

Quebec's capture was considered more important than that of New Orleans. It is in this setting that one must consider Atkin's record as superintendent and his *Report* and *Plan*.

The Board of Trade followed the major principles of Atkin's *Plan* and appointed Sir William Johnson superintendent of the northern district and Atkin of the southern district. The former was supported by General Loudoun with goods and money, whereas Atkin was given but meager supplies. Atkin, unlike Johnson, could not get the co-operation of British military leaders, colonial governors, and Indian chiefs, nor could he get along with Johnson and his chief deputy, George Croghan. Atkin served from 1756 to 1761. Jacobs concludes that Atkin was unfitted for his post, but that conditions in the southern district were so different from those in the northern district that not even a strong man could have succeeded to the extent that Sir William Johnson did. Atkin's statesmanlike plan for the management of Indian affairs, however, like Johnson's policies, had much influence on Indian affairs, both during his lifetime and in the decades that followed. This imperial plan met with but little favor and much opposition in the thirteen colonies. As a result, bloody Indian wars accompanied the westward movement of the pioneer frontier all along the way from Jamestown and Plymouth to Seattle and San Francisco. It became, however, the basis of Indian policy in Canada, and its beneficent results enabled the white man to advance across this country without costly wars.

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The Army Air Forces in World War II. Edited by Wesley Frank Craven and James Lea Cate. Volume VI, *Men and Planes*. (Chicago: The University of Chicago Press, 1955, pp. lii, 808. Illustrations, end maps, charts, appendix, and index. \$8.50.)

With the appearance of this volume, the sixth in the projected seven of the official *The Army Air Forces in World War II*, the stateside (Zone of Interior) phase of its activities is told. The previous volumes in the series were concerned with combat activities in the several theaters of operations from Pearl Harbor to Nagasaki. *Men and Planes*, as the subtitle of this volume is designated, is concerned with the considerable number and variety of activities that must be successfully accomplished before a plane can be airborne in combat.

As in the series heretofore, *Men and Planes* likewise represents the research efforts of several reputable scholars. In this instance there are six. In the first section, "The Organization and Its Responsibilities," William A. Goss presents the impact of the airplane on the makeup of military forces in World War II, the origins and organization of the AAF, and the evolution that resulted from wartime lessons. Goss, P. Alan Bliss, and Frank Futrell describe air defense of the United States and to some extent the hemisphere. These interesting chapters should be made available in pamphlet form for present day civil defense and other volunteer workers to give them a broader understanding and appreciation of the role which they play today.

The second division of this volume, "Equipment and Services," was written by Alfred Goldberg. It is concerned with the development, production, allocation, and servicing of equipment, and of the unprecedented collaboration of science, industry, and the military which made this possible for the AAF. The unparalleled pressure of the war years forced greater attention to research and development which pushed the ultimate limits of performance far beyond "even the wildest flight of the imagination." This was especially true in efforts to develop an intercontinental bomber, jet propulsion, and guided missiles, all commanding a considerable share of consideration since the end of World War II as well. This is to say nothing of atomic energy and all its allied ramifications.

The third part of the volume, "Recruitment and Training," is the work of Arthur R. Kooker and Thomas H. Greer. The eight chapters detail this phase of the AAF program considerably. "The superior qualities of a given aircraft may be more than offset by the inferior skill of the man who flies it" (p. 427); so a good argument can be given that the training program was the greatest achievement of the stateside effort. Recruiting was not confined to the hundreds of thousands needed to fill the quotas of flying and technical training schools because the AAF became, principally in air depots, one of the largest of wartime users of civilian labor. Some appreciation of the size of the personnel problem can be grasped when it is realized that during the war four technical specialists were required for every man who flew; there were nearly seven ground personnel to one flying; and sixteen individuals served in noncombattant assignments to every man committed to air combat. In addition there were several thousand foreign nationals who were given instruction of various sorts with the AAF.

The value of *Men and Planes* needs to be assessed as a unit in itself and as a volume of the series. It contains new aspects which enhance its usefulness, such as the numerous helpful charts that visualize statistics, and an appendix of "AAF Staff and Command Assignments, June 1941 - August 1945." In a way more apparent than in earlier volumes, it becomes editorial to the point of sacrificing some of its unusual objectivity. At times, Chapter X, for example, it becomes entirely too statistical. This reviewer will forgive the apparent derogation of a lawyer, an executive, a politician, a public relations counselor, "or just a college professor" (p. 39), as a slip of the tongue. Finally, it should be mentioned, the first thirty-nine pages of the foreword present a very helpful summary that restores the perspective so easily lost in the great mass of detail in the volume.

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River of Destiny: The Saint Marys. By Joseph E. and Estelle L. Bayliss, in collaboration with Milo M. Quaife. (Detroit: Wayne University Press, 1955, pp. ix, 328. End maps, illustrations, notes, and index. \$4.75.)

Joseph and Estelle Bayliss offer the present volume as an expression of their love for the region and river with which most of their lives have been identified. They note in the preface that their collaborator, Milo M. Quaife, has done the sixteen chapters of Part 1, a general historical narrative, while they have been principally responsible for the seven chapters comprising Part 2, entitled "Local History with Recollections of Persons, Places, and Events."

Quaife, the dean of middle western historians, writes with that change of pace which Professor R. C. Buley found so delightful in the former's *Lake Michigan*. (See Professor Buley's review in the December, 1944, issue of the *Indiana Magazine of History*.) The account of the rise and fall of New France has the standard documentation, ranging from *Jesuit Relations* to the books of Louise P. Kellogg and Grace Lee Nute. However, the latter gave less than a page in her *Lake Superior* (1944) to the unsolved murder of James L. Schoolcraft in 1846, whereas Quaife has devoted a whole chapter entitled "The Perfect Crime." Furthermore, in his discussion of the international boundary dispute involving the St. Marys River, Quaife presents information neglected by many authors of textbooks on American diplomatic history, Julius W. Pratt being an exception.