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Book Reviews

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BOOK REVIEWS

Massacre. By Frank Laumer. (Gainesville: University of Florida Press, 1968. xx, 188 pp. Preface, acknowledgements, introduction, illustrations, bibliography, index. \$7.50.)

Frank Laumer's *Massacre* is the *most* history book this reviewer has had the pleasure of reading. If history were taught and if history books were written in the style which Frank Laumer uses in this volume, many more Americans would be history majors.

In six chapters, each depicting a day's travel with the ill-fated march of Major Francis Langhorne Dade from Fort Brooke toward Fort King, the author misses not the slightest colorful detail. His similes are excellent, and the descriptions are so vivid that this reviewer plodded every step of the tortuous military road with Major Dade and his 108 men. The reader feels the same early morning chill and shivers together with the dew-drenched soldiers as they munch their thick, unevenly cut slices of slab bacon and handful of hard bread and gulp their steaming black coffee. Feet tire with the footsore soldiers as they trudge through the soft sands of the military trail under the scrutiny of the ever-present eyes of the Seminole scouts, unseen in the thick underbrush.

Mr. Laumer has woven a beautiful fabric out of what was as important an incident in American history as the attack on the Alamo mission in Texas just two months later. His knack of pointing out and describing all the small but important details makes *Massacre* a book which everyone should read. The author's research did not stop with army and other government reports from the archives; he researched even the weather so that temperature, wind direction and velocity, and cloud cover are a part of the whole cloth. For example, "The breeze had held steady from the southeast during the night, blowing toward the fort across the mangrove swamps and moving the 24-starred flag in slow ripples from the top of its tall wooden pole . . . not a cloud in the sky." Or, "By half-past four the sun had dropped

[79]

from sight across the Big Hillsborough and the huge oaks in and out of the bivouac stood in black relief against the soft pink of the western sky; from the east, night was rising darkly against the hard pale blue of the upper sky and a scant quarter-moon sat upon the trees."

Background to the massacre is woven in with the chronological events, and the brief but concise introduction gives the reader a clear understanding of both Indian and government attitudes prior to the event which on Monday, December 28, 1835, touched off the Second Seminole War. The illustrations, maps, and present-day photographs add to Mr. Laumer's superb descriptions. His account of the return of the three survivors, crawling, blood-soaked, without food, back over the winding trail to Fort Brooke is heartbreaking. This reviewer found himself wishing that all would make it and shuddering as the lone Indian dashed up on horseback, rifle in hand, and shot and scalped poor Edwin DeCourcy in the bush where he lay hiding.

Frank Laumer's five years of research have not been wasted. His scholarly footnotes add abundant documentation, and he has prepared an extensive bibliography. In his final sentence Laumer says, "If those who have read their story can share a measure of the author's satisfaction, the search has been well repaid." It seems hardly necessary to predict that every reader will add to author Laumer's satisfaction and to his laurels as they peruse this fascinating saga of Florida and American history.

ROLFE F. SCHELL

Fort Myers Beach, Florida

From Cotton to Quail: An Agricultural Chronicle of Leon County, Florida, 1860-1967. By Clifton Paisley. (Gainesville: University of Florida Press, 1968. xi, 162 pp. Preface, acknowledgments, illustrations, tables, bibliography, index. \$6.50.)

At one extreme the recording of local history is under taken for the benefit of interested readers in a given place. At the other extreme the recording nevertheless carries far wider im-

plications. Clifton Paisley's scholarly book belongs somewhere in the middle, not because he fails to accept the challenge of drawing from the agricultural history of Leon County any general conclusions but because he cannot. From plantation empires to quail empires, rural Leon County has consisted largely of estates, feudal in size and administration. Leon County is special, and while Mr. Paisley, career journalist and editor of Florida State University's news bureau, claims he is writing about farming's Leon County decline as the decline of a Jeffersonian way of life, he seems to this reviewer to be discussing the continuance of a pre-Jeffersonian way of life, that of great land blocs which have managed to survive into the space age.

He begins with a chronicle of King Cotton: the era of the Bradfords and the Eppeses, of tournaments and carriages. In Leon County the Old South was no myth but truth. His exposition is sober and without nostalgia. In the following sections we learn what happened after the dream collapsed. There is detailed discussion of fertilizers, farm animals, the problems of tenancy, the researches of agricultural scientists, and the eternal problem of labor: freedmen unprepared for freedom, the forty-one Swedish immigrants who, when finding they were expected to be hewers of wood and drawers of water for what remained of the plantation aristocracy, exclaimed: "Do you take us to be your Negro slaves?" and left. After Reconstruction, experiments in diversification were tried. Vegetable growing faltered at the turn of the century because of the lack of direct rail connections between Tallahassee and the North. Wine-making prospered briefly only to be eliminated when Tallahassee perversely voted dry. Swiss Rudolph Herold came, mechanized, and conquered until a too-heavy investment in cattle collapsed with beef prices. Fruit, milk, nuts, tung trees, pecans - of each venture there are still Leon County remnants to be seen. Suburban pecan groves recall the days when sanguine promoters hoped Tallahassee would become "the Nutopolis of the South."

And then came the Yankees: for example the Griscoms of the Pennsylvania Railroad, and the Hannas of Ohio who numbered among themselves Mark Hanna, maker of President William McKinley. Even today "the lands of the Hannas, their friends and associates now form so extensive a block that one

can hardly enter Leon County from the north without crossing it." All have come to hunt the bobwhite quail, and Mr. Paisley deals straightforwardly with the birds abundance, subsequent decline, and later recovery. It is a fascinating episode in the history of conservation.

Quail have spelled the doom of Leon County farming, which can only be done in the narrow belt between the hunting preserves and the sandy pinewoods of the southern part of the county. There are hobby-farmers and stubborn holdouts, but farm lands are hemmed in by spreading suburbs. Optimistic plans for peaches and nectarines, persist; a "quick money crop" may yet be possible, enthusiasts argue. But though Leon County has tried for a century to farm scientifically rather than merely to mine the land, it has fallen to forty-seventh county in agriculture in Florida. There is more hard cash to be gotten in real estate developments where "The Living Is Rather Great."

Mr. Paisley, an Arkansan by birth, clearly loves his adopted Florida county. He writes of its mossy "cut" roads and its tiny lakes with names like Pickle, Huggle, Tom John, and Bull. If his prose is not gripping, it is because it is not intended to be. Moments of wry humor are frequent. *From Cotton to Quail* is a careful historical study, faultlessly documented and researched. Extensive notes and bibliography are provided. The book is for readers who want a thoroughly reliable study of some interesting north Florida history. Florida academic and public libraries will wish to purchase it as a valuable addition to the literature of Florida between Southern Dream and Southern Boom.

GLORIA JAHODA

Tallahassee, Florida

The Railroad That Died at Sea: The Florida East Coast's Key West Extension. By Pat Parks. (Brattleboro: Stephen Greene Press, 1968. iv, 44 pp. Foreword, illustrations. \$3.50.)

In this brief, but extremely delightful volume, Mrs. Parks tells the story of the Key West extension of the Florida East Coast Railway. The entire history of Henry M. Flagler's "Folly"

is encompassed in a short thirty-one years, beginning in 1904 when the decision was made to build the "railroad that went to sea," to September 2, 1935, when the disastrous Labor Day hurricane destroyed miles of the roadbed and forced the closing of the extension.

Flagler was already seventy-five when he made the decision to continue his FEC railroad to Key West. He had retired twenty-two years earlier from Standard Oil, but the stock he held in the company "gushed dividends like an uncapped well." This was fortunate, because the 156 miles of construction called for an outlay of between \$20,000,000 and \$27,000,000. The great cost of the road, and its ultimate failure, convinced many that Flagler must have been motivated by a guilty conscience for his years with Standard Oil and that he was attempting to redeem his life through this magnificent gift to the city of Key West. Mrs. Parks believes the motive was profit. Not only had the Spanish-American War brought close ties between Cuba and the United States, but also the Panama Canal was about to be built. Key West would be closer to the canal than any other gulf or east coast port. "With Flagler's railroad, the island city could become a receiving center for produce from all over the Caribbean and from Central and South America." And the FEC would haul this produce to the rest of the country.

The extension was an engineering marvel. Besides the three great bridges - Bahia Honda, Long Key, and Seven Mile - there were many smaller spans built and miles of rails laid on marsh and swampland. Hurricanes in 1906, 1909, and 1910 delayed construction, damaged finished roadbed, and cost many lives, prompting J. C. Meredith, the first chief engineer, to say, "No man has any business connected with this work who can't stand grief."

The line never proved profitable. The hurricane of 1935, combined with the depression, convinced the receivers for the FEC to sell the line for \$640,000. Travelers on the Overseas Highway now follow along the right-of-way of the line and cross over its bridges.

While this volume is not a definitive study of the Florida East Coast Railway's Key West extension, it is an informative

work that can be read with interest and enjoyment. Particularly worthwhile are the many photographs.

DONALD W. CURL

Florida Atlantic University

Our Yesterdays. By Janie Smith Rhyne. (Marianna: Jackson County Floridan Press, 1968. 178 pp. Foreword. \$2.50.)

The author, a fifth generation resident of Marianna, has assembled her "stories," previously appearing in the *Jackson County Floridian*, about the history and lore of Jackson County and Florida. As might be expected, personal recollections of the local scene for some seventy years provide the best material, because Mrs. Rhyne combines a keen observation and good memory with an enthusiastic interest in the history of her home county.

The best chapters are filled with such memories as her family's three-month vacations, as in 1897, at Old Town St. Andrews on the Gulf, for her father always packed his family "off to the Bay" in a three-seated hack if any fever was evident in early summer; how, when statewide vaccination of school children for smallpox was ordered in 1902, the doctor in her school used the same quill for every arm, even after it had dropped on the dirty floor; her visit during the thirties with an aged Negro man, Aaron Granberry, who was living in and knew much about an antebellum house; her recollections of changes in Marianna from the turn of the century on, and particularly about the Jackson County satsuma orange-growing boom in the twenties. Paralleling Florida's famous land sales boom, it lasted a little longer - in fact until a 1934 freeze killed nearly all the trees.

Mrs. Rhyne is sensitive to the value of historical records, letters, documents, and even believable hearsay from the past, and any historian writing about the social or economic history of this area would do well to weigh what she has reported, for instance, in the chapters about home remedies and about Big Spring, with its mention of planter William Robinson's interesting chain and bucket water delivery system.

Much of the remainder of the book, particularly as it relates to Florida rather than local history, could well have remained

in the type trays of the newspaper plant. There is a preoccupation with the Lost Cause, of which Jackson County was one of the principal Florida losers; also a repetition of the often-told stories which have gathered embroidery through the years, such as about the Battle of Natural Bridge. Mrs. Rhyne, however, is far more faithful to fact than many in telling these again, and isn't history, as Carlyle said, simply "the written epitomized synopsis of Rumor?"

CLIFTON PAISLEY

Florida State University

Tampa Town 1824-1886: Cracker Village with a Latin Accent.

By Anthony P. Pizzo. (Miami: Hurricane House Publishers, 1968. xii, 89 pp. Foreword, author's preface, acknowledgment, illustrations, bibliography. \$2.95.)

Despite the continuous exhortations of professional historians regarding the importance of the writing of local histories, they seem to be produced only by the "dedicated amateur," a deprecatory term usually employed to imply more enthusiasm than ability. But now, a non-professional who combines ability with civic pride, contributes to the slender file of local Floridiana with the publication of *Tampa Town 1824-1886*. Anthony P. Pizzo, its author, is a native Tampan and a business man with a flare for history. His contribution is a substantial one.

Although local histories centered upon personalities of an area often partake of the monotony and scattered variety of washing-hung-out-to-dry, *Tampa Town* gathers momentum and flavor as its eighty-nine pages unfold the story of Tampa and its beginnings, with lively accounts of "Seminole warriors, rugged pioneers, Indian fighters, soldiers, men of destiny, politicians, slaves, and scoundrels." Tony Pizzo lays to rest the idea that cigar-making came to Tampa first with Vicente Martinez Ybor in 1886, and points out that Count Odet Phillipe raised his own tobacco to make and sell "custom rolled" cigars to the soldiers and officers at Fort Brooke as early as 1837.

A confusing method of footnoting and the lack of an index can probably be attributed to a slim publishing budget, but

numerous interesting and previously unavailable photographs add greatly to the value of the book as a source of reference.

It is to be regretted that publishers of histories such as *Tampa Town* cannot or do not furnish better editorial supervision so as to minimize typographical errors and lapses in capitalization and spelling. The usual quota has been met or exceeded with this publication. While distracting, they do not defeat the goal of the author to present "a ruggedness and abundance of life that is completely Tampa."

WILLIAM M. GOZA

Clearwater, Florida

Discoverers of America. By Charles Norman. (New York: Thomas Y. Crowell Co., 1968. xiii, 322 pp. Foreword, illustrations, selected bibliography, index. \$7.95.)

There has long been needed a modern and scholarly work which would tell the story of the discoverers of America. Charles Norman has done the job so excellently that he has not only provided historians with what amounts to an index to first century American happenings, but has indeed accomplished this in such a lively manner that even those not really interested in history will find this volume fascinating reading. Part of the charm of the work lies in extensive direct quotations from those who discovered our land, and part comes from the generous use of rare illustrations from the hands of those who lived in first century America. To bring this book about the author had to possess a wide and thorough knowledge of the period and an ability to organize the material so as to maintain continuity and evade repetition. He did this well.

To undertake such a task required a detachment from prejudice and preconceived ideas; and such detachment is apparent in this work. Only occasionally did the author rely unnecessarily on secondary sources. When he did stray it was not helpful, as in the expression of the possibility that Fort Caroline might have been on St. Johns Bluff. No eyewitness account suggests such a possibility. In fact, all such accounts make it clear that the fort was at the foot of the bluff with a river-fed moat.

It is a normal temptation for any writer about people to

categorize, overpraise, or overcondemn; and particularly so if what is said repeats the cliches of previous writers. Norman, for the most part, did not venture into these shoals so dangerous to an historian. He told of the brutal acts of Hernando de Soto, for instance, without calling the man brutal. Less cautious, he stated that Laudonniere appeared to be lacking in qualities of leadership. To so categorize the man who began the permanent European based settlement of what is now the United States seems an editorialization both unnecessary and inaccurate. But, as indicated before, Norman seldom makes himself a judge of these men of history; and instead lets their deeds and the events speak for themselves. This is, in fact, one of the finest qualities of the volume.

As every historian knows, it is a gem of an historian's life to be able to state events to be the first of their kind. The author provides an astounding number of these, sometimes more than one to a page. They are all accurate as far as this reviewer knows; but Mr. Norman will probably be hearing from historians of specialized interests. This is the way knowledge of history is perfected. In summary, this book is not only good history, but good reading.

CHARLES E. BENNETT

Washington, D. C.

The Colonies in Transition, 1660-1713. By Wesley Frank Craven. (New York: Harper & Row, 1968. xvi, 363 pp. Preface, illustrations, maps, bibliography, index. \$6.95.)

In 1949 Wesley Frank Craven published a distinguished synthesis, *The Southern Colonies in the Seventeenth Century, 1607-1689*. His recent book for the *New American Nation Series* in many ways surpasses this earlier volume in its crisp distillation of historical scholarship.

Craven's work stresses the changing constitutional relationships between the colonies and the mother country and the development of colonial political institutions with some attention to economic, military, and Indian questions. For England in 1660, colonial policy posed a real dilemma. On the one hand the home government had to find viable forms of imperial con-

trol to make the most of the trade possibilities offered by the American settlements. On the other hand, to encourage colonization, English authorities had to grant settlers political and economic privileges which made strict imperial control difficult. Obtaining special rights by charter or by default, Americans jealously guarded their prerogatives against the attempts of the mother country to erode or destroy them. This dilemma over colonial policy was clearly evident in the outcome of the London missions of Sir William Berkeley of Virginia and John Winthrop, Jr., of Connecticut immediately after the Restoration. Seeking modifications in the Navigation Act of 1660, Berkeley obtained nothing except to be told bluntly that the economic ills of Virginia did not stem from the Navigation Act but from the failure of the colony to diversify its economy. Winthrop, however, got everything he wanted—a liberal charter of self-government modeled after that of Massachusetts Bay. The results of these two missions, Craven argues, not only demonstrates the ambivalence of English policy but also is one of several examples of favoritism shown toward the New England colonies in the period through Queen Anne's War.

Six settlements qualify as Restoration colonies - New York, New Jersey, Delaware, Pennsylvania, and the Carolinas. None was more successful than Pennsylvania, whose rapid growth rivaled that of Massachusetts Bay earlier. William Penn's friends at court, his abilities as a promoter, his policy of religious toleration, and his democratic guarantees of individual liberty all stimulated the enterprise. Remaining in the shadow of both New England and Pennsylvania, New Jersey and New York grew more slowly. In the Carolinas the proprietors hoped to balance the aristocratic and democratic elements of society by judicious control over property distribution, a policy which was only partially successful.

The Glorious Revolution, like the Restoration, was a turning point in the English colonies. At least for a time, the royal government ended its attempts to assert more stringent control over colonial affairs locally through instruments such as the Dominion of New England. The coming of William and Mary to the throne also brought about what Craven calls "The Revolutionary Settlement," which allowed colonial assemblies and local

governing units "to determine largely for themselves questions of public policy fundamentally affecting their domestic life." Also, out of the confused, refractory imperial policies of the Stuarts came the desire of the post-Revolutionary government to direct colonial trade into channels which would benefit the metropolis and force the colonies to pay their own administrative costs. The first aim became increasingly clear with the passage of the Navigation Act of 1696, the formation of the Board of Trade the same year, and the Wool Act of 1699. At the same time, however, colonial assemblies were increasing their local power, especially during Queen Anne's War, when the colonial governor silently conceded some of his authority in order to insure assembly support for essential war measures.

Craven's history is judicious, balanced, and up-to-date. Crystallizing both past and recent historical research, he has developed the monographic literature (and some primary materials) into a concise, carefully wrought narrative. Where interpretations conflict, he makes his own judgments. He also carries on a continuous dialogue in his book with a host of historical interpreters past and present in what seems at times to be more of an historiographical exercise than historical synthesis. For this reason the book may well have more appeal for the scholar-teacher than for the general reader. Florida history buffs will also be disappointed to find little about the Spanish Southeast, but this is not Craven's focus. In sum, this volume is a major contribution, the most scholarly brief synthesis of the period now available.

JOHN J. TEPASKE

Duke University

The Papers of Henry Laurens. Volume I, 1746-1755. Edited by Philip M. Hamer, George C. Rodgers, Jr., and Maud E. Lyles. (Columbia: University of South Carolina Press, 1968. xl, 407 pp. Introduction, illustration, appendix, index. \$15.00.)

"Who was this Henry Laurens," the editors query by way of entitling their Introduction to this excellent and scholarly first volume of the *Papers of Henry Laurens*. The question need not have been put. Most scholars are acquainted with Laurens

as the great merchant and moderate Revolutionary statesman from Charleston. Yet it has been a passing acquaintance, for excepting David Duncan Wallace's *Life of Henry Laurens* (1915) and a few atrociously done and incomplete printings of his writings, the bulk of his letters, essays, memoranda, etc. have rested in the Fireproof Building (which it isn't) in Charleston for more than a century.

The papers have been fairly preserved. The collection has suffered somewhat from the ravages of time and human error and ignorance, and the Revolutionary War itself took a toll. But Laurens himself was a meticulous businessman and careful of his records. Some of the documents strayed into private hands; some others were saved by the New York and Pennsylvania Historical Societies.

This book, embracing the years between 1746 and 1755, is the first of ten-twelve volumes. The editors propose publishing eighty per cent of all the Laurens material. They are careful to abstract or otherwise describe and locate those pieces not rendered in full. They do not overedit, which nowadays has become a virtue, and they identify whenever possible persons, places, ships, etc., giving the source of their identification. They employ the "expanded method" of editing which is sensible and tasteful and does justice to the author whose eighteenth-century characteristics glitter for the reader. (*Cf. e.g.* the old-styled versions in Elizabeth Donnan, *Documentary History of the Slave Trade*, IV, 320, with *Laurens*, I, 263.)

This first volume is immensely valuable and promises more of the same. There is a wealth of material here on business, its operations and methods in that age, on economic thought, on slavery and the slave trade, cultural, urban, and marine history, biography, etc. Although this first volume especially is concerned with commerce, and Lauren's confines himself largely to material affairs, his letters, nonetheless, often become cryptically newsey, with asides and postscripts on matters political and social.

Introductions to subsequent volumes, it may be hoped, will comment less generally on Lauren's life and more particularly on the period that the documents cover, than this one. But this reviewer thinks introductions not too important in a work of

this nature. The documents themselves, their handling, explanation, if necessary, and faithful rendition by the editors constitute the essentials. Dr. Hamer, Professor Rogers, and Miss Lyles have performed magnificently in this very worthy task.

RICHARD WALSH

Georgetown University

The Land Office Business: The Settlement and Administration of American Public Lands, 1789-1837. By Malcolm J. Rohrbough. (New York: Oxford University Press, 1968. xiii, 331 pp. Introduction, maps, acknowledgments, bibliography, index. \$8.75.)

The main purpose of the western movement which settled America, as far as most of the ordinary participants were concerned, was acquiring land. When these people sought to realize the promise of American life, they thought in large part in terms of economic betterment, and the acquisition and development of land provided the most generally available opportunity. Land thus became a national obsession in the period between the American Revolution and the 1840s, when the magnetic force of public lands declined in the face of the opposite attraction of urban centers and a rising industrial system.

The purpose of *The Land Office Business* is to examine the way the much-discussed land "policy" of the nation actually functioned during those years. This book, then occupies an important place in the literature of American economic history. It is a needed addition to such respected older books as Roy M. Robbins's *Our Land Heritage: The Public Domain, 1776-1936* and Benjamin H. Hibbard's *A History of the Public Land Policies*. The fact that it is the only work dealing on a national scope with the application of the laws to the practical situations at the land offices on the frontier is the basis of its contribution.

Starting with the first experimental attempts to deal with public land problems in the 1780s, the study moves quickly into the nineteenth century, when the pressure of westward movement greatly increased the volume of land settlement. The author gives most of his attention to events between the close of the War of 1812 and the panic of 1837. It was at this time that

migration to the frontier was at flood-tide and the "land office business" came to mean frenzied activity of boom and speculation.

Professor Rohrbough deals with the land policy and its administration as government officials responded to this activity. He examines thoroughly the organization and procedures of the General Land Office and adequately deals with the pervasive relationship between politics and the land office. His book also makes a considerable contribution to the understanding of the part played by private speculation in these public matters. If wealthy speculators, the author finds, made havoc of the intentions of the land laws, the very poor also contributed to the ruin of an orderly distribution of the public domain. Squatters filtered into every frontier district. Sometimes they were driven from their claims, but often by force and political influence they were able to hold what they had taken. Speculators and squatters, then, both contributed to the vast gap between the visions of the lawmakers and the actual way that the laws were put into effect.

The real value of this book is its systematic and detailed study of the ordinary operations where this governmental policy and bureaucracy dealt with the people. It is an excellent work, unobtrusive in style and impressive in scholarship. One wishes only that Professor Rohrbough could have provided even more detail. This will surely become a standard work on its subject.

CHARLES W. CRAWFORD

Memphis State University

The Administration of John Quinlan, Second Bishop of Mobile, 1859-1883. By Oscar Hugh Lipscomb. (Philadelphia: American Catholic Historical Society of Philadelphia, 1968. 163 pp. Preface, essay on sources, appendix, index. \$5.00.)

In the growing catalog of titles in U.S. Roman Catholic history this study of Mobile's Civil War bishop will occupy a distinguished place, both for its impeccable scholarship and for its contribution to our understanding of Catholicism in the South during the mid-nineteenth century. Bishop John Quinlan was one of the first of the Catholic voices raised in support of

secession, when, on January 5, 1861, he declared: ". . . we would not purchase Union at the expense of Justice." Throughout the war and afterward he proved himself a true son of the South and a benefactor of religion in the Diocese of Mobile which embraced the whole of Alabama and the Florida panhandle west of the Apalachicola River.

Quinlan was born on October 5, 1826, in County Cork, Ireland, and came to this country at eighteen years of age. Ordained at Cincinnati in 1852, he served in Ohio parishes until 1854, when he was appointed rector of Mount St. Mary's of the West Seminary in Cincinnati. On December 4, 1859, Quinlan was consecrated Bishop of Mobile, and he took charge of the estimated 10,000 Catholics who lived in Alabama and West Florida. For parochial work he had at his disposal ten priests who served nine parishes and nine mission stations. In West Florida he had Father Dominic Gibbons at St. Patrick's Parish, Apalachicola, and Father Patrick Francis Coyle at St. Michael's, Pensacola. From Pensacola, Coyle served St. John the Evangelist in Warrington and missions at Barrancas and Perdido. Both the Pensacola and Warrington churches would be destroyed by fire and bombardment during the course of the Civil War.

Quinlan traveled extensively in the diocese to bring aid and comfort to his stricken people, as well as to combatants such as the wounded and dying of both sides of the Battle of Shiloh in April 1862. On one trip taken outside his diocese to Columbus, Mississippi, he was detained overnight in jail by a Confederate official until his passport could be verified, an incident which prompted insinuations by the *Mobile Advertiser and Register* that Quinlan had been the victim of religious prejudice. Quinlan, however, rejected the insinuations, saying: "During my three years experience in the South, I have, unexceptionally, been treated by my Protestant brethren everywhere with that warm hospitality and refined courtesy which constitute the peculiar and ennobling trait of Southern manners. . . ." The author of this study also recounts in brief detail the generally unknown though remarkable story of six nuns, Daughters of Charity of St. Vincent de Paul, sent by Quinlan in 1861 to nurse the diseased men of Confederate General Braxton Bragg at Warrington, Florida. It is a story which deserves a larger telling.

Following the war Quinlan spent his energies rebuilding the

church's fortunes in his diocese. By 1869, he could not record any increase in the number of Catholics, but he had at least replaced the destroyed churches in Pensacola and Warrington and built eleven new structures. From 1870 until the death of the bishop on March 9, 1883, building expansion would be the keynote of Quinlan's activity, even at the expense of acquiring an enormous debt. He had twenty-three parish clergy by 1883, and two of his priests, Dominoc Manucy and Anthony D. Pellicer, Minorcan natives of St. Augustine, Florida, had been consecrated bishops, both on the same day, December 6, 1874, at Mobile.

This thoroughly researched biography was written as a master's thesis under John Tracy Ellis at the Catholic University of America. It is published here in its original form as one of the paper cover numbers of the *Records of the American Catholic Historical Society of Philadelphia*. One hopes that the same society will wish to publish Dr. Lipscomb's doctoral dissertation, also written under Dr. Ellis, on Quinlan's predecessor in the See of Mobile, Bishop Michael Portier (1825-1859).

MICHAEL V. GANNON

University of Florida

Field Medical Services at the Battle of Manassas. By Horace H. Cunningham. (Athens: University of Georgia Press, 1968. xii, 116 pp. Preface, maps, index. \$2.50.)

By vividly contrasting the effectiveness of the ambulance and field medical services at the Battles of Bull Run (First Manassas, July 1861; Second Manassas, August 1862), Dr. Cunningham shows the evolution of the organization of the field medical services in the Union and Confederate armies of the east. The near chaos of July 1861, was gradually replaced by an organized field-relief system, and in fact, Johnathan Letterman's ambulance system became the model for ambulance systems in the Franco-Prussian War and World War I.

The author skillfully uses official records, newspaper accounts, memoirs, and eyewitness accounts to produce a very readable narrative and a valuable study. The footnotes provide a useful source of further references and several vignettes of human interest material. Dr. Cunningham is eminently qualified for a

study such as this; the reader, interested in Civil War medicine, will recall with pleasure his detailed study of the Confederate medical service, *Doctors in Gray*, published in 1960. This delightful monograph belongs in the library of everyone interested in Civil War medicine.

WILLIAM M. STRAIGHT

Miami, Florida

Yankee Stepfather: General O. O. Howard and the Freedmen.

By William S. McFeely. (New Haven: Yale University Press, 1968. xiv, 351 pp. Preface, introduction, bibliographical note, index. \$10.00.)

This book is not a thorough treatment of either the Freedmen's Bureau or its commissioner General Oliver Otis Howard. It is rather, "an inquiry into the purposes of the Freedmen's Bureau and its performance in pursuit of them." In an *Atlantic Monthly* article (1901) W. E. B. DuBois hailed the bureau as a singular experiment in grappling with perplexing social problems. The bureau belonged to the freedmen, DuBois said, and its purpose was to make them truly free. It had failed, but the failure was caused by forces outside the bureau.

Professor McFeely accepts DuBois' definition of the bureau's purpose, but rejects his explanation of the failure. True the bureau was subjected to outside pressures - pressures from men including President Andrew Johnson who was more concerned with appeasing southern whites than in advancing Negroes - but "the Bureau itself failed the freedmen, and the failure was that of many men, among them General Howard himself." McFeely concludes that much of General Howard's work "served to preclude rather than promote Negro freedom."

One of Howard's greatest failures, said McFeely, was his refusal openly to fight President Johnson. When Johnson ordered the restoration of confiscated lands - land radicals hoped to use to make independent freeholders of some Negroes - Howard's opposition was halfhearted. When Johnson demanded the release of bureau agents who offended southern conservatives the commissioner weakly acquiesced. Furthermore, Howard

permitted a contract system that was frequently more beneficial to planters than to freedmen. In some instances Negroes were relegated to positions only a little above slavery. The commissioner is also criticized for his paternalism and his inability to learn from the freedmen. He sought advice not from Negroes but from white friends.

Howard refused to fight Johnson because he thought he could do more for his wards by retaining his position. McFeely admitted that open defiance probably would have cost Howard his job but he believed that the commissioner would have better served the freedmen by resigning, thus dramatizing the Negroes' plight and demonstrating that President Johnson was the chief obstacle to their getting what they needed. Though McFeely emphasized the bureau's negative aspects and his explanation of Howard's alternatives are somewhat unsatisfactory, he has written a persuasive, provocative, well-researched book. Many will disagree with McFeely's conclusions, but his study will be of interest to all students of Negro and Reconstruction history.

JOE M. RICHARDSON

Florida State University

Losing the Peace: Georgia Republicans and Reconstruction, 1865-1871. By Elizabeth Studley Nathans. (Baton Rouge: Louisiana State University Press, 1968. xi, 268 pp. Preface, acknowledgments, appendix, bibliography, index. \$8.00.)

For years Reconstruction scribes have given us the distinct impression that southern state politics resembled the strife among Greek city-states, and the present good book certainly confirms that post-Appomattox Georgia might well have been pre-Roman Hellas. Five geographical areas, two races with approximately equal registration strength in 1867, two "parties" each with at least two factions, and about ten leading politicians infected with mild to raging cases of powerlust-obviously an arena for bitterness, real and conjured fraud, and complex jockeying.

The title is the thesis. "The peace" offered the possibility of a durable two-party system featuring a Republican coalition of ex-Whigs, black men, and small white farmers. The Republi-

cans "lost" it themselves, due largely to strategic and tactical misadventures. Potential villains are sketched but not labelled, and potential heroes are even more inconspicuous. Mrs. Nathans is even-handed with Governor Rufus Bullock in spite of his many questionable proceedings; with those Republicans who sabotaged ratification of the fifteenth amendment to prolong their day of power as well as with those Democrats who ejected black legislators to prolong theirs; and with Washington officials who oscillated from confused sympathy to eager aid to bored annoyance.

The tone is pleasantly mellow, the writing acceptable though a bit dissertationish, and the research very thorough and careful. The author gives a high rating to C. Mildred Thompson's 1915 pioneer study of postwar Georgia; regards Alan Conway's 1966 volume as social rather than political history; and considers Olive Shadgett's 1964 study of the Republican party useful mainly for the period beyond 1872.

Mrs. Nathans' explanation of why and how the Republicans went awry in Georgia is convincing enough, but her repeated belief that a very broad Republican coalition was possible is not. The fault, perhaps, lies in vagueness concerning specific, detailed, practical programs which the Republicans could have offered various elements, and how the party was to keep all factions happy. Clearly it was easy for Democrats to capitalize on the race question, but how, specifically, were the Republicans to short-circuit it? There are a few misleading statements, the most serious probably being a misstatement of the provisions of the First Reconstruction Act. As for all the usual scholarly trappings and niceties, the book measures up well, except in the proofreading department. In general, however, this is a welcome book which, one may hope, will induce other writers to study the labyrinth of Republican politics elsewhere in Secessia.

JAMES E. SEFTON

San Fernando Valley State College

Frederick Douglass. Edited by Benjamin Quarles. (Englewood Cliffs: Prentice-Hall Inc., 1968. viii, 184 pp. Introduction, chronology, bibliographical note, index. \$4.95); *A Guide to Negro History in America.* By Philip Drotning. (New York:

Doubleday & Co., 1968. xiv, 247 pp. Preface, introduction, acknowledgements, index. \$4.95.)

The contemporary dramatic and near revolutionary interest in the history of Black Americans is producing a veritable flood of printed materials. Some of it is new, but there has not been time to do research and writing and much of it is the reprinting of long out-of-print and almost forgotten items. The haste to meet the demand for study and teaching materials is resulting in some publications that are little credit to those responsible for them. The real problem, of course, arises from the fact that this field of research has never really been opened up and the basic data to write the story of Black Americans does not in most instances exist. Nor is it easy to unearth. Except where they played prominent roles, usually denied them by their lowly status, they are rarely identified. One may even conclude that any contribution to our scanty store of knowledge is welcome.

Only modest claims are made for the small volume of selections from the writings of Frederick Douglass, edited with an introduction by Professor Benjamin Quarles of Morgan State College. Most useful is the biographical study which reminds us again what a giant among men of any color this ex-slave proved to be, and what enormous efforts he made in behalf of his race before, during, and after the Civil War in the United States. The selections from his surprisingly voluminous writings and speeches provide a good measure of the man's activities and views.

Unfortunately, too much is claimed in the title *A Guide to Negro History in America*, which suggests at least a rather comprehensive outline of subject matter and/or materials. Actually the fifty-one chapters, one for each of the states and the District of Columbia, bring together from scattered sources only a few examples of what Negroes have done. Florida gets a little less than five pages, about average coverage, in which only seven Negroes are identified as individuals by name. Dr. Leedell W. Neyland of Florida Agricultural and Mechanical University has made a study, as yet unpublished, of twenty leading Florida Negroes. Alaska, understandably, is represented by the story of one Negro named Mattie. All of which, it must be added, is

a measure of the anonymity of most Negroes as individuals and the paucity of our knowledge of them.

CHARLTON W. TEBEAU

University of Miami

Charles Morgan and the Development of Southern Transportation. By James P. Baughman. (Nashville: Vanderbilt University Press, 1968. xxxi, 302 pp. Introduction, appendixes, bibliography, index. \$10.00.)

It is hard to imagine the possibility of a better written or more thoroughly researched study of the work and influence of Charles Morgan (1795-1878) than what Professor Baughman has contributed. Intelligent, steady, ever industrious, and possessing a quality of resourcefulness which enabled him often to anticipate the needs and trends of changing times, Morgan was one of the nineteenth-century's U.S. transportation giants. As such, he must be considered a major figure. And Baughman has done full justice to both the interpretative and narrative challenges significantly affecting our understanding of his subject's impressive career.

Almost from the moment of his arrival in New York as a teenager, the Connecticut-born Morgan demonstrated a special knack for getting ahead and mastering business fundamentals. Nominally a grocer at the outset, he made his "major capital commitment" to the sailing packets of the era "which were New York City's great innovation and specialty." During a period of twenty-seven years, from 1819 into 1846, he held equity in eighteen packets serving ten lines. At the same time, he invested in at least fifteen tramp vessels. In order to re-create Morgan's basic interests and influence, moreover, it is correct to think of him as not only a part-owner of various ships but also as a man who imported, exported, and combined such marketing functions as wholesaling, retailing, transporting, storing, and grading many kinds of items.

Development of steamships, as the author says, accelerated Morgan's transition from "merchant-generalist" to "transportation-specialist." Concentrating chiefly in the Gulf of Mexico and on land adjacent to it, he eventually constructed the ver-

satellite and wide-ranging Louisiana and Texas Railroad and Steamship Line. Painstakingly and yet with a certain flair, Baughman develops the story from the Mexican War and the Gold Rush through the Civil War and beyond. After Morgan's death, the 1880s marked the Morgan Line's transfer to the Southern Pacific together with a rail consolidation importantly affecting the entire region from New Orleans to the Golden Gate.

This is the third book from the pen of young Professor Baughman, who earned his doctorate at Tulane in 1962. Now a member of the faculty of the Harvard Graduate School of Business Administration, he is editor of Harvard's excellent *Business History Review*. Among the scores of illuminating points made by the author is the early one that J. P. Morgan, father and son, and also New York Governor Edwin D. Morgan were members of the same Welsh-American family as Charles. A remarkable family, indeed!

HOLMAN HAMILTON

University of Kentucky

Gothic Politics in the Deep South. By Robert Sherrill. (New York: Grossman Publishers, 1968. 335 pp. Index. \$6.95.)

Written by a liberal journalist, this book resumes the old story of fire-eating demagoguery in southern politics. Today's "stormy petrels," the book's central figures, are viewed as heirs of the earlier ones—Ben Tillman, Cole Blease, Tom Watson, James K. Vardaman, and Theodore G. Bilbo. Contemporary practitioners in this tradition, those given full-length chapters, are Leander Perez, Herman Talmadge, Orval Faubus, George Smathers, Jim Eastland, Strom Thurmond, and George Wallace. According to Sherrill, all of these are alike in their extreme exploitation of white racial folk attitudes and in their alliances with conservative business interests and various right-wing groups. It takes considerable straining to include Smathers in this portrait gallery, but Sherrill contends that he belongs there because of the kind of campaign he waged against Senator Claude Pepper in 1950.

In the hands of the author, Perez comes off as the most diabolical, Faubus as the most cunning; Thurmond as the most

fanatical; Talmadge as a helpless captive of the Atlanta tycoons; Eastland as a second-rate Joseph McCarthy; and Wallace as the ablest and most populist of the southern demagogues since Huey Long, although the author correctly points out that Huey actually did something for poor folks and never exploited race. In colorful and picturesque fashion, a large number of additional Dixie politicians move in and out of the narrative. "Singing Jimmy" Davis, Ross Barnett, and Marvin Griffin-next to Perez-emerge in the most unattractive light. The author reveals considerable sympathy for conservative Walter George and populist "Big Jim" Folsom, but he puts down John Sparkman as a fraudulent liberal and Ralph McGill as an ambiguous one.

The book is well researched, and it is not mere muckrake. It has a definite theme-that a southern reconstruction has again miscarried; that the national Democrats, like the Republicans at the end of the First Reconstruction in 1877, have in effect turned their back on the Second Reconstruction; that they have failed to implement court decisions and enforce their own civil rights legislation, largely because of fear of offending powerful southern members of congressional judiciary, agriculture, armed-services, and appropriations committees.

Sherrill is pessimistic about the future political power of the Negro in the South. He points out that if southern Negroes were fully registered they would constitute no more than between one-fourth and one-fifth of the southern electorate; that in fact only forty-five per cent are registered; that the federal government has resisted sending federal registrars to certain Deep South counties where Negroes have begged for them; that to be effective at all Negroes must stifle their own disunity, distinguish their true from their false friends, and vote in a bloc; and that this in turn provokes an emotionally charged and more powerful countervailing white bloc.

In other ways, too, the author sees a bleak future for the southern Negro. He mobilizes an array of evidence. Less than four per cent of Negro pupils in the Deep South go to integrated schools, and the U. S. Office of Education, in its guidelines, gives diplomatic recognition to the traditional dual system. Despite hundreds of Negro complaints about discrimination in Deep South industrial plants working under federal contracts,

not a single contract has been cancelled. White Southerners still determine federal crop allotments, to the detriment of Negro tenant farmers. The Secretary of Agriculture has never used his emergency powers to distribute free of charge federal surplus foods or to give away federal food stamps to the impoverished in Deep South counties. Increasing automation on the cotton plantations and the failure of Washington to use its powers to alleviate acute economic distress among Deep South Negroes are the root causes, the author believes, of the accelerating migration of the South's Negroes to northern ghettos and of the racial violence in northern cities.

Will the South's powerful industrialists, in their own economic interest, insist on at least a minimum standard of effective education for their employees, both black and white? The author cites some evidence to this effect, but it is spotty and tentative. He might have added that this has been an optimistic expectation since the 1880s, since the time of Booker T. Washington and of Henry Grady's "New South."

WILLIAM G. CARLETON

University of Florida

BOOK NOTES

One Hundred Years in Palmetto, by Ruth E. Abel, was published by the Palmetto Centennial Association. The history of Palmetto really begins with the arrival of the Joe Atzeroths, (Madame and Mr. Joe), their daughter, and a niece to Terra Ceia Island, in April 1843. They bought land bordering on the Manatee River at a sheriff's sale in 1850, paying \$230 for it, and the following year they settled on the site of the future city of Palmetto. In 1854 Madam Joe purchased additional real estate on the Manatee for \$3.00 an acre, and the family built a log house and opened a store. This monograph contains much of this kind of interesting local lore, and the author and her committee are to be congratulated for writing and publishing this monograph. The many pictures add to its value. The price is \$1.50, and it may be ordered from the Palmetto Centennial Association, Palmetto, Florida.

The Key Largo Foundation (250 Bird Road, P. O. Box 717, Coral Gables, Florida 33314), has published a handsome pictorial volume by James A. Hathway of Tallahassee entitled *Key Largo Island Home*. Faced with the possibility that the charm and unusual flavor of the Florida Keys soon may be lost in the welter of unplanned building and landscape rearranging unless something is done to halt it, the Key Largo Foundation calls attention to the beauty and serenity of its own home island. The fine photographs were taken by Frank Zagarino, a free lance photographer and graduate of the University of Miami, whose work has appeared in several national magazines. The cover design and layout of the book is by Walter Cerny of the University of Miami. The narrative is brief but excellent. It sells for \$5.00.

Early Days in Melbourne Beach, 1888-1928, by Frank J. Thomas, was published by the South Beaches Civic Association (Box 186, Melbourne Beach, Florida.). It is a brief and interesting history of one of the several Florida east coast communities that had its beginning in the late nineteenth century and which "boomed" during the 1920s. The illustrations are by Ewing Beynroth. The pamphlet sells for \$1.50.

In its series of historical monographs dealing with Pensacola and Escambia County, the Pensacola Home and Savings Association has published *Stephen R. Mallory, Secretary of the Navy, Confederate States of America*. This is the fourth in the series. It provides a concise biographical sketch of one of Florida's most important nineteenth-century personalities. Woodward Skinner of Pensacola provided the data for the pamphlet, and the excellent pictures are from the T. T. Wentworth, Jr., Archives.

Over Land and Sea, by Robert Scharff and Walter S. Taylor, is the biography of Glenn Hammond Curtiss, one of the outstanding personalities in the history of flight. While Curtiss' career as an inventor and pioneer aviator are well known, his career as a Florida land promoter, builder, and philanthropist have never been adequately detailed. Unfortunately *Over Land and Sea* ignores this part of his life; only a few pages are devoted to Curtiss' role in Florida. He had a winter home in Miami

Springs, which he developed, along with Hialeah and Opa-locka. He helped organize the Miami Jockey Club, and he gave land for a golf course. His building projects were in cooperation with James A. Bright, the famed cattleman. Published by David McKay Company, New York, the book sells for \$6.95.

With "law and order" so much a matter of contemporary public debate, two books by Hank Messick, who is associated with the *Miami Herald*, are of interest to Floridians. Both are published by MacMillan Company. *The Silent Syndicate* (\$6.95) contains brief information on crime in South Florida. The other is *Syndicate in the Sun* (\$5.95) which purports to be "an inside report on vice and corruption in the south Florida gangland." Mr. Messick worked with the aid of a Ford Foundation Grant in securing the data that he utilizes in these very readable volumes.

Hooded Americanism: The First Century of the Ku Klux Klan, 1865-1965, by David M. Chalmers, was reviewed in the *Florida Historical Quarterly*, XLV (July 1966). Quadrangle Books (175 Pearl Street, Brooklyn, New York) has published a paperback edition of Professor Chalmers' study which sells for \$2.95. The epilogue which Professor Chalmers has added examines the most recent history of the Klan and the legal action taken against this organization in the 1960s. There is also a French language edition of *Hooded Americanism* entitled *L'Amerique en cagoule: Cent ans de Ku Klux Klan*. It is published by Editions de Trevisse, 34 Rue de Trevisse, Paris.

John E. Edwards, 19 Salem Street, Cos Cob, Connecticut 06807, has released a new edition of Stanley F. Horn's *Invisible Empire: The Story of the Ku Klux Klan, 1866-1871*. Originally published in 1939, this book has been out-of-print for more than twenty-five years. Horn's history is one of the standard studies of the original KKK and it examines in some detail the violent activities associated with the Reconstruction period. There are a number of Florida references in this reprint, which sells for \$9.95.

Waterway Journey, The Voyage of Nora's Ark, by Nora Roberts Wainer, is the account of a young couple, Mr. and Mrs. Wainer, who built a trimaran and sailed it with their infant son south along the Inland Waterway from Connecticut to Florida. Mrs. Wainer's book describes the construction of their three-hulled ship and her observations of their passage to Florida. The book's final chapter, "The Last Berth," deals with the Florida leg of the journey. It traces their route along the waterway beginning at Fernandina Beach and continuing past St. Augustine, Daytona Beach, Cape Kennedy, Fort Lauderdale, to its final berth at Miami. The book is published by Funk and Wagnalls of New York, and it sells for \$5.95.

Island of Adventure: A Naturalist Explores a Gulf Coast Wilderness by Ross E. Hutchins (Dodd, Mead and Company, 79 Madison Avenue, New York 10016. \$6.00), explores a beautiful wooded island in the Pascagoula River, just before the waterway empties into the Gulf of Mexico. It is an Everglades-like marshland, moss drapes the trees, expanses of marsh grass line the bayous, and deep forests and dense jungle growth thrive. Dr. Hutchins' articles and pictures have appeared in a variety of national and international publications. For many years he was director of the Mississippi Plant Board and taught entomology at Mississippi State University.

Along This Way: The Autobiography of James Weldon Johnson is now available in a paperback edition. This story of one of America's most important Negroes begins in Jacksonville where Johnson was born in 1871. His grandmother ironed for the tourists wintering at the hotels along Bay Street and around Hemming Park, and his father worked in the old St. James Hotel. Johnson was graduated from Stanton High School in 1887 where his mother was assistant principal. Receiving a degree from Atlanta University, Johnson returned to Jacksonville, and he became principal of Stanton High School. He also practiced law there. Moving North, Johnson earned a reputation as a playwright and novelist. Later he was appointed American consul to Venezuela and later to Nicaragua. As one of America's outstanding black leaders he was named executive secretary

of the National Association for the Advancement of Colored People, a position he held for fourteen years. This is more than an account of Johnson's life, it is also a historical document of value. Viking Press of New York is the publisher; the book sells for \$2.25.

Civil War Books: A Critical Bibliography, Volume II, edited by Allan Nevins, James I. Robertson, Jr., and Bell I. Wiley, has been published by Louisiana State University Press. Completed under the auspices of the United States Civil War Centennial Commission, this work (Volume I appeared in 1967), contains descriptions of nearly 6,000 books, monographs, and pamphlets on every aspect of the Civil War. Volume II includes several categories: general works, biographies, memoirs, and collected works, government, politics, economic and social studies, and state and local studies for both the Union and the Confederacy. There is also a very valuable cumulative index that was compiled by Professor Robertson. There are Florida entries in both volumes. Each of these very useful books sell for \$11.50. The editors and LSU Press deserve the gratitude of all Civil War students, scholars, and buffs for making this study available.

The United States Naval Institute has published the letters of Paymaster William Frederick Keeler to his wife Anna, which he wrote while aboard the *USS Florida*. The book, edited by Robert W. Daly of the U. S. Naval Academy, covers the last two years of the Civil War, 1863-1865. It is the second volume in the Naval Letter Series which is making available naval history papers hitherto found only in manuscript collections. This book, which sells for \$13.00, contains a number of Florida references. The *USS Florida* sailed in southern waters, putting in at Key West and Pensacola. In his letter of July 27, 1865, Keeler describes the voyage which transported Dr. Samuel Mudd and three of the others convicted in the Lincoln assassination conspiracy to their imprisonment on Dry Tortugas.

The University of Alabama Press has published another important source item in its Southern Historical Publications Series. *A Union Soldier in the Land of the Vanquished, The*

Diary of Sergeant Mathew Woodruff, June-December 1865 was edited and annotated by F. N. Boney, and it sells for \$5.00. Sergeant Woodruff, a Missouri farmer, was with the forces that captured Mobile at the very close of the Civil War. His diary covers the period that he was stationed at Mobile and at Pascagoula, Mississippi, in 1865.

Ernest McPherson Lander, Jr.'s study, *The Textile Industry in Antebellum South Carolina*, is published by Louisiana State University Press. He traces the development of the South Carolina textile industry from pioneer hand looms of "cottage industry" to the establishment of the first factory in the state and through the industrial advances made up to the beginning of the Civil War. He compares the activities in South Carolina with antebellum textile manufacturing in the other southern states. The Bailey Mill that operated at Monticello, Florida, before the Civil War was typical of the activities examined by Professor Lander. His book sells for \$5.00.

The Marjorie Rawlings Reader, selected and edited with an introduction by Julia Scribner Bigham, is available in a paperback edition published by Charles Scribner's Sons of New York. It presents a very excellent representative selection of the best work of Mrs. Rawlings, one of Florida's most notable authors. It brings back into print her first novel, *South Moon Under*, and includes three stories which appear for the first time in book form. There are selections from Mrs. Rawlings' two best-known and most loved books - *The Yearling* and *Cross Creek* - and from her collection of short stories, *When the Whippoorwill*. The Florida scrub and hammock and the Florida cracker were the well-spring of Marjorie Rawlings' inspiration and the lodestone of her writing talent, as the selections in this Reader indicate so well. This book sells for \$2.95.

A novel utilizing a Florida background, in this case a Miami Beach hotel, is Richard Powell's *Tickets to the Devil*. A Scribner's book which sells for \$5.95, it describes the excitement and interplay of personalities involved in a major duplicate bridge tournament. Mr. Powell, who makes his home in Florida, is also

the author of *I Take This Land* and *Pioneer, Go Home*, both of which use the Florida scene and Florida history as a background.

Norman Mailer's *Miami and the Seige of Chicago* is available in a paperback edition published by The New American Library of New York. It sells for ninety-five cents. The first part, entitled "Nixon in Miami," is an account of the Republican National Convention, August 3-9, 1968. It describes the "action" in Convention Hall and in the public and private rooms of the posh hotels that line the Beach. It is a fascinating account of contemporary American politics, part of which was played on a Florida stage.

History of Walton County by John L. McKinnon is one of the best of the Florida local histories. It was originally published in 1911, and has long been out-of-print and unavailable to the scholar and researcher. A reprint of it has been published by Kallman Publishing Company, 1614 West University Avenue, Gainesville, Florida 32601. Walton County is rich in history and this book tells its story, beginning with the first settlement of the Scotch Covenanters, most of whom arrived by way of North Carolina in the early nineteenth century. The Seminole Wars, the Civil War, and Reconstruction all made an impact on "The Lotus Land," as Walton County is described in this book. The county in turn plays an important role in the economic and political life of West Florida. The late A. G. Campbell, Jr., of De Funiak Springs, grandson of John L. McKinnon, has written an introduction to *History of Walton County*. When this book was published in 1911 the price was \$3.00; the price for the reprint is \$8.00.

In 1866 Buckingham Smith of St. Augustine retranslated two of the four *relations* which tell the story of Hernando De Soto's exploration of *La Florida*. These include the account of the Gentlemen of Elvas and the *relation* by Luys Hernandez de Biedma. Smith's *Narratives of De Soto in the Conquest of Florida* was published for the Bradford Club edition, which was limited to 125 copies. It is a rare and expensive-if-possible-to-locate Florida book. A good reprint edition, including all of the

original illustrations, is now available from the Kallman Publishing Company. It carries an introduction by Dr. Andrew Lytle, editor of the *Sewanee Review*. The cloth edition sells for \$5.00, the paperback for \$2.25.

Saga of Baron Frederick de Bary & de Bary Hall, Florida, by Edith G. Brooks, is an interesting account of the man who once held the exclusive franchise for Mumm's champagne for the North American continent. His thirteen steamships, the de Bary-Baya Company, traveled the important Florida rivers of the late nineteenth century carrying freight and passengers into the central part of the state. At De Bary Hall, which he constructed as a winter home on the shores of Lake Monroe, he entertained a number of American and international notables, including Presidents Grant and Cleveland, Harriet Beecher Stowe, and a whole host of American millionaires. De Bary is now owned by the Florida Federation of Art, Inc., and it is used as their state headquarters. In November 1967 the Florida Board of Parks and Historic Memorials took over the property and it is now a state park. Mrs. Brooks, past president of the Florida Federation of Art, played an active role in the preservation of this important nineteenth-century home. Her book may be ordered from the Federation of Art office, 210 Sunrise Boulevard, DeBary.