with the following topics: Cuba and the Platt Amendment; Panama and the Canal; Relations with the Dominican Republic (mainly since 1905); American Intervention in Haiti (following 1915); Efforts to Promote Stable Government in Central America (1907 to the present); Intervention in Nicaragua (1909 and following). The Appendix contains nine agreements between the United States and the various republics of the area. The relations of the United States with Venezuela and Colombia (except for the Panama Canal episode) are not discussed.

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GUGGENHEIM, HARRY F. The United States and Cuba. Pp. xvi, 268. New York: The Macmillan Company, 1934. \$2.50.

The author was American Ambassador to Cuba from November 1929 to April 1933. This volume is not, however, one recording purely personal experiences, but is an analytical account of the political and economic relations between this country and Cuba. It contains a Selected Bibliography of nine pages and a good index.

The book is divided into five parts. Part I deals with our relations to Colonial Cuba, showing that since the time of Thomas Jefferson our statesmen have cast interested, sometimes covetous eyes on "the Pearl of the Antilles." In early times we saw her domination by foreign powers as a threat to our safety. Later we sought naval bases and economic opportunity. After severance from Spain we were unwilling to let Cuba go wholly on her own.

(Part II). The Platt Amendment aimed at a stable government in Cuba under the guidance of the United States. Under the political stability thus attained, American capital poured into the sugar industry, railroads, and other improvements. (Part III). It helped make Cuba prosperous as long as sugar was profitable. The author seems to indorse the common error that the American tariff was primarily responsible for the recent plight of the sugar trade, whereas the Cuban industry without access to a privileged market was depend-

ent upon world prices which were unremunerative due to world overproduction. As long as Cuba must produce for the world market, revision of the American tariff alone can do her little good.

In Part IV the author discusses Cuban politics. Part V shows the troubles brought about by our various interpretations of the Platt Amendment: "There has been a laissez faire policy and a tutorial policy; there have been lectures, admonitions, and threats; there has been a policy based on a strict construction of the Platt Amendment and a policy based on a broad construction." . . . The Cuban Government did not accept these variations without protest" (p. 229). Acting in his capacity as Ambassador, the author advised our Government, January 20, 1933 that the difficulty in our relations with Cuba was not to be found in our policy but in the treaty itself, and that Cuba responded to American suggestions only when (1) afraid of intervention, (2) seeking a loan, or (3) afraid of revolution. The author concludes that the Platt Amendment should be modified—a suggestion since carried out by the new South American policy of the Roosevelt administration.

WALTER A. MORTON

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Duggan, Stephen. The Two Americas. Pp. xx, 277. New York: Charles Scribner's Sons, 1934. \$1.75.

New books about Latin America have been appearing with surprising rapidity both in this country and in Europe. Some of them are superficial and give the impression that the writer is insufficiently informed—that the book is the result of a hasty trip through some of the South American republics. No such criticism will be forthcoming in this instance, however, for few people, in this country at least, are as fully informed on Latin America as Stephen Duggan, Director of the Institute of International Education. This book gives additional evidence of that fact.

Mr. Duggan calls the book an interpretation of the two Americas. In its first three chapters, entitled "Backgrounds," "The

Resulting Civilizations," and "Social Institutions," it is essentially a comparison of the two-an attempt to account for the civilizations now existing in each by reference to racial admixtures, climate, natural resources, the extent of religious uniformity, and the degree of control exercised by the colonizing nations. This comparison is a contribution from an educational point of view. It may help to prevent unfortunate comparisons which are often made without a knowledge of the essential differences of the two continents, and which are often productive of ill will and misunderstandings. There was need of a study such as this—a sane, impartial, and tactful explanation of why the differences in the civilizations of the two continents exist, with attention focused on the causal factors rather than on the existing differences.

It is to be regretted, however, that more attention was not given to this section of the study, and perhaps less to the latter sections which deal with economic changes and inter-American relations-that is, if the book had to be held within certain limits. The need for a comparative analysis of historical backgrounds and of institutions was greater, and the subjects considered in the latter chapters have been treated more thoroughly by others, more particularly by Haring, Williams, and Normano. Furthermore. Mr. Duggan's most distinctive contribution to our knowledge of Latin America is on the cultural side rather than on the side of political relationships or economic developments.

Those people who are interested in international relations will be amply repaid by reading this book. It should achieve the objective stated by the author that it may dispel some of the misunderstanding between the inhabitants of the two Americas.

D. M. PHELPS

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WHITELAW, WILLIAM MENZIES. The Maritimes and Canada before Confederation.
Pp. x, 328. Toronto: Oxford University Press, 1934. \$3.50.

It has been the usual practice, in writing the history of British North America, to focus attention on the Canadian provinces, and to regard the Maritimes as an area demanding only occasional references to round out the story of the development of the modern Dominion of Canada. Dr. Whitelaw has rendered a real service by reversing the process. In a volume heavy with scholarly detail but of real importance to the specialist in the field of Canadian history, the author has summarized the evolution of each of the Maritime Provinces, their interrelation with each other and with Canada proper, to the time of confederation.

The story is a highly complicated one, and the author is to be congratulated on his painstaking scholarship and on the skill with which he has untangled the many factors that explain the history of the maritime region. It is a story involving considerations of geography, trade, transportation, communication, the international strategic importance of the maritime region as a problem in imperial defense, the economic pull toward the United States, and the general effect of Anglo-American and Canadian-American relations upon the maritime section of British North America. Plans for an intercolonial railway were inextricably interwoven with projects for a union of the provinces, and the railway question assumed new significance as a result of the American Civil War, when the Colonial Office awoke with a start to the realization that imperial safety lay in stopping the drift to the United States. The proposals for a union of the various British North American provinces were many, and each plan had its sponsors among specific colonial and imperial groups. In the end, differences of opinion centered on the relative merits of maritime union and a larger British North American confederation.

The history of the period is the record of the struggle between "incipient nationalism" and the "rugged particularism" of the provinces, a conflict between centripetal and centrifugal forces actuated by a wide variety of motives. Canadian expansion finally exercised a determining influence upon integration within the maritime region, and in the end, maritime union