

demographics. In sum, Gerlach has produced an excellent volume which should interest both the geographer and the historian.

—James Smallwood  
Oklahoma State University

*War, Foreign Affairs and Constitutional Power: The Origins*, by Abraham Sofaer. Cambridge, Massachusetts: Ballinger Publishing Company, 1976.

In *War, Foreign Affairs and Constitutional Power: The Origins*, Abraham Sofaer provides a detailed study of the establishment of the Constitution of the United States, the delegation of constitutional powers, and, especially, the debates regarding the execution of war powers throughout the early years of the nation. Mr. Sofaer tackles "the ongoing debate over powers relating to war by providing the facts relevant to that debate" (p. xiv).

The author presents an overview of the influence of the British constitutional system on the development of the U.S. Constitution. He states that, basically, the colonists favored English principles, but their major complaint was that the British did not abide by many of their own principles, most notably the concept that restricted the amount of power held by any one branch of government. The colonists were especially disgruntled in that these principles, such as the American notion of the English right to live under a constitution, were not observed by the British in relation to colonial government.

The author uses "The Constitution and Its Background" as a prelude to the central theme of the book, that is, the war-making powers of the president of the United States. Mr. Sofaer cites numerous examples of the use of presidential prerogative and presidential power to initiate military action, most notably in the Quasi-War with France during the Adams administration, the withholding of private but highly significant correspondence by Thomas Jefferson and other presidents, "Mr. Madison's War" of 1812, and the acquisition of the Floridas and the Spanish possessions in the Pacific Northwest. The latter developments, especially the War of 1812, illustrate the relationship between U.S. foreign affairs, including trade discrimination, and the initiation of war. During this period, withholding of important information by the executive was tolerated. Many of the presidential actions during this period were usually justified only by ambiguous claims such as the initiation of military action to further the interests of the United States.

The author strongly suggests that decisions made during the first forty years of the Republic have set a strong precedent for events in our more recent history, especially presidential powers exercised by Lyndon B. Johnson and Richard M. Nixon in Indochina. *War, Foreign Affairs and Constitutional Power: The Origins* is the first in a series of three volumes resulting from a study called for by the Assembly and House of Delegates of the Amer-

ican Bar Association. The increase and use of presidential powers through contemporary times will be discussed in future volumes.

—Andrew S. Fidler  
University of Nebraska  
at Omaha

*Burlington Route: A History of the Burlington Lines*, by Richard C. Overton. Second Printing. Lincoln: University of Nebraska Press, 1976. \$8.95, paper.

If there is a dean of railroad historians, it is Richard C. Overton. He has written three books with varying themes but all have proved to be models for emulation by other writers of transportation history. One of his books, *Burlington Route: A History of the Burlington Lines*, happily has been recently reprinted by the University of Nebraska Press.

The Burlington Route—more formerly styled the Chicago, Burlington & Quincy Railroad—grew from modest beginnings in Illinois to a system which had over 11,000 miles of trackage in fourteen states. Included were important satellites—the Colorado & Southern, Fort Worth & Denver, and Wichita Valley companies. Collectively these roads were known for their competitiveness, topnotch managements, efficiency of operations, fine passenger trains, and profitability. By 1901 control of the properties had passed to the Hill interests and in 1970 the CB&Q and its allied companies became integral parts of the new Burlington Northern.

In *Burlington Route*, Overton uses a chronological-topical format that assesses: expansion; plant and equipment; train service; wages and labor relations; financial results; patterns of traffic; material costs and taxes; managerial changes; rates and regulation; income; and competition. Iowans will be especially interested in those sections devoted to colonization and agricultural development.

Overton writes in a pleasant, forthright fashion; the book reads well. He places the CB&Q system in proper local, regional, and even national perspective. Moreover, he has covered all aspects of the Burlington Lines' history in surprising detail. The book has only one liability: it does not deal with the company's history—except in a cursory way—after 1949 (the CB&Q's centennial year). Thus it cries out for a sequel to cover the years from 1949 to the merger in 1970. Who better to write it than Richard C. Overton?

Meanwhile we have his fine *Burlington Route*. It will be especially valued by rail buffs, by the more serious scholars of railroad history, and by professors who will want to adopt it for their courses in transportation history, business history, and economic history.

—Donovan L. Hofsommer  
Wayland College

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