

was sufficiently well educated that his letters compare favorably, in quality, with Washington's. Being literate, he could have increased his knowledge of tactics by General Nathanael Greene's method, that is, by reading books. With comrades like Greene and Lafayette, it is unlikely that the hero of Cowpens lacked opportunity to discuss previous wars including, perhaps, the wars of Hannibal. Assuming that he took advantage of either possibility for education, Morgan's accomplishments take on a new aspect and become the work not of natural genius and practical experience only but of these plus a knowledge of the past.

The problem of Morgan's education is largely a speculative one; and while Higginbotham does ponder other questions, such as the pros and cons of tactical plans, the forte of his book is not interpretation. It is, rather, the lively, carefully organized presentation of facts. For these facts scholars now re-creating Daniel Morgan's world will be grateful.

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*The Enterprise of a Free People: Aspects of Economic Development in New York State during the Canal Period, 1792-1838.* By Nathan Miller. (Ithaca, N.Y., Cornell University Press, for the American Historical Association, 1962. Pp. xv, 293. Maps, appendixes, bibliography, index. \$6.00.)

*Canals and American Economic Development.* Edited by Carter Goodrich. (New York: Columbia University Press, 1961. Pp. vi, 303. Maps, figures, tables, notes, index. \$7.50.)

Within recent years American economic development has become a popular research subject. Economists and economic historians have carefully investigated different aspects of the economy in different periods and geographic regions in an attempt to explain more fully the factors responsible for economic growth in the United States. In this connection there has been a new look at the role of government as an influence on economic development.

The books under review are outstanding contributions to the new literature on economic growth, and they both emphasize the part played by state governments in fostering economic development during the early nineteenth century. In *The Enterprise of a Free People* Nathan Miller, co-winner of the Beveridge Award in 1959, considers how New York State furthered economic development between 1792 and 1838. In the first place this was done by state financing of the Erie and Champlain canals after private capital failed to provide the necessary funds. Secondly, Miller shows how New York, acting through the Commissioners of the Canal Fund, administered canal income to assist growth and stability in the private sectors of the economy. State aid in building New York canals and the reduced costs of transportation which followed completion of the Erie Canal are well known, but the author has made a distinguished contribution by showing how surplus revenues from the canals, principally between 1831 and 1837, were diffused through the state's economy.

The Commissioners of the Canal Fund found that they had large surplus revenues at their disposal. Since they could not retire canal stock at a favorable price, their only practical alternative was to make deposits and loans to state banks. By depositing hundreds of thousands of dollars in banks, the commissioners, perhaps at first unwittingly, found themselves playing an important part in the state's economic development and stability. For example, a large canal deposit in a particular bank could make more credit available and stimulate business in that locality, while a withdrawal by the commissioners might create a scarcity of funds and bring hard times. Although the commissioners could not always be governed by how their actions might affect the economy, they did take into consideration the economic impact of depositing and withdrawing funds on local communities. Canal deposits became an important influence on the economic life of many localities.

New York had many economic assets including natural resources and an ambitious people, but it lacked capital. With the approval of most citizens, this deterrent to economic development was partially removed or at least mitigated by the state government. When people saw that they could not perform a particular task, they turned to government.

Miller's book is based on a wide range of primary and secondary sources. He has examined the manuscript materials of both private individuals and state officials, as well as going deeply into government documents and newspapers.

*Canals and American Economic Development*, edited by Carter Goodrich, deals with two main problems: why and by what means were the pre-Civil War canals built; and what effect did they have on the American economy. Goodrich has written an introduction and conclusion, while the main part of the book has been done by Julius Rubin, H. Jerome Cranmer, and Harvey H. Segal.

In the first two chapters Julius Rubin discusses the important political decisions associated with building the Erie Canal and the Pennsylvania Mainline. These decisions involved government planning and state aid on a large scale. He points out that it was in Pennsylvania that the first public debate took place between the supporters of canals and railroads. The decision of Pennsylvania to build canals over most of the Mainline system was probably a mistake in the long run, but it is easily understood when the strong sentiment for canals during that period is considered. While New York and Pennsylvania built their main canals with state aid, Mr. Cranmer shows that New Jersey relied on private enterprise to construct its principal projects, the Morris and the Delaware and Raritan canals. The author quickly punctures the enthusiasm of any modern laissez faire advocates who might cheer this decision when he explains that New Jersey's decision to rely on private enterprise was not based on any ideological or philosophical objections to state aid. Rather, state help was rejected because of conflicting economic interests which thought they would not get their full benefits from the state-financed enterprises.

In the last two chapters, Harvey H. Segal shows that there was not one major wave of canal building but three definite cycles of construction between 1815 and 1860. He then evaluates and analyzes

the investments in canal construction, basing his estimates on new materials, and concludes by showing how canals contributed to economic development in the years before the Civil War. He provides firm substantiation for the general view that by connecting the northern Atlantic Seaboard and the Northwest, canals stimulated and promoted rapid economic growth.

*The Enterprise of a Free People* and *Canals and American Economic Development* are "must" reading for anyone wanting a better understanding of American economic development in the first half of the nineteenth century. Moreover, these volumes are not just of historical interest; they carry contemporary implications for underdeveloped countries in the mid-twentieth century. Both books are clearly written and purged of excess fat. Here are examples of where writers have given readers the *results* of their research and not all of the research itself. The authors are careful in drawing conclusions and do not claim more than their evidence warrants.

Supporters of laissez faire will be disturbed by these books; however, the record is clear that our ancestors relied heavily upon government to foster and promote economic development in the early nineteenth century. Where government could be used to benefit society, American citizens had the good sense to use it as an instrument of economic growth and social betterment. They seldom entered into doctrinaire discussions regarding the right of the state to promote enterprise. Their approach was pragmatic and these studies further substantiate the idea that the growth of government functions and responsibilities in the United States has come from needs the people could not supply for themselves rather than from any foreign ideology.

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*Views of Louisiana, Together with a Journal of a Voyage up the Missouri River, in 1811.* Reprint. By Henry Marie Brackenridge. *Americana Classics*, [Volume I. Edited by O. Lawrence Burnette, Jr.]. (Chicago: Quadrangle Books, Inc., 1962. Pp. 302. Tables, appendix. \$7.00.)

Brackenridge was a native of Pittsburgh who resided in Missouri and Louisiana between 1810 and 1814. In 1811 he was invited by Manuel Lisa, an important member of the Missouri Fur Company at St. Louis, to accompany him on a trip up the Missouri River. In the descriptive journal which Brackenridge kept he not only recorded the daily activities of the group, but he also took note of the weather, the condition of the land along the way, animal life, and perhaps most interesting of all, the encounters of his party with the Indians and the impressions thus received.

In the first portion of the book the author relates the various explorations of the Spanish and French and discusses the historical determinants of the boundaries of the Louisiana Purchase which were so much in doubt. He had extensive knowledge concerning the natural setting of the country and its mineral wealth, as well as the uses that were being made of it at that time and those possible in the future.