

mission in the Medical Department of the Army in 1898 and proceeds rapidly to a discussion of conditions which confronted the United States Army in Cuba following the defeat of Spain. Basic health problems, general orders pertaining to sanitation, army doctors, hospitals, and the outbreak of yellow fever at La Punta in Havana constitute the necessary background for the investigations of the Reed Board which began its work on June 25, 1900.

To Dr. Carlos J. Finlay of Havana goes the credit for conceiving the idea of the rôle of the mosquito in yellow fever; to Walter Reed and his associates goes the credit for demonstrating that rôle. Dr. J. W. Lazear all but proved "the theory," dying a martyr to science. Dr. J. Carroll and Dr. A. Agramonte contributed much through the performance of the duties assigned them. Credit is also due Surgeon General George M. Sternberg and General Leonard Wood, the military governor, for their support of the experiments and for the subsequent eradication of the disease from Cuba.

The value of this work is enhanced through the inclusion of several illustrations, diagrams of hospital grounds, and statistical tables. There is no bibliography, but it is clear that it is based on official reports, interviews and correspondence with participants in the yellow fever experiments in Cuba, and on the author's personal knowledge of Major Reed and his work at Camp Lazear. The volume contains nine appendices, chiefly military orders and letters; and it is concluded with an adequate index. It should have a strong appeal for members of the Army Medical Corps and medical research workers throughout the world.

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The Struggle for Airways in Latin America. By WILLIAM A. M. BURDEN. (New York: Council on Foreign Relations, 1943. Pp. xxiii, 245. 46 photogravure illustrations, 14 charts, 25 maps. \$5.00.)

"It is doubtful," writes Mr. Burden, "whether the total amount spent by the German government on Latin-American aviation during the 1935-39 period exceeded \$1.5 million a year." Yet, when the Second World War broke out, German and Italian interests had control of some 10,000 miles of air routes in Latin America, had established two airlines linking South America with Europe, and boasted a foothold in air transportation that threatened our security. Writing with first-hand knowledge and considerable skill in orderly presentation, Mr. Burden traces the development of the air transport

systems, the emergence of strong Axis interests, and the campaign initiated to free the hemisphere from Axis-controlled air lines. Fortunately, the campaign was one of the more efficient operations among the vast expenditures of energy and money which characterized inter-American governmental activity during the period.

Mr. Burden goes on to appraise the present economic position of air transport in Latin America. He finds a greater need than in the United States because of the inadequacy of surface transport systems and their relatively high cost. Rapidity of expansion is seen dependent to a considerable extent upon the amount of subsidy available because many areas currently lacking service cannot provide much commercial revenue.

The conclusions with respect to Pan American Airways are extremely interesting. The author finds the performance of Pan American and Panagra "good but not outstanding." Pan American is found to have lagged behind our domestic lines in many important categories of performance, to have been slow in developing commercial revenue to the fullest extent and in reducing costs, and in some cases to have lacked flexibility in adjusting its policies to the demands of our government. Considering the very restrained nature of Mr. Burden's commentary throughout the volume, these conclusions are significant.

Within a few years after the peace settlement, Mr. Burden sees a possible expansion of passenger traffic to six or seven times the 1940 volume and a less impressive opportunity in the mail and express field, although there are notable possibilities in internal services within Latin America where surface transport is unreliable and expensive. He anticipates improvements in service and rate reductions on international trunk services of 35 to 45 per cent below 1941 levels.

Regarding major policy, he counsels flexibility until we have a clearer picture of the post-war world. If we must compete with strong nationalist blocs, he sees advantage in a single organization. If there is free interchange of trade, advantage lies in private ownership and management, with much to be said for extension of competition. "We have had, in effect, uncontrolled monopoly up to 1938, and controlled monopoly since then; our Latin-American trunk line services, excellent though they are, leave something to be desired." Within Latin America, a policy of private operation has been largely accepted. For sound development of these internal lines, Mr. Burden stresses the need for a well-organized operating structure, progressive government policy, and adequate financial backing.

The author has combed existing sources to compile the best avail-

able statistics, has included a useful bibliography, and prepared some excellent maps. The pretentiousness of the format and general presentation should not be allowed to draw attention away from the excellence of the manuscript.

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The Story of the Americas: The Discovery, Settlement, and Development of the New World. By LELAND DEWITT BALDWIN. (New York: Simon and Schuster, 1943. Pp. x, 720. \$3.50.)

By its publishers the volume under review is termed history which "will recall the characteristics of the great American historians of the nineteenth century." Its author, Dr. Baldwin, is a native-born American, a graduate of an outstanding university, a professor of history, a curator of historical documents, and a metropolitan editor. The American reader finishes the book with a sense of sadness. The question repeatedly arises concerning what its intended purpose is or what was the object to be gained by writing such a treatise. If the author were a foreigner imbued with anti-American ideas, then perhaps one could understand much of the phraseology.

In 700 pages, the author undertakes to relate the history of the Western Hemisphere from prehistoric times to the present. Obviously only highlights are touched. Of the space, 465 pages are devoted to the colonial period—Latin America 337, the United States 69, Canada 59; the American revolution occupies 37 pages and those of Latin America 34; the American national period is treated in 95 pages, and that of Latin America in 43 pages; and finally 26 pages are devoted to inter-American relations. To say the least, this is an interesting distribution of the emphasis in the discussion.

The chapter headings are apparently designed to be spectacular and sensational. For example, there are "Storm Rides the Andes," "Death Stalks the Pampas," "Caribbean Cockpit," "Prelude to Dixie," and "Roll On, Saxon Tide!" Some are subject to definite criticism. "Corsarios Luteranos" as applied to the colonial conflicts of the European powers is incorrect and misleading; "Reign of Cod and God" to relate New England development certainly borders on the sacrilegious; and "The Colossus of the North," referring to the United States of America, is the adoption of a derogatory appellation used by certain neighbors to the South of the Rio Grande. Perhaps also from other quarters objection would be made to "The Colossus of the South" to describe Brazil and "Imperialism—the South American