the heaviest responsibility for this, as is so often averred, or whether this
dearth of interest means a lack of confidence in history as an important
source of knowledge and enlightenment by a harassed and confused
Present cannot be discussed here. Suffice it to say that in any case the
best interests of good history can be impressively served by more books
like The Jacksonian Era.

Beginning with an admirable essay on the social history of the
Jacksonian setting, Professor Van Deusen conducts the reader, who in
the case of this reviewer was always entranced, expertly down the main
highroad of American history from the milepost of the election of
Jackson to the milepost of the election of Taylor—not, however, with-
out a series of excursions into fascinating byways, skillfully chosen to
enlighten and entertain the reader with appropriate detail. In illumining
Jackson's era the author has chosen to emphasize traditional
political-economic-diplomatic history. He has eschewed any startlingly
"original" interpretation of the period, seeking, as this reviewer sees it,
to present a judicious and balanced view of the events and forces of
the times through a reasonable consideration of the evidence. One
slight disappointment to this reader was the relative lack of emphasis
upon the emergence of the Jacksonian ideology. A more detailed con-
sideration of its origins, manifestations, modes of thought, general
influence and adherents, etc. would have been valuable in such a work,
considering the crucial part the Jacksonian period played in the develop-
ment of a general American ideology.

The book concludes with an excellent bibliographical essay which
provides a reliable guide to the enormous mass of Jacksonian literature.
While every such bibliography must of course from the very nature of
it be selective, J. L. Blau's collection of Social Theories of Jacksonian
Democracy, with its stimulating introduction, might have been included.

In sum, here is as good a popular, in the very best sense of the
word, treatment of an important and exciting period in the history of
the United States as one could desire. The author, the general editors,
and the publishers are to be commended.

Indiana University

William M. Neil

_Eureka: From Cleveland by Ship to California, 1849-1850_. By Robert
Pp. x, 145. Map, illustrations, index. $3.50.)

As the title indicates, this account of a gold rush expedition via
Cape Horn is unusual in that the barque _Eureka_ began her voyage at
the Great Lakes port of Cleveland, Ohio. For some of us who are
witnessing the final completion of the St. Lawrence Seaway, it may
come as a surprise to learn that an American craft with a twenty-six-
foot beam should have journeyed from a point so far inland over a
century ago. But thanks to the special permission of the English
Privy Council (and American Minister to Britain, historian George
Bancroft), the Welland Canal was made available, and the vessel's
fifty-nine passengers, most of whom were from northern Ohio, began
their journey to San Francisco. The passage was to last almost nine months.

Professor Fletcher has based much of his account of the cruise on the diary of Eleazer Abbe, a gold-seeker from Elyria, Ohio. The Abbe Journal provided only the slenderest framework, but investigations at such diverse compass points as the Bancroft Library, the Essex Institute of Salem, and the National Archives turned up considerable additional information. Especially rewarding has been the author's search to ascertain the fate of a number of the gold-struck Buckeyes. The introductory descriptions of Ohio in the late 1840's are charmingly written, evidencing Fletcher's keen appreciation for the historical setting of his narrative. He is to be particularly commended for his awareness of mid-nineteenth-century socio-economic fluidity. It is made clear to the reader that the adventurers aboard the Eureka were, after all, only the most exuberant of a large proportion of Ohioans who simply could not comprehend stability, be it economic or geographic.

Approximately half of the book's 139 pages are devoted to the voyage itself. Like other salt-water Forty-Niners, the Ohioans complained of miserable food, the incompetence of the ship's officers, and boredom. Somehow such momentary diversions as the Cape Verde Islands, Rio, Valparaíso, and the traditional ceremony marking the crossing of the equator submerged the worst of human frictions. The ship's miscellaneous cargo of 50,000 board feet of lumber, 169 stoves, a sawmill steam engine, 5 tons of grindstones, and sundry other items was complemented by a human cargo almost as varied in composition. Irony surrounds the 270 gold pieces so mysteriously stolen on the high seas, which reappeared a year later in the boot soles of a man innocent of the theft, and who was, moreover, probably a failure in the diggings! No less unusual that the Eureka's birthplace in Ohio, was its final abandonment at Acapulco, Mexico, far from the forest of masts in San Francisco Harbor.

Author Fletcher has expertly narrated the story of the Eureka on the basis of a prodigious amount of minute research. He may justifiably be criticized, however, for being all too assiduous in the exercise of scholarly restraint. The final result of his labors could well have been twice as long without losing any of its excellence. For example, landlubbers might have appreciated an explanation for the seemingly out-of-the-way southeastern course to the Cape Verde Islands. Some readers will wish that there were more information about the ship at sea or about the nautical problems entailed in tacking around Cape Horn. Nevertheless, within the limitations imposed by its brevity, this little work combines all of the style found in Oscar Lewis' Sea Routes to the Gold Fields and the fine scholarship of Raymond A. Rydell's Cape Horn to the Pacific. Such auxiliary features as a dated map of the passage, old and surprisingly well-reproduced photographs of Ohio and of San Francisco Bay, the generally thorough documentation, and a fair index help make Professor Fletcher's study worthy of the attention of all twentieth-century armchair Gold Rush enthusiasts.