

surveyor and local historian, searched the field notes of the men who made the rectangular surveys before the federal government sold the land. The report of the commission to the governor was used by Miss Thornbrough in preparing this article. The appendix contains the information found in the surveyor's notes and five detailed maps showing the route of the trace.

The authors, after reprinting a table of distances given in Darby's *Emigrant Guide*, followed by means of their writings various persons who traveled over the trace to Vincennes. Among these are the Indian agent George Croghan, the Revolutionary General George Rogers Clark, historian John Filson, General Josiah Harmar, and the Moravian missionary John Heckewelder. Other chapters describe the carriage of the mail over the route, the purchase of Indian lands along the trace, the work of the surveyors, the affect of the slowness of the mails upon the Vincennes *Western Sun*, the leading territorial newspaper, and finally the use of the trace in the War of 1812.

No serious slips or errors mar the pleasure of the reader in following the history of this famous road. The use of the field notes of the suveyors and the writings of travelers effectively recreates the old trace of territorial days as settlers came to take up land in southwestern Indiana. Had the quotations taken from the various travel accounts been longer, the usefulness of the publication might have been increased.

*The Great Northwest, A History.* By Oscar Osburn Winther. (New York, Alfred A. Knopf, 1947, pp. xiii, 383, xxv. Maps, illustrations, bibliography, and index. \$4.50.)

*The Great Northwest*, the latest Knopf book on the history of the Far West, is obviously meant to replace another such work—George W. Fuller's *A History of the Pacific Northwest*, published in 1931. The later book, however, though no doubt indebted to its predecessor, is far from being a "rewrite" of the Fuller book; it is new in plan and in spirit, and is informed by the latest historical scholarship in the field with which it deals. Nor do the differences end here, for whereas Fuller has used conventional headings and a subdued tone, Winther has adopted pungent titles and a nervous style. Still other characteristics distinguish *The Great Northwest* from Fuller's book, not the least important of which is

the more extensive treatment Winther's book gives to the recent history of the Pacific Northwest. To the curious, therefore, these two books will afford an interesting study in contrasts, for they reflect the differing moods of two eras.

To summarize the history of the Pacific Northwest in fewer than three hundred and fifty pages is a task that might well give pause to any scholar, yet Winther has courageously attempted that very thing. Long years of preparation are behind this undertaking, during which time the author, besides establishing himself as an authority on the history of transportation in the Far West, acquired a broad knowledge of the whole field of Far Western history by compiling a useful *Guide* to the periodical literature of the Trans-Mississippi West. That he should have been chosen to write the present book is, therefore, a matter of no surprise. To say that he has done less than a perfect job amounts to saying no more than that, given the magnitude of the task and the paucity of monographic studies on certain aspects of the subject, no one could now write a compendious history of the Pacific Northwest that would be entirely satisfactory. Despite its shortcomings, *The Great Northwest* has taken its place as the leading book in its field.

Winther has exploited to good advantage the scholarly books and articles on Pacific Northwest history that have appeared since 1931. Recent studies of Northwest Indians, of United States diplomacy involving Oregon, and of the early religious history of the Pacific Northwest, together with his own studies of transportation and the studies of others in the economics, political, and cultural development of that region, are reflected more or less adequately in the pages of his book. Although he has incorporated much material on recent aspects of the history of the Pacific Northwest, the later chapters of his book are perhaps the least satisfactory ones. They do not give the reader an altogether clear understanding of how the Pacific Northwest came to be what it is today. Perhaps it is too soon to expect so much.

After saying so much that is favorable about *The Great Northwest*, the reviewer regrets that he must call attention to the fact that Winther did himself less than justice in making the final revision of his manuscript. His book is marred by numerous errors of fact and by not a few defects of style. His account of Lewis and Clark's movements west of the Divide is, to say the least, ambiguous (p. 88); his specific mention

of Vernon L. Parrington and Frederick M. Padleford as eminent scholars at the University of Washington is hardly fair to J. Allen Smith, who is not so mentioned (p. 344); his reference to the Pacific Northwest as "the last frontier" is inadmissible (p. 162); his belief that the Northern Pacific Railroad runs "over Snoqualmie Pass" is ill-founded (p. 165); his calling Isaac I. Stevens "Congressman" rather than "Delegate" is inexact (p. 166); his assertion that the Milwaukee Railroad is "all-electric" west of Harlowtown is not true (p. 271); his statements that the Congress "assumed the right" to lay down conditions for the admission of a territory to statehood is not defensible, for the Constitution gives the Congress that right (p. 252); and, finally, his reference to Lewis B. Schwellenbach as a former Republican senator from Washington will no doubt annoy President Truman (p. 324). Equally regrettable are certain defects of style. These defects range from ambiguities, through faulty constructions, to downright wrong uses of words. Typographical errors exist, but are not numerous (pp. 23, 56, 98, 126, 156, 244, 317). One suspects that the mordant wit of a compositor is responsible for the appearance in one place of the name Alfred Powers as "Allied Powers" (p. 126).

This book is attractively printed, beautifully illustrated, and handsomely bound. Its bibliography, though far from being exhaustive, has been assembled, chapter by chapter, with a nice sense of discrimination. One may regret, though, that helpful guides, such, for example, as Charles W. Smith's *Pacific Northwest Americana*, were not included, and that Oliver W. Nixon's *How Marcus Whitman Saved Oregon* was included. But these slips are, after all, matters of no great consequence. College students and even more mature readers will find that Winther's references will lead them far along the way to a satisfactory understanding of Pacific Northwest history.

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*Paris Peace Conference, 1946—Selected Documents.* Department of State. (Washington, Government Printing Office, 1948, pp. xviii, 1442.)

The documents comprising this bulky volume were se-