of the four essays which deal with aspects of the colony's affairs, particularly the judicial side. Although there is some repetition, other studies present a full account of Georgia's handling of the Creek and Cherokee Indian problem. New light is thrown upon John McPherson Berrien and his association with Andrew Jackson. Evidence is presented that Berrien's appointment as attorney general by Old Hickory was not influenced solely by John C. Calhoun nor was the Georgian a "devoted" Calhoun man, a view held by some of Jackson's biographers. Instead, Martin Van Buren and John H. Eaton looked with favor upon Berrien's elevation to the cabinet, and Jackson himself was impressed by the Georgian's attitude toward the Indians, particularly the Creeks. Moreover, Berrien regarded the cabinet post as a stepping stone to the Supreme Court of the United States, an honor he ardently desired. Students of transportation history will find much of value in the essay on Henry Bradley Plant's career in the Southern states as superintendent of the Adams Express Company, later the Southern Express Company, and as a builder of railroads after the Civil War.

A bibliography of Professor Coulter's publications in the appendix shows that, prior to January 1, 1958, twenty-three books and forty-five articles had come from his pen. While it is regrettable that the footnotes are at the back of the volume, the arrangement is much better than is usually the case under this system. The University of Georgia Press is to be congratulated on the publication of a fitting tribute to one of the nation's most able and prolific historians.

Indiana University Powell A. Moore

The Southeast in Early Maps. By William P. Cumming. (Princeton: Princeton University Press, 1958. Pp. ix, 275. Maps, appendices, bibliography, and index. $12.50.)

Accurate maps are taken for granted by the mid-twentieth century American, who can satisfy most of his cartographic requirements at the nearest filling station, although he may be slightly surprised by the news that mountain ranges rivalling the Alps or Andes have just been discovered in Antarctica, or by the realization that there is still considerable doubt as to the precise location of much of the White Continent's coastline.

But we must constantly remind ourselves that our own continent was as little known as Antarctica only three centuries ago, and that any understanding of past policies and decisions must be based on clear comprehension of the existing state of geographic information—or misinformation. In tracing the historical cartography of the pre-Revolutionary Carolinas and Georgia, Professor Cummings indicates the significance of ignorance and of changing geographic knowledge in the diplomatic and political evolution of a newly discovered and developing region. Nor does he slight the importance of early maps for the historian concerned with exploration, territorial conflicts, or the expansion of settlement and trade.

Professor Cummings clearly understands the cartographic process: how knowledge gained by explorers is translated into maps; the problems of the cartographer in Europe, confronted with conflicting information trickling back from the New World, who sometimes elected to use erroneous data; the inescapable fact that map makers have always borrowed from each other—as they still do—and often without acknowledgement; and the manner in which geographic fallacies are perpetuated by indiscriminate copying. Much sound detective work was required to prepare the fascinating appendix listing the "genealogies" of some of the more important "mother maps."

The great mass of information contained in this volume makes it an interesting reference work, although its three major components are not so well integrated as one might wish. A lively introductory essay sketching the history of early maps and map makers is poorly keyed to the remainder of the work. The well reproduced atlas section contains 67 plates of maps which were apparently selected on the basis of their rarity, since some of the more important maps are merely cited in an exhaustive list of some 450 items. And one cannot carp at a listing of maps in chronological order, even when it places large-scale fortification or town plans cheek-by-jowl with small-scale regional maps, but a thoughtful system of cross-indexing would have been of inestimable value to many users.

Indiana University John Fraser Hart

The Face of Minnesota. By John Szarkowski. (Minneapolis: University of Minnesota Press, 1958. Pp. viii, 302. Numerous illustrations, technical note. $5.00.)

"As the mature man carries on his face and in his bearing the history of his past, so does the look of a place today show *its* past—what it has been and what it has believed in" (p. vii). With the foregoing statement as his thesis, John Szarkowski presents the face of the state of Minnesota in two hundred photographs with brief accompanying text. The volume is divided into four sections which depict the character of Minnesota, the state's historical heritage, its social and political development, and the nature of its economy.

Face of Minnesota is not conventional history but a photographer's tour which attempts to record the effects of the state's historical and geographical background on the formation of the present character of the place and of its people. Though Szarkowski's book is seriously marred by poor organization, it includes shrewd commentary which emphasizes the features of Minnesota's individuality—distinctive aspects of its agriculture, lumbering, mining, industry, politics, of its people and their customs.

The subjects that the author has chosen to photograph and discuss are representative rather than comprehensive. Factual material has been gathered from standard state histories, from public agencies, and through interviews; the volume is, however, undocumented. Nevertheless, Szarkowski's perceptive and honest photography, as well as his feeling for the verities of human nature, have made it possible for him to catch and record the spirit, the essence, of Minnesota.

Indiana University Mary Lou Thielking