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for solving the important problems of transportation that confronted the different commercial centres and the moves and counter-moves which they made in order to procure trade advantages over their rivals. The plans of commercial campaigns with their objects and difficulties, as well as triumphs and defeats, are given an adequate treatment. The continuous and, at times, desperate efforts of Charleston to maintain her commercial supremacy by a system of internal improvements, independent of federal aid, and the conflicts which this aggressive policy engendered with Savannah and other aspiring cities make a story of absorbing interest.

Perhaps the most interesting chapters in the book are those devoted to the Charleston and Hamburg Railroad, which, at the time of its completion, "was the longest railway in the world" and to the Western and Atlantic Railroad, which is "the most important example in American history, thus far, of the State ownership and operation of railroads". The history of the latter enterprise is doubly interesting since it "made Georgia the keystone State of the South, and Atlanta the gate city from the northwest to the eastern cotton belt".

The work has been done in a scientific way. The sources consist mainly of rare manuscripts, newspapers, pamphlets and books, many of which are inaccessible to students who cannot investigate the subject on the ground.

Unfortunately Professor Phillips devotes practically all of his book to the history of transportation in South Carolina and Georgia instead of giving a history of transportation in the entire eastern cotton belt as promised by his title. He dismisses the subject of transportation in the cotton belt of eastern Alabama with a statement that is "a story in itself which does not here need the telling", reference being made to Martin's *Internal Improvements in Alabama* (Johns Hopkins University Studies, series 20, no. 4). He also dismisses the subject of transportation in the cotton belt of North Carolina with a slight amplification of the statement that it is analogous "to the Savannah, both in natural conditions and the policy of the commonwealth regarding it" and with a reference to Weaver's *Internal Improvements in North Carolina previous to 1860* (Johns Hopkins University Studies, series 21, nos. 3-4). In the light of these facts it would seem that his title is rather pretentious.

The maps showing the Principal Products and Trade Centres for the Georgia Counties, 1835, and the Transportation Routes in the Antebellum South are helpful.

*The United States as a World Power.* By ARCHIBALD CARY COOLIDGE. (New York: The Macmillan Company. 1908. Pp. vii, 385.)

"THIS book was originally prepared in the form of lectures, which were delivered at the Sorbonne in the winter of 1906-07 as the Harvard

lectures on the Hyde foundation." Although entirely recast since then, it "still retains traces of having been first addressed to a foreign audience" (see author's preface). But this must be accounted a distinct gain rather than a loss, inasmuch as the author has "striven to preserve a neutral, rather than a specifically American attitude." Yet the patriotic American reader need not be alarmed at this pronouncement, for both in respect to style and attitude this volume bears indubitable evidences of American authorship.

In the introduction (p. 7) the term "world powers" is defined as "powers which are directly interested in all parts of the world, and whose voices must be listened to everywhere". This definition, although "not scientifically exact", is sufficiently accurate and comprehensive for the purpose of the author, *viz.*—"a study of the part which the United States plays in the great drama of world politics". Such a definition of "world powers" would seem to exclude the United States before 1898. It also excludes present-day Austria, Italy, China and even Japan. The five powers admitted by Professor Coolidge to the inner circle of present-day World Powers are, in the order of their importance from the double points of view of area and population, the British Empire, Russia, France, the United States and Germany.

If grouped into sections or general divisions, the nineteen chapters of this volume would naturally fall into two parts. The first nine chapters attempt to explain how the United States came to be a World Power. They are devoted to topics or problems involved in a study of our national growth and territorial expansion, such as Nationality and Immigration, Race Questions, the Spanish War, the Philippine Question, etc. The author's views on immigration and the race question are more optimistic than are those of students like Professor Commons who have perhaps gone more deeply into the subject. On the negro question, our author's sympathies are plainly with the white men of the South; on the Oriental problem, with the labor unions and white inhabitants of the Pacific Coast. The exposition of the Monroe Doctrine is sound from the American standpoint, and should serve to convince German and other European critics that, whether mistaken or not, the people of the United States are thoroughly in earnest in regard to this matter.

The second half of the volume (chapters x. to xix., inclusive) deal successively with the relations between the United States and France, Germany, Russia, England, Canada, Latin America, China and Japan. The author finds our relations with France "friendly"; with Germany and Russia "excellent" in spite of recent causes of irritation; and that the relations between England and the United States have undergone a complete transformation since the Spanish-American and Boer wars. The only possible bone of contention imperilling our friendship with England is Canada, which is geographically and ethnically a part of the United States. Perhaps the most interesting chapters are those

devoted to our relations with China and Japan. With China, "the prospect for American relations, though clouded, is not disheartening" (p. 340). With Japan, "for the moment, at least, the danger of serious complications seems past" (p. 355). As a solution of the immigration problem, Professor Coolidge favors the imposition of a property qualification. To this might be added the physical test proposed, *e. g.*, by Professor Commons.

Of course there are particular statements scattered throughout the book, which the reviewer would like to challenge, did space permit. Such, *e. g.*, is the assertion (p. 24) that "the New England element has, on the whole, been the dominant one in the formation of the American character." This claim—to name but one element—ignores the importance of the Scotch-Irish in the development of the Middle-Western American type, of whom Abraham Lincoln is the most illustrious example. The statement (p. 64) that "the man of European blood . . . would reject with indignation the suggestion that a man of another race might marry a member of his family", is certainly too broad. Many readers will dissent from the characterization of Mr. McKinley (p. 80).

On the other hand there are many passages in this book which the reviewer would like to italicize, as, *e. g.*, the denunciation (pp. 368-369) of grandiloquent expressions like "dominion of the seas" and "mastery of the Pacific".

But the author asks in his preface that his book "may be judged as a whole, rather than praised or blamed on the strength of detached passages". Judged in this way, we should say that it is sane, honest, and at once scholarly and popular in the best sense. The style is clear and even racy, abounding in colloquialisms.

It is gratifying to learn from the publisher's announcement that this thoroughly American book was published simultaneously in French and German translations. According to a writer in the *North American Review* for September, 1908 (p. 467), the German press is greatly "impressed with its judicial aspect". Its reception in France, England and the United States can scarcely be less favorable.

Indeed, this attractive volume deserves a conspicuous place in our libraries by the side of such works as Latané's *America as a World Power*, Moore's *American Diplomacy*, Hart's *Foundations of American Foreign Policy*, Foster's *Century of American Diplomacy* and Reinsch's *World Politics*.

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