

narrative of the part which trails, roads, canals, and natural waterways have played in our commercial development.

The interest of the author in his subject has at times betrayed him into extreme forms of statement, but on the whole he has maintained a fair balance. The statement that "every problem in the building of the Republic has been, in the last analysis, a problem in transportation" (p. vii), is a thesis which even he would probably be willing to modify in spite of the great importance of this factor. So, too, the wish to construct full, well-rounded periods has at times led to exaggeration, as in such phrases as "the great industries of the West" in 1800 (p. 69), "innumerable tons of flour, tobacco, and bacon" (p. 70), "the overflowing wealth of the [national] treasury" from 1811 to 1815 (p. 114), "fields without number" (p. 172), "no one can exaggerate the importance of this waterway [the Illinois and Michigan Canal] between 1848 and 1860" (p. 163). The importance of the Ohio canals, on the other hand, seems to be rather underestimated. It is, moreover, doubtful whether the Indians ever fared abroad "to trade" (p. 15). While inclined to emphasize the geographic factors, Professor Hulbert has also made due allowance for the economic factors and the individual contributions of inventors and men of action in determining and developing the routes of our early commerce.

E. L. BOGART.

*The New South: a Chronicle of Social and Industrial Evolution.* By Holland Thompson. [Chronicles of America series, vol. XLII.] (New Haven, Yale University Press; London, Humphrey Milford, 1919, pp. ix, 250.) This small volume on a large subject has two notable characteristics. One is its catholicity of spirit. The author nowhere defines the "New South"; on the other hand he points out the variety of political opinion and of economic interests that have arisen since 1876. At no point is he defensive or denunciatory, nor does he take pains to indicate phenomena that are isolated or exceptional. The impression left is that the term "New South" simply embraces an ever-widening variety of political and economic life. The other characteristic of the book is its descriptive value. Only the first three chapters, which trace political movements from the close of Reconstruction through the Populist movement, can be considered strictly historical, and these are interpretative rather than narrative. The remaining chapters discuss from the angle of an observer the development of agriculture and industry, labor conditions, the race problem, educational progress, and current social tendencies. In them the author manifests the insight and sane judgment so notable in his previous volume *From Cotton Field to Cotton Mill*, a study of the transition in North Carolina, and in the present volume most of his illustrations of general movements are taken from that state.

The principal limitations of the book proceed from the necessity of

condensation. Consequently some important matters are omitted, notably the reclaiming of poor and waste lands in recent years. The rise of state control over railroads and large corporations, the changes in tax systems, and the development of state administration are not touched, nor the conditions which gave rise to the early primary laws. That the origins of industrialism were vitally related to the humble rôle of the region in national politics, and in many instances to a quasi-humanitarian spirit on the part of the capitalists, is nowhere suggested. Yet as a brief and suggestive survey of the rise of a civilization the book is unsurpassed. Unfortunately the bibliography is very brief and does not include the titles of many serial publications, monographs, and general works of a helpful nature.

WILLIAM K. BOYD.

*The Agrarian Crusade: a Chronicle of the Farmer in Politics.* By Solon J. Buck. [Chronicles of America series, vol. XLV.] (New Haven, Yale University Press, 1920, pp. xi, 215.) While it is undoubtedly a phase of American history which should not be overlooked, to take the subject of the "farmer in politics" out of the general mass of material bearing upon the course of the country since the Civil War and make it the subject of a separate treatise cannot yield very noteworthy results. For a title the editor has chosen "The Agrarian Crusade," which covers the Granger, the Greenback, the Farmers' Alliance, and the Populist movements. Every one of them was based on class selfishness and flourished amid poverty and ignorance. The eccentric fandangoes which the leaders of the movements cut in a number of state and national campaigns are things the farmer of this day, one of the wealthiest and solidest figures in our citizenry, would like to forget. Fortunately such fatuities never did possess the minds or beguile the steps of any considerable number of the cultivators of our soil and the gleaners of our harvests. The farmers who sat at Horace Greeley's feet as they read the *Weekly Tribune* had their "isms", but praise be, they did not contribute the men who strode into our politics to be remembered because of their want of socks, their long beards, their speeches about pitchforks, bloody bridles, and crosses of gold.

A reading of Mr. Buck's altogether temperate little essay about these personages leads one to marvel at his patience in dealing with them and their antics. His account of how the Grange was formed by some government clerks in Washington during Andrew Johnson's administration, and how it, after a good while, grew, is valuable. The "Greenbacker" business might have been amplified. While this particular lunacy was not solely for the farmer, it was set before the country, by such as Ben Butler and George Pendleton, to get their votes. Leaders would mislead them into being repudiators and inflationists by the use of paper money at this time just as they were besought to espouse the silver cause at a later period. Nowhere in it is to be found anything which is to the