

The appendices, which comprise more than two-thirds of the entire volume, are primarily the notes, diaries, and unofficial reports of Schoolcraft's most important hand-picked aides—Dr. Douglas Houghton, a physician; the Reverend Mr. William T. Boutwell, a Presbyterian missionary; and Lieutenant James Allen, who directed the ten-man military escort. These three men contributed a great deal to the success of the expedition by exploiting their own natural abilities in the fulfillment of Schoolcraft's objectives. Moreover, Dr. Houghton was responsible for the vaccination of several thousand Indians against smallpox. Reverend Boutwell, as a result of his report to the American Board of Foreign Missions, contributed significantly to the establishment of several Presbyterian churches in the upper Mississippi region. Lieutenant Allen was the official journalist and cartographer of the expedition. His detailed map of the vast area was extremely useful to future explorers of the Minnesota wilderness.

Schoolcraft's narrative, covering the entire duration of the expedition from the embarkation at Sault Ste. Marie on June 7, 1832, to its completion twenty-eight hundred miles later on August 14, 1832, is filled with descriptive material that is extremely well-written and most informative with regard to the Indian life and the geography of the rugged forest area around Lake Itasca. The expedition was remarkably successful, for not only was the true source of the Mississippi River discovered, but a tremendous amount of information dealing with Indian culture, the operation of the fur trade, mineral deposits—notably copper—and the natural history of the area was transcribed by Schoolcraft and his companions. This material was of immense value to future explorers, traders, and missionaries who penetrated to the headwaters of the Mississippi.

The journals of Houghton, Boutwell, and Allen are somewhat repetitious and, in some cases, contradictory as to the exact names of locales visited. However, these conflicting details are relatively unimportant in the general context of the narrative. Professor Mason has done a creditable job in editing the journals relating to this important event in the development of the West. In spite of minor shortcomings, the volume contains valuable and indispensable material on the Indians and their environment. It stands as a monument to a great American explorer and ethnologist.

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The Nation Takes Shape, 1789-1837. By Marcus Cunliffe. *The Chicago History of American Civilization.* Edited by Daniel J. Boorstin. (Chicago: University of Chicago Press, 1959. Pp. vii, 222. Bibliographical note, chronology, index. \$3.50.)

This well-written and perceptive essay in interpretation is the ninth volume to appear in *The Chicago History of American Civilization*. While presumably this, like the other titles in the series, is intended for "the general reader," the author presents enough that is fresh and provocative to command the attention of the historically sophisticated. Indeed, it may be doubted that "the general reader" who lacks a sound

grounding in the period will be in a position to appreciate the very real merits of the volume.

While Mr. Cunliffe's English background and education have doubtless been conducive to fresh insight and new perspective, they may also explain occasional lapses. For example, some might disagree with the sharp dichotomy between the pioneers (equated with squatters) and the "steady farmers," a later and more respectable breed who achieved permanent occupancy (p. 81). Certainly the Battle of Tippecanoe was not "inconclusive" in a tactical sense, and General Procter might have objected to the Battle of the Thames being described as a defeat of the "Shawnee confederacy and their British allies" (p. 84). The Yankee influence in northern Indiana is probably exaggerated (p. 91). The use of the term "paved" (p. 102) in relation to the National Road of the 1830's is likely to be misleading—at least for the general reader. The sending of "young Abraham Lincoln of Illinois" on *two* flatboat trips down the Mississippi perpetuates a common error (p. 103). And the contributions of Fulton, Whitney, Washburn, Lowell and Moody, Evans, Morse, and Colt throw some doubt on the claim that "all the major mechanical inventions of the period were European" (p. 115).

After an introductory chapter Mr. Cunliffe presents seven essays on constitutional theory, foreign policy, the westward movement, commerce and industry, the antipodes of nationalism and sectionalism, the complex interaction of conservative and experimental forces, and finally, "The American Character." A critical bibliography is appended. The author is clearly aware that, if history is not a lie agreed upon, it often crystallizes as a venerable over-simplification. In striving for dramatic and teachable presentations, doubtless traditional treatments have dealt too much in simple antithesis, black vs. white. Cunliffe plausibly demonstrates in case after case that significant individuals stubbornly refused to conform consistently to retrospectively imposed patterns of East vs. West, agrarianism vs. capitalism, democracy vs. aristocracy, state rights vs. centralization, etc. Some may find this an irritating book, many will find it stimulating and useful.

Indiana Historical Society

Hubert H. Hawkins

The Territorial Papers of the United States. Volume XXIII, The Territory of Florida, 1824-1828. Compiled and edited by Clarence Edwin Carter. (Washington: United States Government Printing Office, 1958. Pp. v, 1191. Maps, index. \$6.50.)

This volume is a rich depository of information for students of Florida's territorial history. It contains selected documents and letters relating to the latter part of the first administration of Governor William P. Du Val, 1824-1825, and to his second administration, 1825-1828.

The federal government and Governor Du Val were confronted by problems in Florida more complex than were usually found in new territories. At the time of the area's purchase from Spain in 1821, Florida's white population was concentrated around Pensacola and St. Augustine, which were more than four hundred miles apart. Moreover,