of both his method and the lives of the Acadians. Rudin also created a film, *Life After Île Ste-Croix* (National Film Board of Canada) produced with Leo Aristimuño.

Rudin describes himself as an “embedded historian” (6–9). Rather than the stable objective platform of archival documents, he travels a public historian’s pathway of events, interviews, and shared photos and stories. He actively engages with the people and places he studies. From his Jewish background he draws comparisons between the cultural experiences and academic works on the Holocaust and the Acadian approaches to the Grand Dérange-ment. His well directed professional efforts tease meaning out of the rhizome of relationships and events that are the story of being Acadian and Acadie. *Remembering and Forgetting in Acadie* offers fascinating insights into the engagement of a set of cohabiting communities with their pasts and the sometimes cautious, sometimes corrosive responses of their leaders at every level from parish to nation. In a world increasingly aware of both the complexities and the value of cultural pluralism, Rodin offers an invigorating example of what public history offers to contemporary society.

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A photo of the “forest of masts” crowding San Francisco harbor in late 1850 has long been an iconic image of the California gold rush. With their passengers and cargoes delivered and their crews skedaddled to the gold fields, according to the common explanation, these hundreds of ships had been abandoned to the elements, docked or left swinging untended on their anchor chains. In this remarkably fine study, James P. Delgado deconstructs the image and describes the early history of the waterfront as an aspect of San Francisco’s emergence as America’s major seaport on the Pacific Coast. A good many of these vessels, he explains, were actually functioning as storeships and gold rush emporiums, managed by commission merchants who had filled their holds with a wide variety of goods awaiting sale in a favorable market.

An expert in maritime archaeology with many years of experience in the examination and interpretation of San Francisco harborside sites of the gold rush era, Delgado has extended this work far beyond mundane details about a few ships and their cargoes. He places the most archaeologically rich sites within a broad-ranging history of the Bay City’s 1848–1851 waterfront—a waterfront that rapidly advanced block by block eastward into Yerba Buena Cove as steam powered buckets tore down the sand hills to create fill for the shallow harbor area. As a result of this process of filling in water lots, a few large ships that had been grounded at high tide, then secured by deep-sunk pilings on all sides
to serve as storeships, became prime architectural features in the developing commercial waterfront. They remained visibly prominent as the extension of wharves and then streets and frame buildings into the cove left them blocks away from the reshaped waterfront. Two of these storeships, the Niantic and the General Harrison, are central in Delgado’s account. Both burned to the waterline in the general conflagration of May 4, 1851, the disaster that encouraged a shift in San Francisco construction materials from wood to brick and stone. A considerable remnant of both these ships and their fire-damaged cargoes, however, survived the following decades of construction overlay.

The author provides an exact narrative of subsequent haphazard intrusions on these sites, including bottle hunting orgies set off by construction activity, and the unfolding of careful archaeological investigations mandated under the 1966 National Historic Preservation Act, the 1970 California Environmental Quality Act, and the Archaeological and Historic Preservation Act of 1974. The rediscovery of the Niantic remains during construction excavation at 505 Sansome Street in 1978 is a key point in the story. Both the city government and the historic preservation community, Delgado relates, were caught off guard. To fulfill the terms of the EIR for the site work, the staff of the San Francisco Maritime Museum took responsibility for a hurried excavation over a few days in May before construction resumed with jackhammers and bulldozers pulling apart the remaining segments of the ship’s hull, happily preserving the intact stern and rudder. The resulting collection was curated by the Maritime Museum, where a graduate student at San Francisco State University, Mary Smith, analyzed the artifacts for her 1981 M.A. thesis. In combination with further local and state laws, Delgado points out, this Niantic episode led the federal government to establish what he terms the modern era of archaeological resource management in San Francisco. In turn, one might suggest, the San Francisco example has informed archaeological and historic preservation practice in many other localities.

It is one of the great strengths in Delgado’s work that he seeks to link archaeology to history and especially to a broadly considered “world systems” theoretical framework grounded in the writings of historians Fernand Braudel and Emanuel Wallerstein. San Francisco’s gold rush waterfront, he declares, grew as a segment in the worldwide expansion of capitalism. The rapidly changing waterfront scene, the ships docked or grounded there as store ships, the cargoes they carried, and the commission merchants who managed a critical part of the 1850s maritime economy all reflected the wider process of the capitalist integration of the Pacific Coast into a dynamic world trading and manufacturing system. In this view, Delgado insists, the California gold rush was not so much a catalyst as a consequence of this phase of capitalist expansion, and San Francisco’s waterfront became the scene that enabled this expansion to occur.

Gold Rush Port can serve in one sense as a capstone to Dr. Delgado’s distinguished career in maritime archaeology. It is long in theory, but long also in the exacting description of San Francisco’s waterfront history. The account
of archaeological investigations has its own instructive value for public historians as well as for their colleagues in historical archaeology. Among other matters of interest are two appendices, one describing the “representative storeship” of 1849–1851, the other an inventory of the merchandise aboard the General Harrison storeship. Especially striking in this inventory is the abundance of bulk, low-priced staples and an amazing variety of cheaply made goods from China. The General Harrison, we might conclude, was in its function a gold rush–era Walmart or Sam’s Club.

It is a reviewer’s prerogative—perhaps a responsibility—to quibble however slightly even with the best of authors, a description that surely applies to James Delgado. My quibble focuses on an interpretive perspective that gives only cursory notice to the role taken by the California gold rush in animating the capitalist development of the American West and the Pacific Basin. The Gold Rush of 1848–1857 was not a distinct event, as Delgado seems to imply, but rather the beginning episode in a continuous process of western wealth creation first by gold and silver mining, subsequently by the mining of copper, zinc, and an array of other minerals, and with it commercial agricultural and an unlimited array of entrepreneurial enterprises. That process of course continues today, even during our current economic downturn. Starting in 1848, the prospect of this wealth creation in turn attracted a continuous flow of immigration and settlement that has increased the overall population of California (and most adjacent states) each and every census decade from the 1840s to now. San Francisco with its burgeoning waterfront trade and its commission merchants of course were important in the overall accounting, as Delgado emphasizes. But the trade centered there was trade with someone in return for something. The someones and the somethings were products of the Gold Rush and what has come after. San Francisco’s maritime integration into the capitalist world system, in other words, came as an adjunct to the spectacular, sustained burst of commercial and industrial productivity that had its origins in northern California’s mineral treasure.

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