

versity enrollments, spawned professional schools, proliferated courses, fostered countless offerings in adult education, and the like. Furthermore, Professor Rosentreter lacks perspective in centering too much on personal differences and feuds and too little upon the issues involved.

The weaknesses of university extension have perhaps been greater than indicated by this study. Nevertheless, university extension needs to be understood in terms of broad perspectives as well as in terms of ragged treetops and passing personal conflicts. Fortunately the movement has exhibited evidences of growing strength and increasing maturity in recent years, but whether in the long run university extension represents promise or peril to American universities remains a moot question. It is reasonably certain, however, that, though a university may have educational stature without an extension division, an extension division cannot have educational stature unless it is principally an extension of certain portions of an effective and significant university.

Indiana University

Donald F. Carmony

A Guide to Early American Homes: South. By Dorothy and Richard Pratt. (New York: McGraw-Hill Book Company, 1956. Pp. viii, 227. Numerous illustrations, index. \$3.75.)

A Guide to Early American Homes: North. By Dorothy and Richard Pratt. (New York: McGraw-Hill Book Company, 1956. Pp. viii, 251. Numerous illustrations, index. \$3.75.)

These two books together constitute a remarkably detailed and useful guide to the early American homes east of the Mississippi. Listed here for the first time are "virtually every open house of any merit" in the region, and "for the first time hundreds of private homes whose owners, through the *Guide*, have generously agreed to let their homes be visited under conditions set down in each case." The authors have included some one thousand Northern and some eight hundred Southern homes, homes of great magnificence and homes of simplicity and charm, as well as restoration villages, and house and garden tours open to the public. Richard Pratt, architectural editor of the *Ladies Home Journal*, and his wife, Dorothy Pratt, collaborated on the *Journal's* "Regional Series," out of which grew the *Treasury of Early American Homes* and these two Guides.

These books are flexibly organized by states and by regions within states. Brief sketches of the types of homes in each state are given, and a paragraph or two is devoted to each home, pointing out what the authors believe to be its most distinguishing features, whether they be architectural or historical or both. Along with these thumbnail sketches the authors provide extremely practical information on the conditions for viewing each home, the admission fee, the name of the owner, and the location of the home. These Guides can save the traveler many hours of searching and many disappointments. The numerous photographs (black and white and averaging more than one per page) are exceptionally well chosen, and a quick glance through each Guide serves to illustrate the architectural variations from state to state, region to region.

Although not intended as an historical study of the homes of the North and the South, these books will provide a guide to a lifetime of delightful viewing of the early homes from the Atlantic to the Mississippi, and will undoubtedly convey to the reader the authors' own enthusiastic appreciation for this aspect of the American heritage.

Indiana Magazine of History

Ruth C. Heffner

The Effects of the St. Lawrence Seaway on Grain Movements. By Joseph R. Hartley. Indiana Business Report No. 24. (Bloomington: Indiana University Bureau of Business Research, 1957. Pp. 252. Graphs, tables, appendix, bibliography. Paperbound, \$3.75; cloth, \$4.75.)

The basic physical structure of the North American continent is what it is; and each succeeding generation responds to it in the light of its own special needs and its technology. At present, Canada and the United States are co-operating to open the St. Lawrence above Montreal to ships of a maximum of 25 feet in draught, 730 feet in length, and of 75 foot beam. Just as the nine-foot draught canals completed in 1848 gave way to the 14-foot draught canals at the beginning of the present century, so the latter will be superseded in 1959 by the latest in the series. At present, the approximate maximum cargo is 2,700 net tons; with the new canals it will be of the order of 20-22,000 net tons.

This book provides a nearly ideal research report upon the effect of this major change upon the grain trade of the United States. Its author has had the great advantage of being able to draw on the assistance of men in the trade and has carefully assembled all the data available on it. The investigation of relative rates to the chief ports and the diagrams showing the break-even points for movement to the Lakes as against the alternative routes condense in a few figures a wealth of essential information.

In this reviewer's opinion, the conclusions are highly optimistic. The author sees a movement of United States grain through the St. Lawrence of about 150-200 million bushels by the mid-1960's. Even the higher of these figures may be substantially exceeded if the possible diversions from the Atlantic and Gulf routes are realized (see Chapter 8). This is a very substantial movement indeed and, if it is realized, will be a most welcome addition to the total of traffic to be moved.

The reason why it seems optimistic is that it is based on the availability of ocean-going ships at United States lake ports which will carry through to foreign destinations without trans-shipment at rates comparable with those from ocean ports. The unspoken assumption is, therefore, that there will be import cargoes for delivery within the Lakes which will bear the costs of inward movement of the ships. If that is so, then such a movement may be possible. If such an inward movement does not develop, then export grain at the Lake ports must either move in Lake-type bulk freighters to Montreal and below for trans-shipment, or else pay rates which will attract tramp ships into the Upper Lakes in ballast. Under that latter condition, a good part of the attraction of the St. Lawrence route will evaporate. And even