

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.

Mr. and Mrs. Bayliss are uniquely qualified to write the local history of the area. Bayliss came to Sault Ste. Marie in 1878. He has been a pilot on the St. Marys River, a prospector in the Klondike gold rush of 1898, a mailman, a sheriff, a state legislator, and has engaged in other pursuits. While being a jack-of-all-trades, his interest in county and state history has been constant. He is an honorary life member of the Algonquin Club of Detroit. The grandfather of Mrs. Bayliss was one of the earliest settlers on St. Joseph's Island and her father was a Great Lakes ship captain. She has been a school teacher and collaborator with her husband in historical writing. Their knowledge of the islands of the St. Marys River and their acquaintance with the people and events of the past sixty years are indeed remarkable. The historians dwell on such personages as Jean Baptiste Cadotte, John Askin, Alexander Henry, John Johnston, Henry R. Schoolcraft, and Bishop Frederick Baraga. Mr. and Mrs. Bayliss give recognition as well to lesser publicized figures such as Peter B. Barbeau, General Hugh Brady, Samuel Ashmun, Francis H. Clergue, and James W. Curran.

Mr. and Mrs. Bayliss state in the preface that the publication of the volume has been timed to coincide with the centennial celebrations of the completion of the State Canal and Lock which brought many visitors to Sault Ste. Marie in the summer of 1955. Many persons probably have never heard of any lock besides the one built by Charles T. Harvey. As a matter of fact, the twenty-foot rapids had originally been by-passed on the Canadian side by a small canal and lock constructed in the late 1790's to facilitate the activities of the North West Company and had been partially destroyed by the Americans during the War of 1812. Chapter XII is concerned largely with the so-called Harvey Lock but calls attention to the later ones, viz. the Weitzel, Poe, Davis, Sabin, and McArthur locks.

The reviewer would not be so brash as to take issue with Quaife in the field of his specialization or to quibble with Mr. and Mrs. Bayliss regarding the first name of the judge who served at the Canadian Sault from 1907 to 1911. He does consider the brief reference to the famous senatorial contest of 1918 misleading (p. 298). Although Henry Ford made a gesture toward securing the Republican nomination in the open primary, he ran at the request of President Wilson. As the Democratic nominee he lost by a narrow margin to Truman H. Newberry, thereby giving the Republicans a bare majority in the United States Senate.

In addition to its intrinsic historical value the book will be a delight to those interested in bookmaking. It is set in Baskerville and Eden types, printed on Garamond antique paper, and bound in Holliston Roxite with linen finish. It will be particularly appreciated by those readers who enjoyed Otto Fowle's *Sault Ste. Marie and Its Great Waterway* (1925) and Walter Havighurst's *The Long Ships Passing* (1942), as well as an earlier volume by the same authors, *Historic St. Joseph Island* (1938).

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*The Battle Cry of Freedom: The New England Emigrant Aid Company in the Kansas Crusade.* By Samuel A. Johnson. (Lawrence: University of Kansas Press, 1954, pp. xii, 357. Illustrations, maps, notes, bibliography, and index. \$5.00.)

There is reason to believe that some of the books on Kansas published in 1954 can fairly be classified as pot-boilers, with no importance as historical studies. Happily, *The Battle Cry of Freedom* does not belong in that category. Professor Johnson of Harris Teachers College, St. Louis, was probing source materials long before the centennial of the Kansas-Nebraska Act. The chances are that he would have brought out his volume at about this time with or without anniversaries to celebrate.

Not only Nebraska-Kansas experts but that larger army of historians interested in origins of the Civil War will find *The Battle Cry of Freedom* helpful and even stimulating. Virtually throughout his pages, Johnson's style does him credit; some of the duller incidents test his sprightliness, and he successfully meets the challenge. Attention is centered primarily on the New England Emigrant Aid Company, its origins, influence, membership, methods, and particularly its leaders. But other groups, communities, and individual settlers, having little or no direct connection with Amos A. Lawrence or Eli Thayer, are included in the picture. Since the author is concerned with the Kansas "crusade" as a whole, as well as with the N.E.E.A.C., he is warranted in extending his canvas and in painting a mural rather than a miniature. For this decision, and for a large part of the execution, students of history will be grateful.

No other geographical areas of the antebellum days were peopled by more colorful personalities than the Kansas