

strength and was made light and easy running. After immigration had made available a larger labor supply, men began to displace the women and heavier machines driven at higher speed were introduced.

Dr. Abbott is inclined to lament the attitude of the public moralist, who, in the face of the new situation, would confine women to the home. But is not such an attitude simply an application of a principle whose working the author has traced historically, but which she is unwilling to see applied practically to present conditions? Moreover, in view of woman's well-known weakness as an industrial bargainer, a healthy fear of a lowering of the general standard of living of the working class is evidenced by a disinclination to have her compete with men for the same positions. The improvement in women's industrial status would seem to lie along the same lines as that in which their fathers and brothers have advanced, namely education and organization.

No attempt has been made in the volume to discuss the various problems connected with woman's industrial employment. But as an historical study it deserves praise, having the high qualities of thoroughness, trustworthiness, and readableness.

*Commodore John Rodgers, Captain, Commodore, and Senior Officer of the American Navy, 1773-1838: a Biography.* By CHARLES OSCAR PAULLIN. (Cleveland, Ohio: The Arthur H. Clark Company. 1910. Pp. 434.)

IN this handsome volume Dr. Paullin has given us the biography of a man whose forty years of service began with the establishment of the navy in 1798. Rodgers was the senior of the brilliant group of officers who brought fame to the navy in the War of 1812, but because he had not the good fortune to capture a British frigate his name is less familiar to the general reader than some of the others.

The book opens with a chapter on his early life, which is followed by two on the war with France. Having been to sea in the merchant service since boyhood, Rodgers entered the navy at the age of twenty-five. As first lieutenant of the *Constellation* under Truxtun he took part in the capture of the *Insurgente* in 1799. As a result of the superior qualities exhibited by him on this occasion he was made a captain and spent the last year of the war in command of the twenty-gun ship *Maryland*. In chapter iv. we find him again in the merchant service temporarily, having been left without occupation in the navy upon the return of peace with France. The three following chapters deal with two cruises in the Mediterranean during the period from 1802 to 1806, covering a great part of the war with Tripoli in which Rodgers played an active part under Commodores Morris and Barron. In the last year, as commander-in-chief of the squadron, he turned his attention after peace with Tripoli to curbing the warlike spirit of the bey of Tunis. Acting without instructions in this matter Rodgers displayed commendable firmness and good judgment.

In chapter VIII., bringing us to 1810, the author gives an admirable account of the famous *Chesapeake* affair. The next two chapters concern Rodgers's cruises in command of the frigate *President*, before and during the War of 1812. In 1811 an exemplification of the strained and unstable relations of the United States and Great Britain was furnished by the encounter with the *Little Belt*, an unfortunate but seemingly unavoidable occurrence. While actively cruising nearly two years after the declaration of war, had fortune favored him, Rodgers might have captured five frigates at various times. Three of them he chased, but they escaped; the other two he avoided under the impression that they were ships of the line. Nevertheless, the services of the *President* during these cruises were of great value and importance. She kept the British fleet occupied and diverted from the pursuit of American merchantmen, and although missing two large convoys of the enemy she took many prizes. Rodgers's plan was to cruise in squadron and he displayed a better knowledge of strategy than any other American commander. In 1814 Rodgers served on shore, assisting in the defense of Washington and Baltimore. After a chapter devoted to this subject come the last four of the book, dealing with the commodore's life in Washington and his long service as president of the Board of Navy Commissioners, extending from 1815 until 1837, with the exception of a three years' interruption at the middle of the period when he performed his last sea service in command of the Mediterranean squadron. As navy commissioner Rodgers did much to develop naval policy and his influence has been enduring. He was one of the first to foresee the supremacy of steam and to urge its adoption.

The publication of this book reduces by one the number of lives of our naval worthies which ought to be written, and the work has been done in a most thorough and satisfactory manner. To mention the one error discovered, Commodore Thomas Macdonough appears as James in the index and on pages 33 and 39 seems to be confounded with a midshipman of that name. An extensive bibliography doubtless contains about all there is in print besides a large amount of manuscript material. This latter comprises the official records in the Library of Congress and in the library of the Navy Department, including a large collection of Rodgers's papers; also numerous papers in the possession of the commodore's descendants. A number of interesting illustrations, including three portraits of Rodgers, should be mentioned, also an excellent index.

G. W. ALLEN.

*Henry Clay.* By his Grandson, THOMAS HART CLAY. Completed by ELLIS PAXSON OBERHOLTZER, Ph.D. [American Crisis Biographies.] (Philadelphia: George W. Jacobs and Company. 1910. Pp. 450.)

THIS biography, left unfinished at the death of Thomas Hart Clay in 1907, has been completed by Dr. Oberholtzer, the editor of the series