

meeting, etc.; also by a photograph of the banner presented to the Committee of Vigilance by the ladies of Trinity Church "As a Testimonial of their Approbation—Do Right and Fear Not".

The *History of the San Francisco Committee of Vigilance of 1851*, of which Miss Williams is the author, is designed to accompany the *Papers* and is based upon them, but is complete in itself. It is an effort to interpret their meaning in the light of an understanding of the social and political conditions of the time. The author's point of view differs very materially from that presented in the writings of Shinn, Royce, Bancroft, and others. In part I. she sets forth the chaotic conditions of the California frontier from 1848 to 1851. Part II. contains a careful study of the events in San Francisco which led to the organization of the Committee of Vigilance, followed by an analysis in detail of the work of the committee as revealed in the *Papers* and checked by an examination of newspaper files and other sources of information.

The author discusses the difficult problem of determining what influence the committee exerted toward the restraint of crime and the improvement of society. She finds some evidence which indicates that "the immediate result was a diminution of crime that deserves respectful attention" (p. 390). Lasting reforms in local politics or in local courts were not effected, however, although men who led among the Vigilantes were also leaders in other forms of civic activity (p. 392).

Miss Williams devotes a chapter to lynch law as a national problem, placing the California vigilance committees in their historical setting and deprecating the slowness with which we are developing in this country through our democratic institutions an effective legalized means of social control.

Much detailed work is required in a study of this nature and there is abundant evidence in these volumes of the author's perseverance and thoroughness. She has shown good judgment in handling her material. Both volumes have the earmarks of sound scholarship based on research. A few more or less obvious errors have been noted, chiefly typographical. Her work is a contribution of permanent value to the history of lynching as practised in the western part of the United States. The carefully edited *Papers* are also a reliable source of information on other matters of historical and sociological interest.

J. E. CUTLER.

The Life of Clara Barton, Founder of the American Red Cross. By WILLIAM E. BARTON. In two volumes. (Boston and New York: Houghton Mifflin Company. 1922. Pp. xvi, 348; 388. \$10.00.)

THE definitive *Life of Clara Barton* fills two large volumes. It is properly so divided, for there are two stories. One is an *Ilias Malorum*, the story of the miseries and sufferings of a war—our Civil War—as

seen by this little school-teacher and department clerk of New England birth and nurture and as lightened by her womanly ministries, then so unusual in such "rough and unseemly positions", but now become the bright commonplace of war. The other is an Aeneid of her wanderings in other lands (after her physical post-war collapse), of incidental nursing adventures in the Franco-Prussian War, and of the founding of what through her official descendants has become an empire of mercy—the American Red Cross.

It is no Strachey portrait that a kinsman of Clara Barton has painted of this Florence Nightingale of America, whose life was almost exactly contemporaneous with that of Florence Nightingale; for the latter was born but a few months before Clara Barton and preceded her in death by about the same number of months, both being beyond ninety. The resemblances, as pointed out by Dr. Barton, are many. If Strachey had not made his sketch of Miss Nightingale, they would have been more marked, for Clara Barton was more like the traditional "Lady of the Lamp". Each, says Dr. Barton, protested to the end of her life that her real work was not that of the popular imagination, that of personally ministering to any considerable number of sick or wounded soldiers, but a work of direction and organization. But the first volume of the life of Clara Barton leaves the reader with a consciousness of her individual ministration, instead of a feeling that as an organizer she was fighting against principalities and powers, as did Florence Nightingale. Not that Clara Barton did not, as her English sister, have to contend with red tape and inefficiency and selfishness and prejudice. She was a patient, diplomatic, persistent, calm person, whose voice "lowered with anger" and had no store of vitriol—a person who got things done. Yet they seemed for the most part to be individual things, directly of her own doing or getting done. She seemed to be going "on her own". All this makes her story all the more dramatic and subjective. As late as the spring of 1864, she said in answer to those who asked her why she worked independently of the Sanitary and Christian commissions, that she began before the commissions had an existence and that such skill as she had acquired by practice (for she had no training) belonged to her "to use untrammelled". She might not be able to "work as efficiently" or "labor as happily" under the direction of those of less experience. This is the natural disposition of a forceful character, whom, as Dr. Barton says, "people sometimes found arbitrary, impatient and obstinate". The account of her own nursing experiences is of particular interest because of the contrast it presents to the highly organized service in the care and relief of the wounded in the World War—a service which she above all others initially made possible. The first volume becomes thus the preface to the great achievement of the second volume—the founding of the American Red Cross. But it has an added value because of the comments by a very intelligent observer on the stirring events and on the great mili-

tary and political figures of that day seen from a point of view from which no one else was permitted to look upon the great events and characters of that time.

The second volume, the Aeneid of her travels, of her lonely struggle for the founding of the Red Cross in America, of her patient endurance of the seemingly interminable official delay, of her final triumph, of the perils and trials of her success, of her peace programme for the Red Cross, of her broken-hearted retirement, and of her death on the eve of the "blazing forth" of the Red Cross in every community between the oceans—it is a heroic story told by one who has faithfully and brilliantly performed his duty as a literary executor and made a unique contribution to American history.

Railroads and Government: their Relations in the United States, 1910-1921. By FRANK HAIGH DIXON, Ph.D., Professor of Economics, Princeton University. (New York: Charles Scribner's Sons. 1922. Pp. xvi, 384. \$2.25.)

WHILE Professor Dixon's book was written primarily for the use of teachers, and will serve well as a text-book on federal regulation of railroads from 1910 to 1921, it is intended also for the general reader. It should be widely read. Never before has it been so important that the electorate should have an intelligent conception of the fundamentals of the railroad problem. The author has made a real contribution to a subject of national interest. The book is written in lucid style and the vital points, succinctly stated, are accompanied by just enough of detail to make their application clear.

The volume is in three parts: (1) "Federal Regulation, 1910 to 1916"; (2) "The War Period"; and (3) "The Return to Private Ownership". The first part contains an excellent discussion of the 1910 amendment to the Interstate Commerce Act and a good review of the short-lived Commerce Court. The second part deals mainly with the organization, achievements, and after-effects of the United States Railroad Administration. The concluding part contains an excellent summary of the legislation under which the railroads were restored to private operation and a new rule of rate-making was adopted.

The review of the 1910 amendment to the Interstate Commerce Act and the discussion of the leading cases decided by the Commission from 1910 to 1918 are well written. For the war period, the author gives a good summary of the work of the Railroads' War Board, and he effectively summarizes the reasons why voluntary unification under private control had to give way to compulsory unification under federal control. The account of the period of governmental operation is well balanced and the controversial features are handled impartially. The author concludes, so far as the first year of federal control (1918) was concerned, that "while mistakes may have been made in operating policies, these are