entire work. The attention directed to Court Asher seems unwarranted, since there is no demonstration that he is typical or influential. Is a community to be interpreted by its most eccentric citizen?

We are not sorry that the book has been written, for it may serve a very useful purpose. It should be read by every Hoosier. As a criticism of Indiana it is significant, but as an interpretation it is inaccurate and inadequate. We are surprised that a reputable publisher like Alfred Knopf should have presented this volume to the public as sound interpretation. We assumed that the company knew Indiana better and held a higher opinion of her people than is here indicated.


This book is described by the authors as “a comprehensive history of Michigan suited to the needs of classroom students and of mature readers generally.” Written by Milo M. Quaife, who recently retired from his position as secretary of the Burton Historical Collection, and Sidney Glazer, professor of history in Wayne University, it deals with the development of Michigan from earliest times until 1948.

Quaife, who for many years has been recognized as the leading authority on the Old Northwest, wrote Part I, “Birth of the Commonwealth,” which ends with the attainment of statehood in 1837. Using the chronological order in general, he tells the story of the French, the British, and the early American regime.

There is plenty of color in these pages. The pageant of Sault Ste Marie, the founding of Detroit, the Pontiac War, raids into Kentucky from Detroit during the Revolution, Governor William Hull’s surrender in 1812, and the exploits of Stevens Thomson Mason, the “Boy Governor,” to cite only a few examples, provide the author with interesting materials for his narrative. Part I, however, is more than a story. Quaife has sketched in the background, sometimes in great detail, and he has interpreted events and the actions of men.
In Part II of the book, entitled "The Developing Commonwealth," Glazer presents the history of Michigan after 1837 by a combination of the chronological and the topical methods. The first four chapters carry the story through the Civil War, treating of the shift in political allegiance, the antislavery controversy, and the military record of the state. The next five chapters deal respectively with lumbering, minerals, railroads, agriculture, and life in towns and cities. Political events from 1865 to 1916 are discussed in the next two chapters. Then follow a chapter on automobiles and highways, one on the period 1916 to 1932, and others on labor, population and religion, education, and culture. A final chapter covers the years from 1932 to 1948.

Slightly more than half the book is devoted to the history of the past century. Glazer has included in Part II some discussion of all the significant movements and developments of the period.

A few errors of fact and of interpretation have been noticed. On page 64, note 6, instead of George Johnson, John Johnston should have been named as the father-in-law of Henry R. Schoolcraft. Father Gabriel Richard served in Congress as delegate from Michigan Territory from 1823 to 1825, not from 1825 to 1829 (p. 145). In view of the fact that the Governor under the Constitution of 1835 appointed the principal officers of the state, his powers, instead of being "more limited than at a later time," were certainly less limited (p. 174). On page 229 occurs the statement that "the presence of the mineral iron was detected through fluctuations of the magnetic compass, an instrument which Burt had perfected to aid him in his surveying labors." The first part of the sentence is true, but it was the solar compass which William A. (not R.) Burt had developed and which was invaluable to him because it was not affected by the iron deposits.

In addition to the text, the book contains a bibliography at the end of each chapter, a folded map of Michigan in colors, five historical maps, an appendix listing the governors of the state, and an index. The bibliographies and the maps in particular are useful aids for students and general readers alike.

This book is recommended to teachers and students of Michigan history, and to those who simply want to know how
the state developed from a primitive wilderness to an industrial commonwealth.

_Fabricated Historical Collections_  
F. Clever Bald


Here is history that is delightful and fascinating. The life of the Old National Road is described in a quick pulsating style and illustrated with numerous anecdotes that keep the story close to the earth and the people who used the road. The narrative begins in the days of George Washington, Christopher Gist, and Edward Braddock and extends to the present when large air liners fly above and along the road. The Congressional debates about the constitutionality of federal aid, the route the road followed, and the progress of construction are sketched somewhat briefly, and the account of its extension through Indiana and into Illinois is thin. The best parts of the book describe the changing life along this famous thoroughfare in the periods marked by new inventions in transportation. Chapters treating the managers of the large coach lines, the coaches and the punishment they inflicted upon their passengers, the freight wagons, the drivers, the inns, post riders, highwaymen and their victims, death and disease, and the folklore of the road are concerned with the years before the railroads. The chapter entitled "Highroad of Death" would be as pertinent to a work on the Ohio River or to an account of almost any other important road. Briefly told is the story of the Civil War period and of the following years when the railroads took both freight and passenger business. A dramatic revival followed the invention of the automobile and the development of the modern paved highway. This recent period is described in a manner particularly fascinating to people who have used the road. It is also obvious that the author has profited from his own personal experience.

The vast number of details and generalities are stated accurately, satisfactorily, and at times brilliantly. Only here and there, with considerable intervals in between, errors appear. It is unfortunate that the author was deceived by