

in the same section took as wives Irish girls kidnapped and sent over for that purpose. The "followers of Raleigh, William Penn and Lord Baltimore were nearly all Irishmen", while "the Confederate Yell was the last indication preserved proving" that the settlers in the more southerly parts of the country were largely of the same nationality (I. xxxi). Naturally Dr. Emmet does not accept the views of Irish history current among British authorities and those who agree with them. He regards "that so-called Irish history" as "one continuous, egregious and wilful lie" from the time of "that violator of every precept in the Decalogue, Henry the Second", to the twentieth century (I. 218). We can understand how a writer with the state of mind indicated by these quotations would regard Pitt as "a demon incarnate in Irish affairs" (I. 214). But it would require more evidence than Dr. Emmet brings forward to enable us to understand how he became obsessed with the notion that Pitt and Napoleon, alike hostile in their inclinations toward Ireland, "entered into some compact to forward their ends" (I. 215, 242, 381, 382).

These representative citations make it clear that Dr. Emmet's work has been a labor of such concentrated love that his judgment is biased and his conclusions of little value for an impartial historian. Nevertheless, his work was not done in vain, since it has brought together in an accessible form many documents which will be of material assistance to future students of the lives of his kinsmen and of the history of Ireland in the last years of the eighteenth century and the early years of the nineteenth.

WILLIAM THOMAS LAPRADE.

Geschichte der Befreiungskriege, 1813 u. 1814. Von HEINRICH ULMANN. Band II. (Munich and Berlin: R. Oldenbourg. 1915. Pp. 558.)

THE second volume of Professor Ulmann's *War of the Liberation* begins in August, 1813, with the battles of Dresden, Gross Beeren, and the Katzbach—battles which fulfilled precisely Marmont's sinister prophecy, when warning Napoleon against dividing his forces: "I fear greatly lest on the day on which your Majesty has gained a victory, you may learn that you have lost two." The volume closes with the signature of the peace of Paris in May, 1814, and the departure of the allied monarchs from the French capital—Francis II. to his home, and Alexander and Frederick William to accept the Prince Regent's invitation to visit England. Though the author devotes more than a hundred pages to the battle of Leipzig and a proper relative amount to the lesser engagements, and writes a good, at times graphic, account of military events, his special ability lies in his deft analysis of the shifting diplomacy and psychological motives of the allied leaders. By garnering in the harvest of monographs to which the hundredth anni-

versary gave rise and by his own archival researches, in addition to his thorough acquaintance with the previously existing diplomatic and military accounts, he is able to give a careful, fair, and consistent account of the fluid counsels which continually handicapped the allied headquarters. Of Napoleon he says relatively little; he is looking at the war from the German point of view.

No summary could do justice to the nicety with which the author develops the almost laughable trepidation and hesitation with which the armies of Bernadotte and Schwarzenberg cautiously closed in on Napoleon toward Leipzig, uncertain until the last moment whether to venture a great decisive battle, or, holding discretion to be the better part of valor, to content themselves with threatening his flanks and leaving the way invitingly open for his retreat to the Rhine. Only Blücher showed real activity and genuine eagerness for decisive engagements; but he met with constant and ill-concealed opposition from his own generals; to Yorck he had finally to declare flatly: "The difference between us is that I command and you obey." Similarly, when Napoleon had fallen back for the campaign of 1814 in France, Professor Ulmann traces clearly the conflicting opinions at the "great headquarters" of the Allies. Politics continually interfered with strategy. Alexander and Metternich opposed one another almost to the breaking point, as to whether France should be confined to the boundaries of 1792 and whether the allied army should make straight for Paris or manoeuvre against Napoleon. The czar, with his eye on Galicia, wanted compensation for Austria in Alsace, and, with the memory of the Russian invasion, wanted to cast down Napoleon and all his family; Metternich had to have some regard for his master's son-in-law.

On the whole, Professor Ulmann's estimate of the leaders does not differ greatly from the generally accepted views. To Blücher he rightly gives the greatest credit, but without falling into blind hero-worship. Of Schwarzenberg he paints a more sympathetic and favorable picture than is usually accorded that sorely tried commander-in-chief, who had to march with two emperors and a king in his baggage train—and be responsible for their safety. The three monarchs would not command, but they wanted their advice listened to, and were continually holding councils of war which tied the hands of a general who, like Schwarzenberg, was not a dominating personality. It was partly from the study of Schwarzenberg's letters to his wife, recently published, that the author came to a juster and more favorable opinion of the Austrian commander.

SIDNEY B. FAY.

BOOKS OF AMERICAN HISTORY

A History of Travel in America. By SEYMOUR DUNBAR. In four volumes. (Indianapolis: The Bobbs-Merrill Company. 1915. Pp. li, 339; 341-740; 741-1124; 1125-1529.)

It is a well-established tradition that the eight large volumes of Winsor's *Narrative and Critical History of America* were projected in order to provide a medium for publishing the editor's valuable but dry and voluminous bibliographical notes. It is a reasonably safe guess that the four volumes of Dunbar's *History of Travel* were published primarily to furnish a setting for the four hundred illustrations that adorn their pages. In fact the author almost admits as much when he says in his preface that "The illustrative material, with its attendant notes, is selected and arranged to form a flowing and connected story of its own, independent of the text."

The subtitle makes the ambitious claim of "Showing the Development of Travel and Transportation from the Crude Methods of the Canoe and the Dog-Sled to the Highly Organized Railway Systems of the present, Together with a Narrative of the Human Experiences and Changing Social Conditions that Accompanied this Economic Conquest of the Continent". Although most of the subjects therein referred to are taken up in the text, it would be quite misleading to imagine that we have here an adequate history of travel in America. In the first place it is really the territory of the present United States and not the whole continent that is under consideration. In the second place the narrative stops with the completion of the first transcontinental railroad in 1869, and there follows only a brief moralizing chapter of sixteen pages labelled "Summary of Present Conditions". In the third place, and most important of all, although the author has acquired a vast amount of information upon his subject, he evidently does not comprehend the development of transportation in its relation to trade and commerce. Without this one cannot write a history of travel.

Under such circumstances it is not altogether surprising to find lacking a correct sense of proportion in considering the subject as a whole. To the serious student of history, it is rather a detriment to have some 350,000 words of text spread over four royal octavo volumes. It is more objectionable to find the half of one volume (II.) together with other occasional pages and chapters, given up to the Indians. If this dealt with the relation of the Indians to travel and transportation it might be excusable, but the blocking by the Indians of the expansion of settlement furnishes the occasion for a lengthy disquisition ending in a sermon upon the treatment of the Indians by the "Caucasians". While this is an extreme case, it illustrates a serious fault in the work.

Furthermore the method of presentation is at times confusing. In one or more chapters it is chronological, then it may be by sections—