fixes blame on foreigners and blandly asserts that Spain was the "mother of democracy," and that the ideals of the Spanish American wars for independence were "purely and indisputably of Spanish origin," and that the success of these wars meant the triumph of the age-old current of Spanish democracy and liberalism which ran clear back to the Middle Ages.

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Captain DuVal continues in this work his projected trilogy of studies on the Panama Canal. The first volume, Cadiz to Cathay (reviewed in The Hispanic American Historical Review, XX [1939], 599-602), the story of the inception of the idea of a canal and the diplomatic struggle that preceded its building, appeared in 1940. The third volume, it is presumed, will cover the history of the canal since its opening on August 15, 1914.

The story of the Canal's building is presented in three epochs: (1) the building of the Panama Railroad, to which the author devotes twenty-eight pages; (2) the French effort, ninety-eight pages; (3) the work of the United States, the remainder of the book. DuVal's justification for giving space to the building of the railroad lies in the fact that the railroad was absolutely essential to the building of the Canal. After learning the role played by the road in the actual work of constructing the Canal, the reader is wholly convinced. An interesting section of the narrative concerns the necessary change in the route of a considerable part of the line consequent to the creation of Gatún Lake as a part of the Canal system.

The author's admiration for Ferdinand de Lesseps, the great French engineer and builder of the Suez Canal, is evident in his treatment of the French phase; de Lesseps was not himself a participant in the financial corruption that is associated with the French attempt to build the Canal. It becomes clear also that de Lesseps' experiences with the earlier canal were in a measure the cause of his failure with the Panama venture—he appears not to have appreciated the immense differences in the engineering problems of the two cases. Moreover, de Lesseps persisted in his determination to build a sea-level canal long past the time when it had become evident that such a canal was impracticable.
at the time. The author declares that "the bitter lessons learned by the French supplied the foundation of success by the United States," and adds that it is not "generally known that it was the French effort which determined the location of the first waterway across the Isthmus" (p. 125).

The treatment of the American phase is balanced, objective, and adequate. An effort is made to place the second American chief engineer, John F. Stevens, in his proper place in the Canal's history. His contribution to the great task has been under-publicized, due to the fact that the Canal was finished by the army engineer, General George W. Goethals. DuVal believes that the evidence established John F. Stevens as "the greatest constructive builder of the Panama Canal." He rescued the Canal from chaos and defeat, he presided over the adoption of the plan to build a high-level lock canal, he solved the difficult problem of the Culebra Cut, and he formed an efficient organization for constructing the Canal (p. 265). Goethals possessed the drive, the administrative ability, and the familiarity with official red-tape and procedure necessary to the completion of the job.

The author does not become too absorbed in the solving of engineering problems to give due attention to the human side of building the Canal. The condition of the worker and his problems—sanitation, housing, food, entertainment, wages—and various related subjects are treated in more or less detail. Interest is added by descriptions of the visits to the Isthmus by notables such as de Lesseps, Taft, Roosevelt.

There are some interesting and fitting illustrations, including the attractive end-paper. A map of larger scale would have been more helpful to the reader than those presented. The ample bibliography suggests the extensive and through research of the author in both primary and secondary materials, and the analytical index is adequate. This is a fitting companion to the earlier work and one may hope that the final volume will not be unduly delayed.

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_Skirt-Sleeve Diplomat._ By JOSEPHUS DANIELS. (Chapel Hill: The University of North Carolina Press, 1947. Pp. xix, 547. Illustrations. $5.00.)

A figure always fascinating in his Americanism, the late Josephus Daniels is here presented in the fifth volume of his autobiography. He links the older Democratic Party with the New Deal as United States ambassador to Mexico from 1933 to 1942, an important period