

been disturbed by a map (between pages 140 and 141) which misspelled Bryans and showed the Warriors Path grotesquely awry. And he had been exasperated by footnotes wrong (as p. 40, n. 68), footnotes ambiguous (as p. 58, n. 23), and footnotes downright incomprehensible (as p. 101, n. 2).

But all these transgressions he was willing to overlook in his pleasure at having at last a book about James Harrod, telling his story from the beginning of his life to its conjectural end. Until this book appeared one knew little about Harrod beyond the one fact that he was the founder of Harrodstown, the first (if we except Gist's in Pennsylvania) settlement west of the mountains. It is clear after reading the book that this was Harrod's outstanding achievement but it is enough to entitle him to a biography and to our long remembrance. In the course of telling the story of Harrod the author could not avoid telling a goodly part of the story of pioneer Kentucky. We cannot expect, however, that a filial biography of Harrod would render due justice to Boone, Kenton, and Logan; neither can we expect a biography of a Harrodsburg man to concede the importance of Boonesborough or treat Transylvania with dispassion. Offsetting these shortcomings is the author's honesty in conceding Harrod's connivance with the land speculators, in revealing the gossip about his wife, and in acknowledging the mystery of his death.

The book is written from an extensive bibliography of which the most important item is the Draper Collection. The only thing comparable to this is the Circuit Court Records of the Kentucky counties, and that seems to have been used sparingly. The reading of these records, however, is in itself the work of a lifetime, and it is doubtful if their use would have added significance, although they might have added interest, to the narrative.

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*Confederate Leaders in the New South.* By William B. Hesseltine. (Baton Rouge: Louisiana State University Press, 1950, pp. xi, 147. \$2.50.)

The three essays included in this small volume were presented at Louisiana State University in 1949 forming an-

other group in the well-known series of Walter Lynwood Fleming Lectures in Southern History. This study of the activities and accomplishments of the leaders of the short-lived Confederate States of America, in the period following 1865, is interesting and valuable. After reading Dr. Hessel-tine's essays, one wonders what a similar treatise dealing with Federal leaders who labored during the period succeeding the Civil War under much less discouraging conditions might reveal.

In the course of his essays, the author makes it clear that the men who "had led the Confederacy were still the leaders of the Southern people." The truth of this statement is demonstrated by tracing the after-war careers of numerous individuals and through a more general treatment of their part in the creation of a new South. The fact that there was confusion and division among Confederate leaders during the war years is fully accepted, and considerable attention is given to the confusion and division that prevailed among the leaders of the "lost cause" in the new age. The differences in outlook displayed by Robert E. Lee and Jefferson Davis are stressed. This adds a fascinating touch to the lectures, but the high value of the study lies in the patient examination of the parts played by civil and military participants in the slow process of rebuilding the shattered South. The second lecture which is devoted largely to the work of men of the Confederacy in the field of education during the remainder of their lives includes a large amount of new material. In the third lecture, dealing with changing economic conditions as well as with economic reconstruction, the author has grappled with his most difficult problems. This phase of the subject was, of course, interlaced with politics.

Readers will find these new essays in Southern history absorbing and instructive. The failure of the South to achieve independence could not alter the fact that the effort to form the Confederacy was a big undertaking. Circumstances made it necessary for nearly all of the middle-aged and younger Confederate leaders to spend many years in the South after Appomattox. It is greatly to their credit that they performed so well in the midst of discouraging conditions. It is true that the industrialization of the North had not gone very far by 1861, and that there were evidences of the coming of a new South before the four years of military conflict. In other

words, the leaders of the post-bellum South were aided by the continuing economic advance of the North and by the fact that some steps in the creation of a different South were being taken before the formation of the Confederacy. It should also be remembered that some of the evils of industrialism that Southerners felt the effects of, and cried out against before 1861, during the war years and later, were not peculiar to the North. A fast changing economic system accompanied by prosperity and the rapid accumulation of capital plus the might that inheres in such developments will profoundly influence any area to which it may come—even the New South.

*Selma, Alabama*

William O. Lynch

*The Old Oregon Country: A History of Frontier Trade, Transportation, and Travel.* By Oscar Osburn Winther. (Stanford, California: Stanford University Press, 1950, pp. xvi, 348. Maps, illustrations, bibliography, and index. \$7.50.)

Books dealing with regions, their lakes, rivers, mountains, folklore, have been appearing steadily. This effort to dissect America's past by means of a close examination of its separate parts is a commendable one, for the works of synthesis which result are proving exceedingly useful to the student of history and enlightening to the general reader.

In this work, Professor Winther is concerned with the economic beginnings of the old Oregon country as is indicated by its subtitle; but the scope of the book is wider than is suggested by the phrase, "Trade, Transportation, and Travel." It is, in fact, a survey of the region's development during its formative period. The author describes the primitive state of the country before the invasion by white men, and explains its attraction to European nations and the United States in terms of the link which is provided in the lucrative China trade.

The Northwest Company was the first organization in the area. While exploiting the fur-bearing resources, its men explored and helped to map out the region. Then came the Hudson's Bay Company, which, in the Northwest was virtually synonymous with the name of John McLaughlin, its chief