

does discuss very acutely and sanely the necessity for legislative reorganization and hints that possibly the trend of the cities toward commission government may open the way of future state development. The problems involved in legislative procedure and those growing out of overloading the governor in large states are very real problems that are carefully dealt with at length.

The book will fill a place of importance in the hands of all those who wish to inform themselves on the problems of the State Constitution. A good bibliography and index add to its value.

EDWARD McMAHON.

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A HISTORY OF TRAVEL IN AMERICA. By Seymour Dunbar. (New York, The Bobbs-Merrill Co., Indianapolis, 1915. Four volumes. Pp. 1529. \$10.00).

A comprehensive and intensive study of the creation and development of facilities for movement and communication in the American colonies and the United States. This work is monumental in its scope and inspirational in its effect. It takes its place, and a consequential place, too, in the newer conception of history that is fast being revealed under the application of modern scholarship, a conception that the history of a people is economic, social, scientific at least as much as it is political and martial. The result of a reading of it is to arouse fresh admiration for the vigor and courage of the pioneers in every field of American life, sympathy with what Mr. Dunbar terms the feverish energy of the builders, and renewed faith in democracy; for it is to the multitude that the author gives largest measure of credit for the rapid progression from the travaux to the transcontinental trains.

Throughout this progression—the author makes the point quite clear—the conflict between new and old, between the ventured suggestion or idea and the tradition or custom long relied on, was present and keen. At times the struggle between that which obtained and that which was proposed overwhelmed temporarily the forces for new things. It is in his consideration of this point that Mr. Dunbar pays the greatest of numerous tributes to the mass of the American people. Particularly, he says, in the matter of the development of steamboat transportation and of the early railroads, the leaders in political and industrial life did not always see the chance that presented itself, and petty men and state jealousies intervened to the retardation of progress. It was in those epochs that “the multitude of the people” saw clearly, and the triumph eventually was theirs.

An interesting thesis for the consideration of the historian is advanced

by the author in the credit he enters for the whole process of transportation development in its bearing on the nature of the American nation as we know it today. He submits that the transportation systems of today, and as they are projected for the immediate future, are at once the result and one of the means of the crystallization of the idea of the value of united action. That idea, as Mr. Dunbar outlines it, first took form in the American revolution and gained accessions of strength and expansion in the experiences of the Confederation and of the acquisition of the Louisiana territory. It is the idea underlying the present uniformity of the transportation system as a whole.

The working out of that thesis involved the carrying of the history of travel into all the phases of national development that affected transportation or were in any major way influenced by transportation. Summarizing the conclusions thus wrought out, Mr. Dunbar finds that "there are five events which occupy in history positions very similar to those held by decisive battles in the story of a nation's political life: (1.) Organization of the Ohio country and the Northwest Territory, 1787-89; (2.) Public recognition of the value of steam, 1807-09; (3.) Beginning of railway period, 1829; (4.) Discovery of gold in the West, 1848-49; (5.) Completion of the first transcontinental railway, 1869."

Back of these general conclusions, the author has gathered a detailed array of supporting facts. He has marshalled his materials with evident orderliness. His presentation is in language at once making for easy and pleasurable reading, for substantial information, and for the stimulation of the imagination. His style is appropriate to the periods on which he dwells and to the events and opinions and emotions of those periods. He is vigorously picturesque, with the pioneers; partisanly opinionated with the politicians of the middle period; feverishly energetic with the builders of the transcontinentals, cool and planning with the financiers. Mr. Dunbar realizes the value of portrayal of the human elements in the history with which he is concerned, and he brings out with manifest care the traits and eccentricities of the individual inventors and builders. The reader lives through one epoch of transportation after another not only with the society of that time, but with the men who then were the leading figures in the prevalent system and the men who were to initiate the succeeding means.

"Those individual figures and throngs of mankind who inhabit the pages of written history should not be manikins or mummies, but living men enacting their daily deeds, vitalized with the spirit that moved them while they were indeed here," says Mr. Dunbar. "We should be able to see them, to hear their cries of fear or delight; to smile at their revelry;

feel anger at their evil and deceit, regret at thier blunders, pride in their worthy accomplishments."

Thus, in company with the mass and with the individuals of one period following another, by the methods of transportation that succeeded one to another, the reader moves through the wondrous story of the rise of a nation and a world power. The work is tonic for Americans, especially in these times, when we take for granted the four-day ocean steamship and the 90-hour transcontinental train. "We are privileged to remember, if we choose, that once upon a time the express boats on the canals maintained a speed of three miles an hour for day after day, and that the Pioneer Fast Line advertised it would rush its passengers through from Philadelphia to Pittsburgh in four days—and often nearly kept its word."

FRANK G. KANE.

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THE RIVERSIDE HISTORY OF THE UNITED STATES. Edited by Wm. E. Dodd. Four volumes. (Boston, Houghton, Muffin Co. 1915. Pp. x..+275; vi.+346; xii.+329; 342. \$1.25 per volume.)

A question repeatedly asked of every teacher of American History is "Where can I get a convenient, brief account of American history that is interesting and accurate? Something between the ordinary text book and the more extensive and exhaustive histories?" It is to meet this need, as well as the needs of students in college classes, that this interesting and neatly made series is written by four of the best known of the younger historians. Prof. Carl L. Becker, of the University of Kansas, traces the story of the "Beginnings of the American People" from the discovery of the New World to the Revolution of 1776, from the standpoint of a student of modern European history. Naturally enough then the emphasis is placed more strongly upon our European beginnings than is customary in most American histories. In the reviewer's opinion this is carried a little too far in view of the brief compass of the volumes, but this is a matter largely of opinion. Everywhere in the series the object has been to portray only those things which have counted in the final make up, and everything else has been sacrificed.

Prof. Allen Johnson, of Yale University, continues the narrative in "Union and Democracy" to the rise of Jacksonian democracy and has carefully and interestingly organized a rather tangled period. The editor of the series, Prof. Dodd, of Chicago University, has written the third volume, "Expansion and Conflict," which carries the narrative through to the collapse of the Confederacy and has done a capital piece of work. In this and the preceding volume emphasis is laid upon the economic and