

## SOME PUBLICATIONS

*Collections of the Illinois State Historical Library*, Vol. I. Edited and annotated by H. W. BECKWITH. Springfield. 1903. Pp. 642.

This volume has been issued at the charge of an appropriation made by the State Legislature of Illinois, in 1901, for the purpose of collecting and publishing documentary materials relative to the history of the Northwest. As the opening number of what, it is to be hoped, will prove to be an extensive series of publications, it presents an interesting array of those "sources" from which is derived a large part of our knowledge of the history of the exploration and occupation of the original "Illinois country." Here we find Marquette's narrative of the famous expedition of 1673, Hennepin's narrative as contained in *La Louisiane* of 1683, a number of documents relating to La Salle, and Tonty's memoir of 1693. The above documents, though fragmentary, are made parts of a more or less continuous whole by means of copious explanatory prefaces and annotations furnished by the editor.

A short manuscript by Charles Phillipe Aubry, a French captain of infantry serving at various western posts during the French and Indian War, is here printed in English for the first time. Aside from its interest as a mere relic, the chief value of this document lies in the explanation which it affords of the original motive and the circumstances attending the building of old Fort Massiac (Massac), a post which afterward served as a provisional base for the campaign of General George Rogers Clark.

By far the most interesting portion of the volume, and that to which the editor has evidently given his best attention, is the account of this same campaign, by which General Clark wrested from English rule the splendid domain later known as "The Territory of the United States northwest of the Ohio River." This account is skill-

fully pieced together from a number of documents, the principal being the memoir prepared by Clark at the request, it is claimed, of Thomas Jefferson and James Madison. His letter to George Mason of Virginia is also frequently quoted. The two letters of instruction issued by Governor Patrick Henry, the one for the public eye, the other for Clark's own use as a leader of the expedition, are quoted at full length. Frequent use is also made of letters and other documents from the Canadian Archives. These various sources are so well combined that one is, in reading, scarcely conscious of the composite nature of the work.

The volume contains, in addition to the above, a rather extensive and, so far as its main purpose is concerned, even an exhaustive collection of letters from Series B, of the Canadian Archives. This collection cannot fail to be of great value to students of western history to whom the originals are not accessible.

In an appendix of six pages the editor gives his reasons, which appear to be well founded, for believing that the fort captured by Clark at Kaskaskia was nothing more than the old "stone house of the Jesuits" then known as Fort Gage, instead of the so-called Fort Gage across the Okau (Kaskaskia) river which had, it would seem, been destroyed by fire in 1766.

A very complete index concludes the volume, containing itself many interesting historical, geographical and biographical notes.

It is unfortunate that the press work is no better than it is and that the proof was not subjected to thorough literary revision. Nevertheless, though nominally a mere compilation, the volume represents a great deal of really constructive work well done.

LAENAS GIFFORD WELD

THE STATE UNIVERSITY OF IOWA  
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*The Administration of Iowa, a Study in Centralization.* By HAROLD MARTIN BOWMAN. Columbia University Studies in History, Economics, and Public Law. Vol. XVIII, No. 1. The Columbia University Press. New York: The Macmillan Company. 1903. Pp. 224.

Mr. Bowman was well equipped to undertake the study of Administration in Iowa. He had spent most of his life in this State, and his residence in Des Moines gave him convenient access to the source material bearing upon his study. He is a graduate of the Law School of the University of Michigan, and has made a special study of administrative law at Columbia University. It is, indeed, fortunate that so important and withal so complex a subject of Iowa history and politics has fallen into such able hands. Mr. Bowman has set good standards for future contributions in this line of study.

In the first chapter the problems of administration in Iowa are set forth as the universal problems of the American State of today. The history of Iowa is normal, and the growth of the State has been symmetrical in all directions. "The broad outline of the government of today is substantially that of the second year of its independent territorial existence." Throughout the Governor has exerted a very considerable influence. By his side an Executive Council has also been an important factor in the State's administration. Altogether the chief characteristic in the development of Iowa administration is described by the author as "that of an even progress, a gradual growth or accumulation of strength and fitness, rather than a sudden enlargement." This suggests that the study of Iowa history and politics is all the more valuable by reason of the "poise and natural development" of the State.

And yet it is true that "the essential problem of administration is as near to, and perhaps as far from, solution in Iowa as elsewhere." This problem "is one of responsibility, efficiency and independence in administration, both State and local. To solve it there is necessary, on the one hand, the careful delimitation of the sphere of the State; on the other, that of local administration." Mr. Bowman then points out how the question should be solved. "Allow the

State to attract to itself, and itself administer those powers which as near as can be told appertain to it as the State. Permit then the city or local division to exercise untrammelled the authority that, so far as it shall appear, belongs to it as the local government. Relieve it of the tutelage of the interfering Legislature. The results will at first be rough. But when the true line of cleavage has been established the finer adjustments can be made with little difficulty."

Mr. Bowman does not consider the whole problem of administration, but directs his attention rather to the point where both the State and local government act as the agent of the State. The scope of his treatment is well indicated by the chapter headings which are as follows: Public Educations; Charities and Corrections; Public Health and Safety; Public Finance, Income and Administration.

The author of *The Administration of Iowa* is to be congratulated upon the clearness with which he has put his conclusions. In chapter VI he observes, first, that Iowa prizes the privileges of local self-government, but has thus far not allowed the sentiment of self-rule to defeat necessary centralization in administration; and, second, there is "a willingness to see the State administration exercise authority when it has been made clear that the State was by nature better fitted than the locality to serve the public interest." In common with other States, Iowa politics has been characterized by legislative centralization and administrative decentralization. But the tendency is in the direction of administrative centralization, which receives no little impetus from the conspicuous success of the Board of Control.

Perhaps the ablest chapter in the whole volume is the one on *Public Finance*. In the matter of taxation Mr. Bowman has very decided convictions, when he recommends that "first of all the State should rid itself of those bonds which restrict the assignment of particular sources of revenue to central or local government." He suggests the amendment of the State Constitution in the interests of centralization in the administration of public finance.

BENJ. F. SHAMBAUGH

*Historic Highways of America.* By ARCHER BUTLER HULBERT. Cleveland: The Arthur H. Clark Company. 1903. Vol. IV, Braddock's Road. Vol. V, The Old Glade (Forbes's) Road (Pennsylvania State Road). Vol. VI, Boone's Wilderness Road. Vol. VII, Portage Paths The Keys of the Continent. Vol. IX, Waterways of Westward Expansion with Maps and Illustrations. Pp. 213, 205, 207, 194, 220.

These five volumes are a continuation of the series outlined by Mr. Hulbert, the first three of which series received notice in the April, 1903, number of THE IOWA JOURNAL OF HISTORY AND POLITICS. Vol. IV shows the importance of Braddock's route (1755) from Virginia across the Alleghanies to the Ohio valley in that long struggle between the French and English for the supremacy of North America.

Volume V describes the building and significance of the old road built across the State of Pennsylvania which formed the chief outlet of the New Englanders to the Ohio region. The building of this road was first contemplated by Gen. Braddock and actually started by him. It was discontinued after his disastrous defeat in the battle of Monongahela. In 1858 the work was resumed by Brigadier-General Forbes and completed the same year.

Volume VI bears the title of *Boone's Wilderness Road*, but is chiefly concerned with the history of the West as connected with the opening up of this roadway including many interesting anecdotes.

Volume VII treats of the portage paths of America, particularly those lying south of the Great Lakes between the Atlantic ocean and the Mississippi river. The first part of the volume is devoted to the nature, use, and evolution of portage paths, while the second part contains a catalogue of American portages. The study of these "Keys of the Continent" is an illustration of the political and economic significance of the topography of our country.

Volume IX precedes volume VIII in the series, as the publishers announce, to give Mr. Hulbert more time for travel over the military roads before completing that volume. This volume is entitled *Water-*

*ways of Westward Expansion*, but is devoted entirely to the part played by the Ohio river as an avenue into the West. It also contains much interesting matter relative to river navigation as practised upon the Ohio.

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*Railways in the United States in 1902.* Issued by the Interstate Commerce Commission. Washington: Government Printing Office. Parts II, IV, V. Pp. 195, 415, 462.

The Interstate Commerce Commission has recently prepared and issued a special report under the above caption. It ought to prove as monumental in influence as it has in size and importance. Without attempting the impossible task of treating in detail the entire report, let it suffice merely to mention by title the first three parts and notice but briefly the last two, because they are more germane to the stage of discussion which the railway problem has now reached:

Part I is entitled, *A Twenty-two Year Review of Railway Operations*; <sup>1</sup> Part II, *A Fifty Year Review of Changes in Freight Tariffs*; Part III, *A Fifteen Year Review of Federal Railway Regulation*. The remaining parts, IV and V, containing respectively 415 and 462 pages, are entitled, *A Twelve Year Review of State Railway Regulation*, and *A Twelve Year Review of State Railway Taxation*.

The first of these two gives, *in extenso*, tabulated data of the greatest importance to the student of transportation, covering such subjects as the organization of railway commissions in the different States, the powers and duties thereof, a comparative study of State railroad statutes, including conditions of railroad incorporation, statutory provisions relative to construction, rates, regulation of traffic, etc. In like manner the remaining part, dealing with State taxation of railways is taken up, and a mine of wealth is accumulated for the student of Public Finance.

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<sup>1</sup> Will not be printed until 1904.

The Commission has very properly conceived its duty to be discharged in the collection and arrangement of data, leaving the evaluation thereof to each one for himself. The pity of it is that each one is not able to do so. Moreover, it would be inexcusable in a body of men so well qualified to summarize their convictions, if they should "fail to pluck the fruit of a ripe conclusion." It is with a sense of deepened and fortified conviction, therefore, that we read in an introductory note to Part IV that "the chief embarrassment in the exercise of adequate governmental control is found in the many sources of statutory authority recognized by one form of government." "If uniformity is ever attained at all it must be in one of two ways: first the States must relinquish to the federal government their reserved rights over internal commerce, or, having first agreed upon fundamental principles, they must, through comity and convention, work out an harmonious system of statutory regulation."

If uniformity and simplicity are desired in the matter of railway legislation the same is equally true of railway taxation. In the report before us we have what has long been needed, the basis for intelligent action. That action might well be initiated by the tax-commissions of the several States in a national convention called for the purpose.

The Commission, and especially the chief statistician, Prof. Henry Carter Adams, are deserving of the highest praise for their work. The compilations and tabulations, as well as certain portions of the text of Part V, are the work of Mr. Harold Bowman. Special mention of this fact is made by Professor Adams in his letter of transmittal.

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*Select Statutes and Other Documents Illustrative of the History of the United States.* 1861-1898. Edited by WILLIAM MACDONALD. New York: The Macmillan Co. 1903. P. 442.

This volume completes the series of which *Select Charters and Other Documents Illustrative of American History, 1606-1775* and

*Select Documents Illustrative of the History of the United States, 1776-1861* form the other two parts. In these three books Professor MacDonald had edited for teachers and students of American History a most valuable collection of documents. For the study of American Politics in colleges and universities the collection is unsurpassed.

In making selections, Professor MacDonald has taken the most *important* rather than the "rare" documents. He has not hesitated to reprint a familiar document because its content is generally known. As a matter of necessity much valuable material had to be left out; and no other compiler would perhaps have made the same selection. But altogether Professor MacDonald's judgment is good, and his purpose to include in the series no document which a serious student of American history and politics can afford to neglect has certainly been realized.

The appearance of these three volumes of source materials on general American history suggests the necessity of similar publications along the line of State and local history. As the teaching of general American history should be supplemented by some consideration of local history, so Professor MacDonald's books should be supplemented in every State by a volume of documents illustrative of the local history of that particular State.

BENJ. F. SHAMBAUGH

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*Trust Finance, a Study of the Genesis, Organization, and Management of Industrial Combinations.* By EDWARD SHERWOOD MEADE. D. Appleton & Company: New York. 1903. Pp. 387.

A book full of interest to the American public, who are giving thought and attention to the trusts, is the work of Dr. E. S. Meade, of the Wharton School of Finance and Economy of the University of Pennsylvania. The writer presents his material in an attractive style, and his pages are fairly alive with narrations of the financial policies and operations of the various combinations which have dom



inated American industries. The cause of combination and the methods of the promoter are carefully explained; nor does the author hesitate to state his own point of view boldly. Approaching the corporation problem from the side of finance and not of legislation, the conclusion reached is that our corporation law is in need of reform and that "the first essential to such a reform is national control of all corporations."

The American people are beginning to realize the necessity of bringing the large corporations, engaged in interstate commerce, under a more adequate control. But when it comes to a *complete* transference of power from State to national government an instinctive opposition is met regardless of the benefits to be conferred. After reading Dr. Meade's book, however, one is convinced that his advocacy of "national control of all corporations" must mean all corporations the character and operations of which affect the people of all the States, that is, corporations engaged in interstate commerce. With the operations of purely local companies whose activities do not extend beyond municipal or State boundaries, the Federal government need not concern itself. The Commonwealths will see that such do not become oppressive to the people.

Dr. Meade's book is a welcome addition to the rapidly growing literature of the trust question. Besides its interesting narration of the methods and operations of great corporations, there is running through it all an economic philosophy of the trust movement which marks the work as a fertile product of long and thoughtful study.

FRANK E. HORACK

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*History of the Seventh Iowa Veteran Volunteer Infantry, During the Civil War.* By H. I. SMITH. Mason City, Iowa: H. Hitchcock. P. 313.

The author, a member of the regiment from muster-in to muster-out, claims no literary merit for the story herein told. He assures us that it was a "labor of love," performed at the request of many

comrades. The regiment was mustered July 24, 1861, and went at once to the field. November 7, it participated in Gen. Grant's first battle, Belmont, and out of about 400 men it lost 51 killed, 127 wounded, and 39 taken prisoners—the heaviest loss suffered by any regiment in the engagement.

The Seventh was with Grant at Fort Henry, Fort Donelson, and Shiloh. It was of the storming party at Fort Donelson and was in the "Hornets' Nest" at Shiloh, though it did not hold its position on the latter field until "after the rest of the division were taken prisoners," as stated by the author. The regiment participated in the advance on Corinth, after the battle of Shiloh; also in the battle of Corinth in October, 1862, and followed the fortunes of Sherman in the siege of Atlanta, and in the famous march to the sea and through the Carolinas, as it also participated in the grand review, at Washington, after the final victory.

The Seventh was a fighting regiment from first to last, having to its credit twenty or more battles and skirmishes, and the story of its campaigns is full of interest, though the identity of the regiment is sometimes lost in the larger movements of the great fighting machine of which it was, comparatively, a small part.

There are not a few grammatical and rhetorical blemishes in the work, and there are also some statements of supposed historic facts that need to be tested by official records. A complete roster of the regiment would have added to the value of the history.

J. W. RICH

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*A History of the Mississippi Valley from its Discovery to the End of Foreign Domination.* By JOHN R. SPEARS in collaboration with A. H. CLARK. Illustrated. New York: A. S. Clark. 1903. Pp. xx., 416. Price, \$5.00 net.

The authors have, by their own confession, not striven to produce a critical history, but rather a readable narrative of the most striking events incident to the opening of the Mississippi Valley to permanent settlement. The work is essentially a popular one and, as such, its

value will not be questioned. Little use has been made of original documents, but the facts have in general been drawn from reliable sources and are for the most part accurately stated. As is natural, and perhaps allowable, in a work of its kind many anecdotes and statements are introduced, the sober authenticity of which may well be doubted, but, unfortunately, these have often been given the same weight as well established facts and circumstances of the gravest importance. The book is written in a style which, though in the main breezy and entertaining, is often notably flippant and sometimes even coarse.

Two or three crotchets seem to possess the authors. These are succinctly stated in the introductory preface and are recalled at every opportunity throughout the book. One of them is to the effect that the Indian policy practiced by the Quakers and the Moravians, as illustrated by the settlement of Gnadenhutzen, should have been adopted in all our dealings with the red man. But it was not and could not have been, and that ends the matter so far as history is concerned. Another notion frequently reiterated is that success in war depends primarily upon skill in marksmanship. Why mere marksmanship has been given this exalted place in the art of waging war, to the exclusion of sanitation, for example, we are at a loss to understand. But, again it does not matter. The point is that the non-professional discussion of such questions forms no part of history proper, either narrative or critical.

Over a hundred illustrations are scattered through the text. Many of these, particularly the portraits, are most excellent. The pen and ink sketches, a number of which are introduced as chapter headings, are worthy of note. There are also numerous maps, but these are not in close enough relation to the text. The press work, typography, paper and binding are all that can be desired.

Upon the whole the book is an interesting and timely one and should, as it doubtless will, be widely read by those who have neither the time nor the taste for a critical study of the field which it covers.

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