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


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,
the rivers that flow north and south prevented any satisfactory intercourse between the two settlements, particularly in flood seasons. To facilitate the administration of East and West Florida, the federal government constructed a road between Pensacola and St. Augustine and located the permanent capital, Tallahassee, near this thoroughfare, approximately equidistant between the old towns. The herculean task of building this road is well depicted in this volume.

Carter presents documents that illustrate further problems of the federal and territorial governments in Florida. Difficulties were encountered in the administration, survey, and sale of public lands. Errors in the earlier survey of the Florida-Georgia boundary line and the presence of numerous lakes and swamps made it impossible for the surveyors to do their work in a satisfactory manner. Much of the land available to settlers in East Florida was plastered with Spanish land claims, each of which had to be judged separately and at considerable expense. Finally, timber thieves denuded large areas of public lands of the oak and cedar trees so valuable to the navy in those years.

The Indians posed still another administrative problem in Florida which is reflected in this volume. A treaty with the Indians in 1823 set aside the greater part of the peninsula, much of which was swampy and unfit for cultivation, as an Indian reserve. This treaty bred discontent, particularly among the Seminoles, and consequently, Governor Du Val was faced constantly with the dangers of Indian wars. The Seminoles added to his troubles by providing a haven for fugitive slaves and by purchasing whiskey and firearms from Cuban smugglers. Detailed records of annuities and rations accorded the Indians enhance the value of this volume.

Carter has selected documents and letters that present significant information about the establishment of an efficient mail service, the formation of the first legislative council and its personnel, the “wreckers” on the Florida Keys who salvaged vessels without licenses from the federal government, and the pirates and smugglers who plied their trade in the waters between Cuba and Key West.

The index of 120 pages is certainly adequate. Unfortunately, there are no modern maps to help one locate places and rivers, the names of which were changed in later years.

Indiana University

Powell A. Moore


The presidential campaign of 1840 was the resurgent Whig answer to the realities of an expanding suffrage. Dissatisfaction with Jacksonianism, dominant for almost a dozen years, was widespread. The country was still suffering from the Panic of ’37, and the younger Whigs, facing up to the situation, overpowered the older aristocratic elements within the party and prepared to receive into their camp all the diverse dissatisfied voters in the country.

In 1840 the Whig party was a “complex conglomeration of economic, sectional, personal, and ideological components” (p. 11). Realizing it