of some ballot box stuffing; "man" for men (p. 9); "Mexirans" for Mexicans (p. 42); "though" for thought (p. 70), "Port Oxford" for Port Orford (p. 139); and throughout she refers to the Hudson's Bay Company as "Hudson Bay Company" (as for example on pages 70, 71, and in the index). It is doubtful, however, that any of these errors of omission and commission have seriously impaired the value of this biography—a very welcome contribution to western history.

Oscar Osburn Winther

*William Henry Harrison, His Life and Times.* By James A. Green. (Garrett and Massie, Richmond, Virginia, c. 1941. Pp. xii, 536. \$5.00)

This volume is the latest biography of William Henry Harrison. It is an interesting and spirited account of the career of Indiana's territorial governor, but it has many shortcomings. It certainly is far from a definitive account and is not likely to be regarded as an improvement upon Dorothy B. Goebel's political biography of Harrison, which Mr. Green criticizes as too unfriendly.

It pictures the young soldier as he came from Virginia to the frontier of the early Northwest Territory, where he learned Indian warfare under the direction of General Anthony Wayne. He later became the delegate to Congress from the territory, as a result of his association with other Virginians in their struggle against Governor Arthur St. Clair. This position, in turn, led to his appointment as governor of Indiana Territory in 1800. A very erroneous conception of the land system and of the Harrison Land Act of 1800 (pp. 79-80) mars this portion of the work. Praise of Harrison in this connection is considerably exaggerated. The Mississippi Territory is also confused with the Southwest Territory (p. 70).

His administration as governor of Indiana Territory is described in a fairly brief chapter, in which the author rightly complains that not enough attention has been paid to the cultural influences of Harrison in the Wabash Valley and in which he admits the error of the governor in favoring the introduction of slavery. He fails, however, to deal with the contest between the friends and opponents of Harrison and the resulting democratization of the territorial government and the movement for statehood. This omission freed the author from the treatment of contemporary criticism of his hero.

His military career is delineated at much greater length. Here the author finds much to admire and little to criticize. Slight attention is devoted to Harrison's efforts to have himself placed in command of the army in the Northwest. Partisanship for Harrison involves the author in a hostile treatment of General James Winchester (p. 154). Although many pages are devoted to the campaign of 1813, the reader is likely to secure a picture not so much of military operations as of camp life and of the problems of supplying the army.