

the Wilson administration. If the author had followed his original instinct and compressed the origins of Teapot Dome into seventy-five or a hundred pages, he would have made a larger contribution.

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Frank B. Kellogg; Henry L. Stimson. By Robert H. Ferrell. *The American Secretaries of State and Their Diplomacy*, Volume XI. Edited by Robert H. Ferrell; Samuel Flagg Bemis, Advisory Editor. (New York: Cooper Square Publishers, Inc., 1963. Pp. ix, 360. Illustrations, notes, bibliographical essay, index. \$7.50.)

Henry L. Stimson and Japan, 1931-33. By Armin Rappaport. (Chicago: The University of Chicago Press, 1963. Pp. viii, 238. Notes, appendix, note on sources, index. \$6.00.)

The office of secretary of state has stirred a great deal of scholarly interest in recent years. One of the pleasant results of this interest is the modernization of Samuel Flagg Bemis' *Secretaries of State and Their Diplomacy* after a lapse of forty years and the terms of eight secretaries of state.

This volume on Kellogg and Stimson, the first in the new series, is written by Indiana University's able diplomatic historian, Robert Ferrell. Ferrell, with assistance from Professor Bemis, will edit the remaining five volumes of the new series bringing it down to 1961. If the older series had a fault, it was the occasional unbridled enthusiasm of a personal friend for the secretary whose deeds he chronicled. Happily this is not the case with Kellogg and Stimson. All students of American diplomatic history are familiar with Ferrell's excellent and extensive research in the period covered by these men's tenure in office. This familiarity with the period is everywhere evident in skillful presentation of the problems of the time and judicious appraisal of the work of these two secretaries in meeting the issues.

In each of these studies, and in the succeeding volumes, a brief introduction and conclusion sets the detailed discussion of the secretaries' work in context. About 140 pages of text for each man in this volume affords opportunity to cover his four-year career adequately. Emphasis is given to the career as a whole; the temptation to go into great detail on some matters and slight others is avoided. The text is clear and readable, well documented, and concluded with a splendid bibliographical essay that in its completeness goes far beyond the demands of duty.

As for the men under discussion, there has been a general agreement that Kellogg was a sincere and busy but not brilliant or effective secretary working at a time when Americans were not interested in foreign affairs. Interestingly, Ferrell's studies have led him to disagree with this appraisal and to describe Kellogg as a "worthy successor to Charles Evans Hughes, in some ways perhaps a more able individual than his well-known successor, Stimson" (p. 129).

Stimson, unlike Kellogg, has provoked a great deal of conflicting opinion as to his success. In this respect Ferrell's treatment and that

of Armin Rappaport in *Henry L. Stimson and Japan, 1931-33* perpetuate rather than settle the controversy. The two authors approach their subjects differently. Ferrell is concerned with Stimson's whole career with emphasis on his individual contributions as secretary of state. Rappaport's study deals in great detail with the Manchurian Incident, its impact on the United States and Great Britain, and the failure of the League of Nations and other collective agencies for peace to meet the challenge of aggression. These events cannot be recounted without considering Stimson, but the events rather than the man seem to be the pivotal theme of the book. For example, the first chapter, about one eighth of the book, makes no mention of Stimson at all.

Nevertheless, Stimson is not a man to be ignored, and Rappaport concludes after a thorough study of documentary sources that Stimson failed in attempting to meet Japanese aggression. "He elected to give vent to his ire by brandishing the pistol, which, unhappily, was not loaded" (p. 203). Thus he broke the cardinal maxim of the statesman.

Ferrell, for his part, sees Stimson as well aware of the limitations imposed by a "country unwilling to act toward the rising aggressors with anything other than words, and Stimson had done his best with words, words, words" (p. 278).

Rappaport's exhaustive study of primary source material is less useful to scholars than it might be by reason of an inadequate index and the omission of any bibliography on the many secondary works touching on this topic—faults probably chargeable to the publisher rather than the author. More effort to relate in footnotes the author's findings and opinions with those of other scholars who have written on this problem would aid students who are not already familiar with the literature of the subject.

Both volumes meet a high standard of scholarship; both are well organized and clearly presented. As such they will prove most useful to students of diplomatic history.

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The Transportation Frontier: Trans-Mississippi West, 1865-1890. By Oscar Osburn Winther. [*Histories of the American Frontier.* Edited by Ray Allen Billington.] (New York: Holt, Rinehart and Winston, 1964. Pp. xiv, 224. Illustrations, maps, notes, bibliographical notes, index. \$4.50.)

This is a well-balanced, fact-filled, and thoughtful book which digests in lucid and readable fashion information that has hitherto been available only in articles or monographs. Winther's primary contribution is his intelligent assembling of these details into a cohesive, logical pattern that reveals conclusively the crucial impact of transportation on the final transformation of the Trans-Mississippi West from a trackless wilderness into an inter-connected, albeit sprawling, community. Hardly less commendable is the fact that the book loses not one whit of the flavor of the West with all its contrasts of high tragedy, low comedy, and irrepressible vigor.