

discussion of Nathaniel S. Shaler (pp. 171-73) illustrates this lack of clarity, for here Haller suggests that *Outcasts* is a study of scientific support for cultural inferiority as well as racial inferiority. One becomes more convinced of the dual nature of this study when some of the scientists, unable to prove the physical inferiority of Chinese and having some knowledge of their past accomplishments, are shown to have taken to theorizing about the inferiority of Chinese culture, thus suggesting racial inferiority, too. In short Haller has failed to make clear that he is writing about men who used their standing in the scientific community as a platform from which they could mouth what were in fact nothing more than pre-conceived biases.

It may be that Haller is correct that these "scientific" ideas influenced a generation of Americans on race and set the foundation upon which "attitudes of racial inferiority have continued to plague western culture" (p. xi) until today, but one would appreciate documentation of this premise. For instance, it would be helpful to know what effects these opinions had at the time on college courses, national and state legislation (he points out that some of these men supported lynchings), civil rights cases, and upon the masses through popular journalism. One particularly wants evidence to substantiate the allegation that the idea of the ensuing extinction of black people was a widely held view and that "segregation and disfranchisement were the first steps toward preparing the Negro race for its extinction" (p. 210). Anthropologists and sociologists may find value in this book as an introduction to their science during the nineteenth century, but it presents no new information or insights into understanding racial prejudice.

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*Transportation to the Seaboard: The "Communication Revolution" and American Foreign Policy, 1860-1900.* By Howard B. Schonberger. *Contributions in American History*, Number 8. (Westport, Conn.: Greenwood Publishing Corporation, 1971. Pp. xix, 265. Notes, selected bibliography, index. \$10.50.)

*Transportation to the Seaboard* focuses upon the struggle waged by industrialists, farmers, and merchants to secure cheap transportation across the country and the effect of this agitation upon America's rise to world power. Placing the transportation issue in a broad politico-economic context, Schonberger divides his work into four parts: the first section, covering the years 1860 to 1880, concentrates on western farmers' and merchants' demands for reg-

ulated railroad shipping rates to widen their share of the world market; part two illustrates how the transportation issue figured in the debate during the 1880s over federal regulation of railroads; part three analyzes the role of three railroads in carrying agricultural exports to the sea and opening new foreign markets; part four is a brief conclusion.

The author emphasizes the effect of agricultural depression upon farmer militancy and, in turn, upon foreign policy. As early as 1874 the Windom report, revealing that demands for cheap transportation and wider markets abroad intensified during depression periods, recommended better transportation to facilitate competition with the Russians in the British grain market. Farmers demanded that Congress pass legislation beneficial to overseas commerce, reduce freight rates, and make the Mississippi River navigable with an outlet on the Gulf of Mexico. Schonberger argues that they became economic nationalists dedicated to overseas expansion long before the Spanish American War.

Farmers were soon joined by railroad owners in the fight for wide markets. In the late 1870s and early 1880s the railroads emerged battered from the rate wars and united with farmer and merchant groups in calling for a subsidized merchant marine, reciprocal trade treaties, an isthmian canal, and a strong navy to meet competition in European markets and to open new ones in Asia. Viewing their economic survival and American expansion as inseparable, they believed that "if America was to extend its economic and political interests abroad then it must lead in transportation developments" (p. 239). While farmers, merchants, and businessmen agreed on certain goals, they did not actively cooperate. The author never claims that the farmers' and railroad barons' search for larger markets led to the Spanish American War, but he feels that their demands for governmental support in the world exchanges contributed to the growth of America's empire.

Schonberger has written a fine account of the American farmer in his transformation to capitalist entrepreneur and of the railroads' effort to become more than a link between Keokuk, Iowa, and New York. Adoption of an internationalist outlook by these groups contributed to the spread of American influence, but the author has difficulty showing the tangible results. Selling cotton in Liverpool or kerosene in China may improve the trade balance but does not necessarily lead to imperialistic endeavors. Schonberger does not show a direct connection between farmers' demands for cheap transportation and Caribbean bellicosity, but his build up leads one to expect it. *Transportation to the Seaboard* belongs chiefly in the realm of economic history, only briefly touching diplomatic aspects;

but those who seek to explain America's widespread involvement at the turn of the century will find much to mull over in this work.

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*America's Outward Thrust: Approaches to Foreign Affairs, 1865-1890.* By Milton Plesur. (DeKalb: Northern Illinois University Press, 1971. Pp. vii, 276. Notes, bibliography, index. \$12.50.)

Diplomatic historians have generally assumed that during the Gilded Age America's preoccupation with industrialization and western settlement preempted a vigorous interest in foreign policy. Milton Plesur, professor of history at the State University of New York at Buffalo, believes such a view "needs serious qualification" (p. 13). He contends that concern for domestic matters only veiled developments in foreign affairs and that America's emergence as a world power did not catch the "national psyche off guard" (p. 10). Rather there was a natural sequence of preparation for world involvement and outward thrust that resulted from a "persistent commercial impulse" (p. 230).

To substantiate this thesis Plesur explores the contemporary public attitude toward foreign affairs as expressed in newspapers, periodicals, manuscripts, and official government publications. The subjects selected highlight America's growing involvement overseas. Six chapters consider trade and the need for markets, expansion of the State Department, literary cosmopolitanism, protection of United States citizens abroad, refurbishing of the navy and merchant marine, and travelers. Five chapters deal with mounting American interest in Europe, Africa, Latin America, Canada, and the Pacific. This organization by topic and geographic area produces less repetition than might be expected. That which exists deserves only minor criticism.

Plesur obviously believes the preparation for "America's outward thrust" was economically motivated: "Business expansion and a maturing economy led to the quickening of interest in America's overseas economic destiny" (p. 229); "the commercial possibilities the Hawaiian Islands offered American businessmen continued to pull the United States deeper into diplomatic involvement in the Pacific in the postwar decades" (p. 205); "Shippers needed naval protection on the high seas, and real improvement in the condition of the navy came only when it was successfully linked with commercial expansion" (p. 95). This emphasis on commercial motivation is similar to that of Walter LaFeber's *The New Empire* (1963) and