

1980

"Three Before Breakfast," and "The Canadian Military Experience 1867-1967: A Bibliography"

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Recommended Citation

Hattendorf, John B.; Coles, Alan; and Cooke, O. A. (1980) ""Three Before Breakfast," and "The Canadian Military Experience 1867-1967: A Bibliography"," *Naval War College Review*: Vol. 33 : No. 5 , Article 14.
Available at: <https://digital-commons.usnwc.edu/nwc-review/vol33/iss5/14>

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authority disproportionate to her resources." Cable has as well no less praise for the actions taken by naval officers who, in face of confusing orders, inadequate communication and insufficient guidance and direction, demonstrated a high degree of "good sense" and "calculated boldness." Through the efforts of such men, thousands of Spanish children—"all fervent little Reds"—were evacuated to sanctuary in France, England and elsewhere.

In writing this book Cable has vividly recounted a little known episode, focusing his attention equally upon the political and human aspects of a "curious," but fascinating incident, itself, as the author points out, now a historical case study of the results that flowed from the interaction of naval operations and political attitudes in a bygone time.

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Coles, Alan. *Three Before Breakfast*. Homewell, Havant, Hampshire, Eng.: Kenneth Mason, 1979. 192pp.

The review of this book in the May-June 1980 issue of the *Review* failed to note that the distributor in the United States is Sheridan House, White Plains, New York.

Cooke, O.A., comp., *The Canadian Military Experience 1867-1967: A Bibliography*. Ottawa: Department of National Defence: Directorate of History, 1979. Occasional Paper Number Two. 244pp.

The military experience of our closest neighbor is something that should be of great interest to us. However, we have remained largely ignorant of the subject; indeed, there are those who assume that Canadians are an unmilitary people. There are several reasons for this. On one hand, no general

bibliographic aids to research have been useful in guiding us to the full range of materials in print and, on the other hand, there have been relatively few substantive works on the subject.

O.A. Cooke's bibliography fills an important gap by removing some of the practical obstacles to study and pointing out approximately 2,200 titles that relate to the Canadian Armed Forces between Confederation in 1867 and the unification of the services, 100 years later, in 1967. Complementing the few well-known titles by such historians as R.A. Preston, C.P. Stacey, G.F.G. Stanley and G.N. Tucker, there are a host of monographs, pamphlets, serial titles, unit magazines and yearbooks, training pamphlets and regulations.

The bibliography is divided into five sections. The first lists bibliographies of military history and several suggestions for sources in political and social affairs that touch on the military. The second section deals with Defense policy and general works. These two sections, in particular, have been rather arbitrary in their listing of works that are "mainly or uniquely Canadian and military." They must be supplemented with broader and more general materials that cover politics, economics, sociology and international relations.

The remaining three sections of the bibliography are devoted to the naval, land and air forces. Of these, the army has been allotted 140 pages, the air force 33, and the navy 30. Each section has been divided into chronological segments: 1867-1914, 1914-1918, 1919-1945, and 1945-1967. In these segments, as well as in all the five categories of the entire bibliography, titles have been repeated in every section to which they pertain.

There is no question that this bibliography is a major contribution in the field of military history. It is a work for every reference library in the field and its low cost (\$5.95 in Canada and \$7.15 outside Canada) makes it readily

104 NAVAL WAR COLLEGE REVIEW

available to anyone who is interested in the subject. One hopes that this excellent volume will be followed by supplementary volumes on the earlier history of Canada as well as poetry, fiction, Ph.D. theses and periodical articles relating to the Canadian military experience.

JOHN B. HATTENDORF
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Cooling, Benjamin Franklin. *Gray Steel and Blue Water Navy: The Formative Years of America's Military-Industrial Complex, 1881-1917*. Hamden, Conn.: Archon Books, 1979. 286pp.

The term "military-industrial complex," evoking as it does the image of corporate executives and Pentagon officers conspiring to defraud the taxpayer with yet another unneeded weapons system, invites criticism. Events of the past two decades have tended to make this criticism both easy and popular. It is all the more necessary, then, to be able to treat the subject objectively and dispassionately. On the whole, this book does so.

Cooling has considerable competence, both on the time period he has selected and the subject matter. His focus is the developing contractual relationship between the Navy Department and "big steel" for the furnishing of ordnance and armorplate for the vessels of the New Navy. This relationship, emerging in the 1880s out of the laudable desire of the Navy Department to escape dependence on European suppliers, was an ambivalent one. Critics at the time argued that the companies—principally Bethlehem Steel, Carnegie Steel, and Midvale Steel—were foisting shoddy products on the Navy at usurious prices. Company spokesmen retorted that they didn't really need or want the Government's business, and were earning only a modest return on their investment. Because the companies

refused to furnish the Government with supportive data, fearing that this might somehow be leaked to competitors, congressional and naval critics remained unconvinced—until the Government built an ordnance plant and foundry at Charleston, West Virginia.

Cooling is surely correct in suggesting that studies of the U.S. Navy, in this or any other time period, have tended to focus upon "broad strategic, diplomatic, or administrative facets," thus neglecting the industrial and technological dimension. At the same time, he admits that his work merely breaks the ground. "Steel armor and ordnance," Cooling observes,

remain but a portion of the military-industrial phenomena of that age. More work needs to be done to integrate procurement of small arms, provisions and clothing, noncombat equipment, and even shipbuilding itself together with what has been treated in this study. The task then remains one of revising the broader patterns of naval and business history.

It is regrettable that the author was unable to obtain access to corporate records. Perhaps the companies did—and do—have something to hide. There is a lingering suspicion in this reviewer's mind, however, that Andrew Carnegie, Charles Schwab and the other titans of steel have received a bad press. It would be helpful if we knew more about the economics of steelmaking; whether Government contracts were in fact essential to the survival of the firms in question; whether there was an international cartel operating to fix prices of armorplate; whether the other industrial nations encountered comparable difficulties in providing armor and ordnance for their warships.

Cooling devotes much of the book to developments in the 1880s and '90s. The Roosevelt-Taft-Wilson era thus