

they conceivably might tend to discredit current guides; and popular writers may regard his labors with a contempt not unminged with apprehension. But they will be received with gratitude by sincere and honest students, in whom they inspire a feeling of confidence.

In this select category the present volume is to be included. On every page we see the evidence of painstaking, conscientious research. No trouble has been spared to trace and verify texts; and the result is a collection of materials on whose authenticity the student may rely.

These materials, as the editor's introduction explains, embrace fundamental documents relating to the great struggle which, from the middle of the fifteenth century onwards, took place between the maritime powers of Europe over the division of trade and dominion in the newly discovered lands in the western hemisphere. The first document is the papal bull of January 8, 1455, granting to Portugal exclusive rights as to trade and territory in the region south of Cape Bojador; the last is a collection of extracts from the celebrated treaty between Spain and the Netherlands, concluded at Münster, January 30, 1648—a crucial document to which more than one important international controversy during the past quarter of a century has run back. A few of the documents are now printed for the first time. Of the texts in other languages than English and French, translations, made chiefly by the editor, are given.

In connection with what is said in the editor's notes concerning the effects of the temporary union between Portugal and Spain, from 1580 to 1640, I venture to refer, for a statement of territorial gains in the Brazils in the interior of the continent, which may be set off against certain losses elsewhere by Portugal, to the *Statement* of the late Baron Rio-Branco, as agent of Brazil, in the arbitration by the President of the United States of the Misiones question. (*Statement*, I. 19–20.)

J. B. MOORE.

*John Pory's Lost Description of Plymouth Colony in the Earliest Days of the Pilgrim Fathers; together with contemporary Accounts of English Colonization elsewhere in New England and in the Bermudas.* Edited with an Introduction and Notes by CHAMPLIN BURRAGE, B.Litt., sometime Librarian of Manchester College, Oxford, and of the John Carter Brown Library, Brown University. (Boston and New York: Houghton Mifflin Company. 1918. Pp. xxiv, 65. \$5.00.)

OF the three documents here printed only one is of probable value. John Pory, "Secretary for Virginia", a gentleman who did a variety of work for Governor Yeardley, was also speaker for the first House of Burgesses, was a much-travelled man before he reached America, had written several books of some importance, had been confidential agent for the Privy Council. Obviously his impressions of Plymouth

would be important. He came in the summer of 1622 and wrote a sort of report to Lord Southampton of the Virginia Company on his way back to England in the fall and winter of 1622-1623. It is by no means our first information about Plymouth, as Mr. Burrage seems to imply in his preface, for *Mourt's Relation* was written in 1621 and published in London in 1622, but it is the first account by an outsider. Yet despite a good deal of detail about the flora and fauna, of a not too veracious type, there is no new information in the letter. To be sure we learn that the Plymouth folk were a virtuous people, had built a strong stockade and fort, and were at peace with the Indians. Pory also states that they were really hunting for Annisquam on Cape Ann when they found Plymouth Harbor. The reading of the manuscript is beyond question, "Anquam", and is not improbably what was meant by "Anguum" as printed in *Mourt's Relation*, and which has been interpreted Agawam or Ipswich, across the bay from Annisquam. But Bradford says nothing of such a search for Annisquam, and *Mourt's Relation* definitely declares that the suggestion to settle there was negatived before the men set out in the shallop to look for Plymouth. This sole additional information is perhaps not reliable and throws some doubts on the general accuracy either of what Pory remembered or of what they told him. The real interest of the letter lies in his failure to mention at all their separatism, their half-starved and tattered condition, or their failure to receive supplies. Neither the tone nor the text of the letter gives the slightest indication of the real economic, political, and religious conditions at Plymouth as we know them to have been. Bradford's remarks in the brief postscript he prints from Pory seem to show that they convinced him of the importance of his report to the future of their enterprise and induced him to make a report which should be as favorable to them as possible, and therefore to suppress such facts as would either invite interference from the crown or dissuade settlers from coming to them. They were apparently very frank with him, showed him the works of Robinson, argued their consonance with Scripture, and persuaded him to do them the valued service of silence. Pory thus quotes with enthusiasm Bradford's statement "that for the space of one whole yeare of the two wherein they had beene there, dyed not one man, woman, or child", concealing of course effectively the frightful mortality of the first six months. The editing seems less capable than Mr. Burrage's previous minute scholarship. Some of the foot-notes are obvious, and a good deal of critical information might have been supplied, a longer account given of Pory's and Norwood's interesting careers, and the five and one-half pages, out of a total of ten in the introduction, which were devoted to quoting the text printed in the body of the book, would have provided ample space therefor. Mr. Burrage states in his preface that the handwriting of the manuscript was difficult to decipher; it will probably impress most students as a remarkably clear and simple example of an early Stuart secretarial hand.

ROLAND G. USHER.

*George Westinghouse, his Life and Achievements.* By FRANCIS E. LEUPP. (Boston: Little, Brown, and Company. 1918. Pp. xii, 304. \$3.00.)

IN narrative form readily followed by non-technical readers, Mr. Leupp presents a comprehensive survey of the achievements of George Westinghouse in mechanical and electrical arts. He designedly leaves to technical experts the task of preparing "an adequate summary of what the whole world's industrial advancement owes to the work of the eminent inventor", his purpose being to produce a volume whose mission is "simply human".

The presentation of incidents surrounding the birth and development of the more important inventions is interwoven with a fund of pertinent anecdotes centring about Mr. Westinghouse. To provide a picturesque setting for his story the author manifestly has exercised liberally the imagination of the novelist, especially in the introductory chapter. Some of the dialogues appear a bit fanciful; but the general treatment is such as to render the volume a fascinating history of the more notable accomplishments of the great industrialist.

In the public mind, the name Westinghouse is primarily associated with the air-brake, universally employed in the control of railway trains, his first invention of national importance. The biographer makes clear that his contributions to other industries have proved equally vital to human welfare.

The account of his work in connection with railway signalling, gas engines, steam turbines, and the distribution of natural gas illustrates his characteristic alertness in adapting instrumentalities to accomplish desired results. The plan of centralizing the operation of train-brakes was prompted by witnessing the disastrous effects of an accident due to the inefficiency of hand-brakes; but the solution of the perplexing problem of transmitting the requisite power to the brakes attended a perusal of a description of the use of compressed air in drilling the Mt. Cenis tunnel.

The inventor's interest in the electrical art was stimulated by an account of apparatus devised in Europe for transforming high pressure electric currents into energy of low pressure. Previous experience with the transmission of natural gas over long distances under high pressure and locally reducing the pressure to fit consumption requirements, taught him the utility of adopting a parallel procedure in the distribution of electricity.

Faith in himself, an indomitable will and confidence in his ability to conquer, conspicuous characteristics of Westinghouse, are splendidly evidenced in the recital of his success in overcoming the intense opposition of his chief competitor in the electrical field, to the introduction of the alternating current, and again in the account of the manner in which he met and solved problems encountered during the financial