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To California by Sea: A Maritime History of the California Gold Rush

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appropriate, but this outcome is far from clear now.

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Delgado, James P. *To California by Sea: A Maritime History of the California Gold Rush*. Columbia: Univ. of South Carolina Press, 1990. 304pp. \$24.95

In his 5 December 1848 State of the Union Address, the president of the United States announced the truth of the rumoured riches of the California gold rush, and within a year over one thousand ships crammed with eager fortune-seekers sailed for San Francisco Bay.

James Delgado's book is a fine history of this unique marine enterprise, for it is the first comprehensive history of the importance of ships and shipping in the gold rush since Jack Kemble's 1949 book. The gold rush not only gave rise to the state of California, but it had a great impact on national and world maritime trade. Voyages round Cape Horn, passages through the jungles of Panama and Nicaragua, and transcontinental expeditions are all part of the story. Delgado addresses such vital themes as the rise of the port of San Francisco, the rough and ready seafaring law and order of San Francisco Bay, and the role of the United States Navy and the U.S. Revenue Marine (now the U.S. Coast Guard).

Not only is this work based on an exhaustive reading of manuscript

sources, but it is grounded in the most recent secondary sources, which are virtually innumerable. An extensive bibliography and footnotes give added value to this book. This is a well-illustrated and beautifully written text that holds a special niche as the standard work on the subject. It confers upon James Delgado the honoured place as the premier historian of the California gold rush, especially its long-neglected maritime aspects. In a larger sense this book is a significant contribution to maritime history as well.

Delgado is the Maritime Historian of the National Park Service in Washington, D.C., and a native of the San Francisco Bay area; his subsequent historical contributions are eagerly anticipated. He brings a local knowledge and love of subject to his work that is enviable and necessary for writing the excellent maritime history of which this book is an example.

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Fromkin, David. *A Peace to End All Peace: Creating the Modern Middle East, 1914-1922*. New York: Henry Holt and Co., 1989. 567pp. \$39.95

David Fromkin states in his introduction that he set out to tell how the European powers, large and small, were responsible for profound change in the Middle East. One can hardly argue that point, yet, as with everything else in the Middle East, his task