

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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J. Chal Vinson

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.

The Transportation Frontier is part of the *Histories of the American Frontier* series, but this volume is, as series editor Billington promises, a complete story in itself. Winther deals with all forms of transport: wagons carrying both freight and people, steamboats, railways, bicycles, and autos. In doing so, he corrects many an inaccurate notion about western transportation. He shows, for example, that wagon freighting and travel by stage lingered well into the current century; that steamboats plied not only the great rivers but countless tributary streams as well, and that cyclists, rather than motorists, put underway the first sustained movement for good roads. Of course, during the period discussed the railways in increasing tempo took over the bulk of the West's transportation job. Winther tells this familiar tale well, spicing it with aptly-chosen descriptions of just what it was like to finance, build, maintain, and improve an ever-growing network where the extremes of physiography and the perils first of Indians and then of gunmen made railroading a matter of high adventure. Throughout the volume the author systematically pauses to describe how the growth of transport determined the fate of the great cities of the West. He does far less in tracing the impact of transportation on the regional economies involved.

In the light of the many positive contributions of this compact volume, its shortcomings are few and relatively minor. The proposition stated on page 7 that the Civil War failed "to curb significantly the westward march" is not convincingly supported, and indeed is virtually (and, in this reviewer's opinion, properly) contradicted on pages 15, 96, 105-06. Winther is a bit wobbly in describing the well-known story of the federal land grants (and land-grant rates) on pages 99-103, and gives "over 150 million acres" rather than the correct 131 million as the *net* acreage involved. The Burlington did not reach Omaha in 1868 (p. 185); and, of course, the Hannibal and St. Joseph became a part of the Chicago, Burlington & Quincy, not the "Burlington and Quincy" as appears on pages 93, 212, and 216. Although most direct quotations are clearly documented in individual footnotes, there are numerous "bundle footnotes" (for example, nos. 3 and 4, p. 165 and no. 23, p. 168) which needlessly leave the reader guessing. In view of the thorough and more recent works of Frederick Merk, Solon J. Buck, and I. Leo Sharfman (to mention only three) on the "grievances against the railroads" one may well question whether William Larrabee's dated and partial *The Railroad Question* (1893) is "one of the better accounts" (p. 183). And, as Wallace Farnham has convincingly demonstrated, Grenville Dodge's "How we Built the Union Pacific Railway" must be used with extreme caution. The map of stage coach routes on pages 62-63 hardly illustrates adequately what the text describes, while the railroad map on pages 118-19 suffers from being labelled "circa 1890," is difficult to read, and is downright misleading in several details. Although the Bibliographical Notes are extremely helpful as to articles and archival materials, a great many solid monographs are omitted. The index is adequate for specific names and places but almost wholly lacking in functional headings.

These shortcomings, however, may be casualties of speed and space. If this handy book goes into later editions, as it richly deserves to do, such details can and should be corrected. Winther has certainly done a solid and much-needed piece of work; his book is without question a "must" for the topic and period it covers.

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Richard C. Overton

The Negro in North Carolina, 1876-1894. By Frenise A. Logan. (Chapel Hill: The University of North Carolina Press, 1964. Pp. ix, 244. Notes, bibliography, index. \$6.00.)

A good friend who is a scholar of southern history reminded this reviewer that a good, all-round history of the South would not be written until the pieces of southern history were completed. This book treats one of the neglected phases of the pieces in one state—the so-called twilight zone between the return of "home rule" and the disfranchisement or general repression of the Negro. It covers three segments of Negro life: politics, economics, and social environment. In retrospect the author briefly introduces the reader to Negro life under slavery.

Under politics, the Negro's role in the two dominant parties in the state are considered. The Negro was a victim of the political tricks and chicanery of the whites as well as the ostracism and distrust of his own people. His votes were purchased, his choice of party participation was limited, and the offices allotted to him were menial. Yet a great number of those who entered politics had normal school or college training and ranked well in the professions of teaching, preaching, and the law. Some were self-educated. They served on important committees in both houses of the North Carolina legislature and when their terms in the legislature ended they filled responsible local positions ranging from justice of the peace to solicitor of judicial districts.

The Negro was kept out of the main stream of the economic life of the state by hostile tenancy laws, low wages, designated "Negro jobs," and inadequate educational preparation. He attempted to better his condition by joining labor organizations and by founding normal schools and colleges, professional societies, newspapers, and, in a state of despair, a "Back to Africa" movement. Through the aid of the North Carolina Emigration Association Negroes moved into Indiana, Kansas, and several other midwestern states over the protest of whites in those states.

The Negro's social status in North Carolina was determined by his education and by his business and professional standing, with whites and Negroes of the upper classes freely attending social functions together. On the lower social level the church, secular, and other activities—picnics, excursions, celebrations—were segregated. It is interesting to note that the North Carolina Supreme Court was the only real protector of the suffrage and education rights of Negroes.