

familiar tale or a new one, more than once before you have finished these pages. Scholars will welcome this book. Hard-worked teachers, to whom it brings between a single pair of covers much that they have had to seek before through many volumes, will find it invaluable. But it is not just a book for scholars and teachers. To any armchair traveler it offers a Bae-deker of enchanted seas.

Notes

MAKING OF A MAN: In these effete days of maritime unions, an eight-hour-day at sea, and three-hundred-dollar-a-month seamen, it is hard to believe that anyone, much less a consumptive fourteen-year-old, could have survived the hardships that A. H. Rasmussen describes in "Sea Fever" (Crowell, \$3). The author, a gently raised middle-class Norwegian, was told back at the turn of the century that he had but six months to live. He decided he wanted to spend his last months as a seaman aboard the graceful sailing ships he had seen so often in the harbor of his home town. When he finally cajoled his parents into granting his wish for a kill-or-cure voyage, he discovered that these holdovers from the great days of sail were almost all grace and no substance. No underwriter would insure them; their rotting hulls required constant pumping, their tattered rigging demanded constant vigilance when a man was aloft. Drunken officers and murderous crews made life infernal for the new hand. The boy must have been pretty rugged, though, for in

a couple of years he had grown into a muscular sailor, equally competent in a fight or a hurricane. Despite its naïveté, this narrative conveys a genuine sense of the romance that has disappeared with the tall masts and the white canvas.

—THOMAS E. COONEY.

QUEENS OF THE CHINA SEAS: The Yankee Clipper, so dear to our hearts, was supplanted in the China trade by exquisite new clippers built on the Thames and Clyde. As David R. MacGregor points out in "The Tea Clippers" (British Book Centre, \$4), they owed much to the Yankees but were in no sense imitations. Their master form was established by about 1854; they were longer, leaner, more solid ships with painstaking underwater lines, flat clear decks, lighter rigging, and a third again the cargo capacity. While they never ran before the wind as fast as the best Yankees, they were eminently practical for the long beat down the China sea and the stretch around the Cape and up home. In them British skippers made their distance with a confidence and regularity our masters could never achieve. They had no genuine rivals on the China route until 1869, when the opening of the Suez Canal and the increase of Eastern coaling stations delivered their cargo over to steamers. Even then they found plenty to do, and their iron frames and rock-elm bottoms worked right on until day before yesterday.

Mr. MacGregor's shambling book celebrates these magnificent ships, and fills, however awkwardly, a real gap in maritime literature. He speaks with particular authority on hull design, but a great part of his space is given to chapters on the trade and

biographies of individual vessels. His generous illustrations, excellent folding plans, and encyclopedic appendices give the book real reference value. Unhappily, he cannot decide whether to write for layman or specialist. More unhappily, he displays a most unseamanlike insularity; even the most cogent American and Continental developments fail to interest him, and neither Griffiths nor MacKay is so much as mentioned.

—ROBERT PEARSALL.

SEA MYSTERIES: In the days before radio and air-sea rescue, a ship at sea was an entity with a fate all its own. Like the lonely house in so many detective stories, it provided the kind of isolation that catalyzes the elements of human personality into violent action. The result is a long and pathetic history of disappearances, mutinies, and disasters, of which thirteen are either retold or reconstructed by J. G. Lockhart in "The Mary Celeste and Other Strange Tales of the Sea" (British Book Centre, \$2.25). Some of them present complex problems of motivation. Why, for example, did a British admiral order two columns of battle-ships into certain collision, sinking H.M.S. *Victoria* with the loss of three hundred and sixty lives? Why did the crew of the *Mary Celeste* disappear, leaving her sailing serenely, with laundry out to dry, bunks made up, galley shipshape, and an unfinished letter on the cabin table? The author deals sensibly and gracefully with all his material, but cannot disguise the fact that most of his stories are simply tales of violence, illustrative of little more than the capricious brutality of wild men.

—T. E. C.

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Title and Author	Crime, Place and Sleuth	Summing Up	Verdict
MEN OF THE UNDERWORLD Charles Hamilton, editor (Macmillan: \$4.50)	American crookdom from Henry Tufts (b. 1748) to right now, told in words of principals; 42 in lineup.	Self-histories largely ghosted; authors uniformly repentant, but some have exciting yarns.	Specialty
THE KINDEST USE OF A KNIFE Louisa Revell (Macmillan: \$2.50)	Virginia horsey set stampeded as killer slashes twice; Miss Julia Tyler, sixty-eight, tells all about it.	Pleasantly chatty, with nice dashes of humor; sophisticated performance.	Leisurely but good
THE BAT THAT FLITS Norman Collins (DSP-LB: \$2.75)	Queer things happen in British microbe lab; youthful scientist writes it all down.	First thriller by "regular" novelist nice compound of chills and laughs.	Good

—SERGEANT CUFF.

THE POLLSTERS & THE DOPESTERS

(Continued from page 8)

dopesters, who had predicted a Republican Presidential victory in 1932, 1936, 1940, 1944, and 1948, came right in 1952. Alistair Cooke, in his last American cable to *The Manchester Guardian* before the election, said it all in one crisp sentence: "The correctness of any man's guess in no way vindicates his wisdom."

The pollsters must, and do, gather a vast mass of data. And when they predict, flatly, as they did prior to 1952, they are in effect saying that *this* set of data is more important or more relevant or weightier than *that*: they are, in short, imposing their judgment on the facts. Their judgment may be, and often has been, closer to the mark than the unaided dopesters, but it is still a judgment and it is still fallible. Roper's final pre-election figures in 1952 showed 49 per cent of the public to be pro-Eisenhower; 37 per cent pro-Stevenson, and 14 per cent still undecided. If it was assumed that the undecided vote would divide as it had in the past, the poll figures showed with remarkable accuracy how the nation would vote on November 4. But to assume this was to enter a realm of pure guesswork—it is for refusing to assume false wisdom here that analysts like Roper have been berated.

But during the course of the 1952 campaign the polls gathered and published data that had great value as information, and rose high above the level of afternoon paper "news." It was not prediction stuff, although prediction-minded dopesters could, and did, make good use of it. Here are some examples, related from a post-election perspective:

1. The polls showed that women furnished Eisenhower with a major part of his election victory. The General had enormous appeal to them as a personality, but the surveys clearly showed that women proposed to vote a protest against the stalemated Korean war and the failure of the Democratic Administration to control high prices. Women felt less emphatically that Eisenhower would be able to "solve" Korea or bring down prices than they felt that the Democrats had mishandled both. The election returns could not tell this story by themselves, for there is no way to distinguish a woman's ballot from a man's. The polls provided the only means for the discovery and measurement of this female political vector. Since the election the break-away of

women has received much attention by columnists, editors, and other political seers, but rarely have the polls been credited with being their source.

2. If Korea and high prices caused a decisive shift among women voters, it was another combination of issues that brought about a swing-over of Catholic voters. The combination of Korea and the Communists-in-Government charge cut deep among Catholics. This was not confined to Irish Catholics, but was just as evident among Germans and Poles. Among these groups the repressed isolationism of a decade ago crystalized into a deep anti-Democrat protest. The defections among these groups were so heavy that the hold of the Democratic Party on the Catholic vote in the future can no longer be taken for granted. A study of the Massachusetts and Boston vote could give the same over-all evidence as the polls on this important feature of the 1952 election, but only the polls were able to analyze the various segments of the

Catholic vote and measure systematically the causes of the shifts.

3. The polls showed that the issues of the election fell into two groups—those that were prime movers in making up people's minds, and those that were secondary. In the midst of the claims and counter-claims over the "mandate" following any election, this is most useful to know. It is now a matter of proof, not of assertion, that Korea, Communists-in-Government, and high prices—all adding up to a general feeling that "it's time for a change"—were primary issues. Corruption and high taxes were less persuasive, despite the attention paid them in oratory. In assessing the causes of Eisenhower's victory, setting the issues in proper perspective is most important, and the polls here performed a service impossible to render accurately without use of the sampling and interviewing method.

4. The polls showed that the white-collar vote delivered itself to the Republicans more heavily than ever before, so heavily as to suggest the formation of a new center of political gravity. Yet the white-collar vote went to Eisenhower for reasons quite opposite to those that moved women



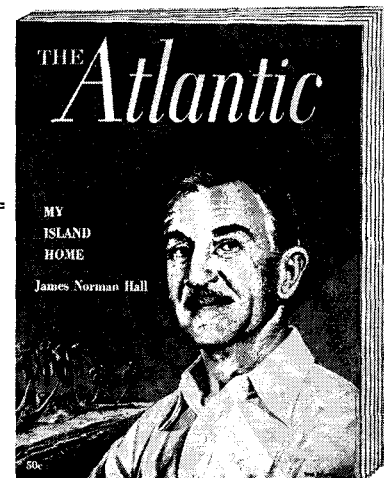
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