

capitalism; why revolution based upon hatred and violence must fail; why communism and anarchism had their appeal and their unfulfilled promises; and why the peoples of the Congo and other areas of the world are on the march today—and in the wrong direction.

Indiana University

Sylvia E. Bowman

The Heritage of Kansas: Selected Commentaries on Past Times. Edited by Everett Rich. (Lawrence: University of Kansas Press, 1960. Pp. 359. \$5.00.)

Marking Kansas' hundredth year of statehood, Dr. Everett Rich, who teaches English at Emporia State College, has brought together a collection of writings designed to give a "panoramic" view of Kansas up to 1900. This volume mixes accounts written by individuals who took part in the events described and secondary accounts written years later—the latter not always meriting classification as historical writing.

The forty-four selections—all reprints—are divided into eleven sections which deal with a variety of topics: the Old West, years of violence, Kansas immigrants, men against the frontier, invention and transportation, the end of the cattle trail, the outlaw fringe, life in a pioneer town, fact and fancy, the turn of the century, and an "Interpretation," the last being Carl Becker's essay on Kansas. As a whole, the selections cover fairly well the salient features of Kansas history up to 1900—Coronado, the Santa Fe Trail, the Oregon Trail, the pony express, John Brown, border warfare, the slavery controversy, immigration, farm life, drouth and blizzard, buffalo hunting, crime, Indian fighting, railroad construction, the cattle industry, etc.

It is indeed difficult, however, to fathom what common denominator the editor has used in putting together such an array of past and present writers as Donald Culross Peattie, Mark Twain, Josiah Gregg, Ralph Waldo Emerson, Stanley Vestal, and E. W. Howe. But he has put them together.

The Preface gives little clue to the yardstick of selection other than that it mentions readability and interest and the fact that no attempt has been made to provide a thread of "consecutive history." *Heritage of Kansas* "depicts something of the struggle with the major issues and a little of the daily round of everyday living," the editor writes (Preface). The "something" and the "little" come almost entirely from the original accounts, such as a parson's story of his escape from Quantrill at Lawrence, another cleric's story of his adventure in secreting a runaway slave, and firsthand recollections of immigration and settlement.

With all due respect to the secondary writers who are included—gentlemen who command respect in their own right—the volume would have been much stronger had it drawn upon original accounts alone. Surely diligent research would have turned up better material than, for example, the opening selection which deals with Coronado's march through the Southwest. By all means, Coronado must be mentioned at the start of a volume treating the history of Kansas, but not by means of a 1940 magazine piece. That rather jars the reader, finding such a selection at the very start of a volume dealing with a "heritage."

In choosing readable and interesting selections, the editor has achieved his purpose, but his purpose suits not so well the historian's purpose.

Indiana University

Oliver Knight

The Administration of Interstate Compacts. By Richard H. Leach and Redding S. Sugg, Jr. (Baton Rouge: Louisiana State University Press, 1959. Pp. vi, 256. Bibliographical note, index. \$4.50.)

This book presents new material in the field of public administration, being the first comprehensive attempt at an appraisal of interstate compact agencies. The volume contains a valuable discussion concerning the position of interstate compact agencies within the governmental structure, and the increase, especially since World War II, in the formation and utilization of these agencies. The formation of interstate compacts provides "a new dimension for state power" and permits "states to take continuing cooperative action in fields where they cannot act effectively or do not wish to act alone, fields which might fall by default to the federal power if not occupied through the initiative of the states" (p. 6).

The authors select six interstate agencies for special case studies: the Pecos River Commission, the Atlantic States Marine Fisheries Commission, the Ohio River Valley Water Sanitation Commission, the Water-front Commission of New York Harbor, the Interstate Oil Compact Commission, and the Southern Regional Education Board. The volume is actually an outgrowth of a project begun while both authors were staff members of the Southern Regional Education Board, which was established in 1949 and operates successfully in the southern states from Maryland to Texas. The experience gained by both writers is evident in their lucid description of the relationship between staff and officers in the administration of interstate compacts.

The authors maintain an objective approach concerning the formation of interstate compacts except, perhaps, in the instance of one agency—the Interstate Oil Compact Commission. The statements that "the Interstate Oil Compact Commission was formed strictly to prevent waste of the nation's oil resources" (p. 91) and that the "motivating force on the part of the participating states was resistance to federal intervention" (p. 196) fail to take into consideration basic factors which were an intimate part of the chaotic conditions in the oil producing fields prior to the formation of the compact. It is naive to suggest that the oil producing interests were concerned only with conservation. Stabilization of the price structure is a definite factor in the formation of a state compact.

A discussion of conservation which utilizes the parlance of the oil industry is an adventure in semantics. In order to understand what is meant by conservation, one must consider the definition of the word "waste." In Kansas, for example, after the decision by the United States Supreme Court in the *Champlin* case, the state legislature in 1933 amended the proration statute and defined the term "waste" to include "economic waste" and waste incident to the production of crude oil or