

feature of the "Granger" movement. The culmination of this attempt at control came in the decisions of the United States Supreme Court on the "Granger" cases. Dr. Buck well says: "No true conception of the present status of the law as to railway regulation can be obtained without an understanding of the principles involved in the Granger cases." It is an interesting fact for the sociologist that the principles of public control of railway corporations were first clearly enunciated through a popular uprising of farmers, and in opposition to the accepted views of the business world, if not of the courts. Dr. Buck shows that the Senate committee—the Windom committee—appointed to investigate the subject, reported in 1874 "that the problem of *cheap* transportation is to be solved through *competition*". This the farmers denied. They asserted both the right and the necessity of the government to regulate and control railway rates. The Supreme Court sustained the fundamental propositions set forth by the farmers.

Dr. Buck states clearly in his preface that this book is not a history of the Grange as an organization, but rather of "the general agrarian movement which centered around" the Grange. Yet one who feels keenly the significance of the Grange as a farmers' organization which is still potent, cannot help wishing that the author had either not used the term "Granger movement" in a study in which the Grange occupies a more prominent part than perhaps it actually played in the agrarian movement of the decade, or that he had always used the word "Granger" in quotation marks. The old misconception that the Grange as a great farmers' organization is synonymous and its influence synchronous with the so-called "Granger" movement should no longer be perpetuated.

Not only the young social reformer, but the student of contemporary agricultural movements will find this study exceedingly helpful. We are entering a new era of rural improvement, and we need to know the rootage of the present discussion. It will be found in considerable measure in the movement Dr. Buck describes. It might be wished that the author could see his way to an equally comprehensive, scholarly, lucid, and interesting study of the American agricultural organization movement subsequent to 1880.

KENYON L. BUTTERFIELD.

*Autobiography of George Dewey, Admiral of the Navy.* (New York: Charles Scribner's Sons. 1913. Pp. xii, 337.)

"REACHED Manila at daylight. Immediately engaged the Spanish ships and batteries at Cavite. Destroyed eight of the former, including the *Reina Cristina* and *Castilla*. Anchored at noon off Manila." Twenty-nine words! And this the only entry in the diary of the victor of Manila of the greatest event in his life.

It is not surprising then to read of the natural reluctance of Admiral Dewey to talk about himself and his distinguished achievement. But,

fortunately for us, the solicitations of his friends prevailed, and to them the country owes a debt of gratitude for the final publication of this stirring account of the admiral's naval campaign in the Philippines together with the admirable reminiscences of the Civil War which the great sea-fighter has at last given us, together with the recollections of his whole professional career. And it should be gratitude all the more sincere when we realize how few of our naval officers have given us the record of their lives and added the essentially personal, the human side to the official accounts that, all too often, are the only sources available to the historian.

Though best known to us as the hero of Manila Bay, Admiral Dewey has not confined himself to an account of that memorable day, but he has given us a well-balanced, well-written narrative of a long and eventful life. In fact his autobiography might almost be called the story of the development of the United States Navy. When the admiral was an acting midshipman at the Naval Academy, sixty years ago, we were just commencing the construction of our first steam frigates, Perry was opening Japan to foreign intercourse, and California was becoming Americanized. In 1858 young Dewey was cruising in the *Wabash*, a dreadnought in her day, and making a tour of the Mediterranean ports "under official auspices". Then came the Civil War, and with it service on the Mississippi River during the passage of the forts below New Orleans and at Port Hudson. For a young man of twenty-four, Dewey was having more than his share of responsibility, but he proved himself equal to the test and in every way the apt pupil of his "ideal of the naval officer"—David Glasgow Farragut—in whose school he shared many of the dangers which that great sailor so triumphantly encountered.

Yet all these events and those which followed, were but preliminary to the crowning achievement of that active life. The years following the Civil War were years of discouragement, years of service in ships "interesting only because of their antiquity", and years of slow promotion. But the time came when our old wooden relics ceased to crowd the lists of our navy registers. New steel-hulled armored ships at last were authorized, and with this awakening came the birth of the "White Squadron" and Dewey's "preparation". For as chief of the Bureau of Equipment and president of the Board of Inspection and Survey he gained an experience and a knowledge of modern ships-of-war that proved the best kind of "grounding" for the work that was to fall to his share in the early months of 1898.

In January, 1898, Commodore Dewey hoisted his broad pennant on the *Olympia*. Four months later the battle of Manila Bay was fought—seven thousand miles from his nearest home base of supplies and fought with ships none too plentifully supplied with ammunition and with no reserves within reach. The admiral's account of the operations of the vessels under his command during those months of anxiety is no invention of the imagination, but a description of facts written with an

accuracy that makes the volume of more than ordinary interest and of great value to the historian. The personal side, the human side, of those months of anxious work in Philippine waters is presented modestly, yet vividly, and the reader is led through the various phases of the navy's work by the man himself who so skillfully handled and fought those ships and who, through his patient and admirable handling of delicate situations, did more than any other to adjust the various local and international complications that followed the American succession in the islands.

It is to be regretted, however, that the frankness which characterizes the admiral's recollections of the incidents of the earlier years should have had to give way to the extreme reserve with which he writes about what are, perhaps, the most interesting years of his historic career. One can naturally understand how a man in his official position could not speak his will with the freedom of an ordinary citizen, but how many stories, how many anecdotes of his life afloat, must the admiral know, which are not set down in these pages! There are only 292 pages of text, all printed in large type. Why could he not have given us more?

ROBERT W. NEESER.

*Theodore Roosevelt: an Autobiography.* (New York: The Macmillan Company. 1913. Pp. xii, 647.)

At the very beginning of his Foreword Mr. Roosevelt says: "Naturally, there are chapters of my autobiography which cannot now be written." Of course these unwritten chapters are the ones most persons will want to read. The present volume does not anywhere take the reader behind the scenes. The expectant reader who hopes to find some fresh material and illuminating sidelights revealed by a man who is undoubtedly one of the most interesting personalities of his times, if not the most interesting, will be disappointed. There is no quality of mellowness in what Mr. Roosevelt has chosen to set down of his adventures and activities in life. The story is written in full flight. The narrative touches only the high places in Mr. Roosevelt's career, in its galloping progress. No American of this generation has had a fuller life than Mr. Roosevelt or has come into contact with human activities at so many points. It would be difficult to write a dull book about him or even for him to write a dull account of himself. These chapters of his autobiography are interesting and valuable as far as they go.

The historian of after years who may have occasion to go to Mr. Roosevelt's autobiography in search of information about public questions in which he is interested will not find the volume a final authority. He will find Mr. Roosevelt's side of controversial questions warmly and enthusiastically presented, but he will not find much to guide him of value about the views of the opposition. One of the factors of Mr. Roosevelt's success in politics, as in other affairs, has been his engrossment with and his confident and unshaken belief in his own viewpoint.