

BOOK REVIEWS

Greater Portland Celebration 350: A Commemorative Edition. Edited by Albert F. Barnes. (Portland, Me.: Guy Gannett Publishing, 1984. Pp. 247. Cloth. \$27.50.)

Greater Portland Celebration 350, compiled and edited by Albert F. Barnes, is a lively account of Portland's past. The Guy Gannett Company should be congratulated, first for publishing in May 1982 eight special sections in the *Portland Press Herald* and the *Evening Express* commemorating the Greater Portland Celebration 350, and second for using that material to compile a very readable book.

Managing Editor Steve Riley was responsible for coordinating and editing the original newspaper publication, a marvelous product which I enthusiastically saved and stored in a box in my attic. The book, derived from the excellent efforts of Mr. Riley and his fellow *Press Herald* and *Express* writers, is an obvious improvement: it is much more accessible than my rummage box in the attic.

The book is divided into seven chronological sections, beginning in 1632. In the sections, historical commentary by Clark T. Irwin, Jr. fills half of each page; supporting articles are inserted beneath the chronicle. Clearly, Mr. Irwin knows his Portland. He has done a great deal of research to produce a comprehensive history that successfully intertwines the city's past with major national events. His chronicle hits the high points of each era and contains most informative material. At times, however, the history seems somewhat disjointed and flows less smoothly than it might because Mr. Irwin uses so many short, factual paragraphs that pack in so much information. Also, the supporting articles at the bottom of the pages are somewhat disconcerting, as they distract the reader from the ongoing chronicle.

Many different *Press Herald* and *Evening Express* writers contributed these supplementary articles, which are strongly headlined, varied, and lively. Vignettes profile many of Portland's leading personalities. Accounts of national events like

the Depression and the advent of electricity present Portland's perspective. Stories of happenings such as Jon R. Pownall's murder and the building of the "million dollar" bridge add a purely local flavor. The World War II stories of Portland's shipyards, of naval operations in Casco Bay, and of the effects of rationing are particularly good.

Many fascinating bits of Portland trivia are scattered throughout the pages of this book: a snowstorm struck on July 4, 1879; twenty-seven automobiles traversed Portland streets in 1901; Portland's 1922 city tax rates were among the highest per capita in the country; Mary Baker Eddy got her Christian Science ideas in Portland from Phineas Parkhurst Quimby, a clockmaker formerly from Belfast. The book presents such details in an almost encyclopedic fashion. As the editors note, selecting the stories, personalities, and events for inclusion in such a book was a major problem. Some things had to be left out, but in this reviewer's opinion not much of significance was.

The works of Portland historian William Willis were used as reference, guide, and basis for choosing material for the first three sections of the book. Accordingly, the early history appears well researched and is clearly presented. For the last half of the book, the editors were on their own, since no major Portland history of such high quality exists as a reference for more recent events. Newspaper files no doubt were invaluable, and the editors should be congratulated for a fine selection of articles for the more modern sections, which will bring back memories for many readers.

Excellent and well chosen illustrations include aerial views, maps, and timely newspaper headlines such as the *Portland Press Herald's* December 8, 1941 banner: "U. S. - Japan At War, Pacific Islands Bombed." *Greater Portland Celebration 350* is both panoramic and intimate. The book captures the history and flavor of the city, and Portlanders will thoroughly enjoy it.

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Portsmouth-Built: Submarines of the Portsmouth Naval Shipyard. By Richard E. Winslow III (Portsmouth, N.H.: published for the Portsmouth Marine Society by Peter E. Randall, 1985. Pp. 221 Cloth. \$19.95.)

Author Richard E. Winslow, a Navy "brat" like this reviewer, first saw submarines at the Sub Base at Pearl Harbor and came into closer contact with them at New London and at Portsmouth. Whether he ever sailed on board a submarine, he does not reveal, but also like the reviewer, he has fallen in love with them. And, like a lover captivated by the charms of his beloved (or more properly, her heroics), he overlooks the faults.

Winslow has, in fact, written two books: one about the Portsmouth Naval Shipyard and its major product in the Second World War and afterwards, and one about the history of the shipyard and its submarines before that war. The former is a good book, the latter less good.

To dispose of the awkward part of this book, it must be said that Winslow seems to have written the first part of the volume last, as an afterthought. Chapters One and Two are thrown together from diverse and ill-connected sources. The political wheeling-and-dealing which kept the Navy Yard alive in the 1880s and 1890s is hinted at. Miscellaneous bits and pieces of the story are strung together; famous names (Josephus Daniels, F.D.R., Ernest J. King, Charles B. Momsen, and Chester W. Nimitz) are dropped as a garnish, with little continuity or insight into the greater picture of submarine development and naval history up to the Second World War. For those subjects, the reader might better seek out the sources cited in the extensive bibliography at the back of the book, especially the works by John D. Alden, Edwin P. Hoyt, Drew Middleton, and Norman Polmar.

Once the tedious background is put behind, Winslow does much better. The stories of Portsmouth-built submarines in World War Two flow well, the recollections of participants fleshing out the patrol stories told in Theodore Roscoe's and Clay Blair Jr.'s larger works. Every Portsmouth-built "boat" is

at least mentioned, with greater detail given for *Squalus*, *Sailfish*, *Grenadier*, *Redfish*, and *Archerfish*, the latter credited with the largest single-ship sinking by any submarine, ever, when she torpedoed the brand-new Japanese super-carrier *Shinano* en route to final fitting out in the Inland Sea. In an appendix, Winslow succinctly summarizes the life story of every Portsmouth sub from *L-8* (1917) through *Sand Lance* (1971).

The importance of the shipyard in post-World War Two U.S. submarine development is adequately covered. Winslow bestows perhaps too much credit upon the PNS in the development of the GUPPY (Greater Underwater Propulsion Power) conversions of WWII diesel-powered subs, but rightly relates the teething problems of the experimental *Tang*-class boats and the revolutionary *Albacore*, whose tear-drop shaped hull was the modern prototype of all presently operational submarines. The reviewer inspected *Albacore* with awe in 1953 while she was undergoing completion alongside the pier at Portsmouth. Unable to participate in her trials, he enjoyed her exploits vicariously via the “scuttlebutt” circulating through the Atlantic submarine fleet in 1954-1955.

The role played by submarine disasters in the development of safer craft is presented by Winslow as a sort of by-play. The two most dramatic, *Squalus* (1939) and *Thresher* (1963), were Portsmouth boats lost due to faults in construction, but from which new standards of design, construction, and testing evolved. The lives lost helped to save others on later boats, a progression almost axiomatic in the history of shipbuilding. In the wake of the *Thresher* catastrophe, Portsmouth built the deep-diving research vessel *Dolphin* with special attention to hull and pipe-joint weld specifications, gaining valuable experience for later repair and alteration projects as well as establishing logical work scheduling procedures to eliminate fault-inducing re-welding.

Alas, the shipyard no longer builds subs for the U.S. Navy. The problems that dogged its history earlier — remoteness

from central sources of supply, a climate that necessitates costly building sheds, and the diminished political "clout" of New England — have seen the PNS relegated to a repair and overhaul role for Navy vessels built elsewhere.

Winslow's book, in its middle and later chapters, is good light reading on the fascinating topic of U.S. Navy submarines. The immediacy of interviews with living veterans of both the wartime and peacetime experiences of the yard and its vessels is a dimension no other work possesses. The photographs carry the reader from *L-8* through *Sand Lance* (the last "Portsmouth boat") in exciting and intimate detail. Would that closer attention had been paid in writing the captions — such flubs as claiming that *Thresher* was the first sub launched bow-first in 1961 (p. 158) when the photo of the launching of *Albacore* in 1953 (p. 141) clearly shows her stern leaving the building shed last might have been eliminated.

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A Glimpse of Sion's Glory: Puritan Radicalism in New England, 1620-1660. By Philip P. Gura. (Middletown, Conn.: Wesleyan University Press, 1984. Pp. xv + 398. Cloth. \$29.95.)

The study of religious radicalism in seventeenth-century England has become a flourishing industry since Christopher Hill published his seminal study of *The World Turned Upside Down* in 1972. Since then Bernard Capp has explored the world of the Fifth Monarchy Men, J. C. Davis and Brian Manning have reconsidered the religion of the Levellers, G. E. Aylmer and Christopher Hill have re-examined the religion of Gerrard Winstanley the Digger, the Muggletonians have been rediscovered, and the early Quakers have been recognized as the noisy, uncompromising extremists which they originally were. J. F. McGregor and Barry Reay have edited a symposium on *Radical Religion in the English Revolution*. There is now even a three-volume *Biographical Dictionary of British Radicals in*

the Seventeenth Century. There has been a tendency, however, to minimize the extent and significance of similar radical movements in New England. Stephen Foster and J. F. Maclear have begun to redress the balance, but it has been left to Philip Gura to provide the first full-length systematic treatment of this important but neglected subject. His book is not an exact equivalent of Christopher Hill's classic; Gura offers intellectual history rather than social history in the full sense. Nonetheless this is a major work which demands the attention of all historians of the colonial period of American history.

The neglect of radical religion in seventeenth-century New England was not something of which contemporaries themselves were guilty; Winthrop and others took the threat very seriously indeed and were constantly vigilant and determined in their efforts to maintain the godly order that had been newly established around Massachusetts Bay. The modern neglect is in fact historiographical rather than historical in origin and owes most to the well-meaning but misconceived attempt made by Perry Miller to define American Puritanism and the New England Way. Above all, it is Miller's picture of the essential theological unity of New England Puritanism which Gura sets out to destroy.

The title of his book is taken, appropriately enough, from a theological discourse by the seventeenth-century English Independent, Thomas Goodwin, and underlines the incompleteness, indeed the failure, of the radicals' achievement. Denied fulfillment, they caught no more than a glimpse of the New Jerusalem at which they aimed. Gura explores the different kinds of radical challenge which the mainstream orthodoxy of church and state experienced — separatism, radical spiritism, the Baptists, the millenarians, and the Quakers. The general discussion is reinforced by lengthy case studies (of Anne Hutchinson and Samuel Gorton, for example) which illustrate not only the teeming variety of New England Puritanism but also its chronology and different phases. Moreover, as well as looking at the internal history of the different radical movements, Gura is careful to examine the range of responses

provoked from the conservative civil and ecclesiastical authorities of the day. The author is right to emphasize that religious radicalism had implications for the political system of a state like Massachusetts, in which in 1649 less than one in ten had the vote. Toleration was the last thing that those in authority wanted. Such a move, it was felt, would lead to an inevitable and unwanted anarchy. "Polyptery," Nathaniel Ward opined, "is the greatest impiety in the world." Somewhat later, Simon Bradstreet was no less convinced that "that cursed Bait Toleration" had to be resisted and overcome.

Gura's study sheds interesting light on the religious complexion of early Harvard and on the unvarnished reputation which Rhode Island — "rogue island" — sustained in the eyes of the socially conservative and religiously orthodox. He provides additional reminders of the important role played by women among the religious radicals — and not only the remarkable Mrs. Hutchinson, that "wretched Jewess," in the view of one of her opponents. He offers a further corner of the troubled early history of the persecuted Quakers. His case studies — especially the one of Samuel Gorton — are not merely illustrative but genuinely exploratory. For this reviewer at least, Gorton has the added interest of engineering in that part of the country whose religious affiliations I explored in my first book, *Puritanism in North-West England*.

One of the chief merits of Gura's study is that it offers a running commentary on the changing relations between England and New England in the seventeenth century. He finds not unexpectedly that the religious radicalism of New England was to a considerable extent imported in this, as in other respects, the migrants so apt to replicate their English experience. Thereafter, at the political, social, and personal levels, the links with England continued to be important, and in the 1640s and 1650s many went to and fro between the two countries, ironically — since it enjoyed the condoning feeling of an inguinegration — radicalism was expressed more fully and easily in England than in the American colonies in these decades, and harassed American dissenters appeared for and

often received) protection and redress from the mother country which they had once left in despair. Instead, the New England Way was gradually synthesized; most of the radicals were rendered harmless, and the orthodoxy of the godly selectively adopted more radical tenets. In this process of synthesis the radicals themselves exerted a formative influence unrecognized by Perry Miller, an influence which fascinates the historian even if it will sometimes sadden the Christian. There seems little doubt that, though the radicals themselves failed, they changed America.

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The Socialist Alternative: Utopian Experiments and the Socialist Party of Maine, 1895-1914. By Charles Scontras. (Orono, Me.: Bureau of Labor Education, University of Maine, 1985), Pp. 198. \$10.00.

Though hardly a growth industry, local studies of American radicalism have become the subject of an increasing number of histories. Only in this way, scholars have concluded, can we satisfactorily explain the long and low trajectory of socialism in the United States — the absence of a labor party, of sustained working-class militancy, of the failure of the radical dream to catch the national imagination. Charles Scontras's book on Maine socialism over two decades is in this localist tradition. It gives us the work and thought of Norman Lermond, *primus inter pares* among Maine's socialists, the colony and organization he founded, and the political fortunes of the state's socialists. Lermond was the chief architect and promoter of utopian schemes, the leading figure in the Brotherhood of the Cooperative Commonwealth, the 1895 organization that sought to unite all of America's socialists into a single large fraternal society, establish cooperative colonies and industries, and concentrate socialism in one state until the nation itself could be transformed into a socialist society. Lermond was

both a theoretician and an activist. A militant labor organizer, he edited and/or published newspapers for Maine's socialist and populist parties, as well as the *Maine Farmer* between 1891 and 1904. His writings were influenced by Edward Bellamy, Eugene Debs's Social Democracy of America, and radical social gossellers like George Herron and William Dwight Porter Bliss with their visions of Christian communism. Indeed it was Bellamy and the Nationalist Clubs that inspired the one operational utopia founded by the Brotherhood. Equality (the title of Bellamy's second utopian novel) was the first of a projected 100,000 communities of the new order, in which 2,000 to 10,000 socialist pioneers would live cooperatively in each of the "chain of colonies."

The larger inspiration derived from the radical social gospel, for Lermond fused Bellamy with Fabianism and the New Testament, making an ideological mix whose tone and expression was marked by idealism, religious fervor, missionary zeal, a spirit of Christianity, and disdain for individualistic competition. Indeed, though Lermond remained in Maine, many of Equality's first settlers were driven by the same New Testament zeal that motivated him. His disciples reflected the same desire to serve humanity as Christ commanded, the Christian socialism that Bliss embraced, and the spirit of sacrifice that had salience for Herron's thought.

Long-neglected by scholars, Equality was established in December 1897 near Puget Sound in Washington State, and at its peak in June 1898 had about 350 settlers. Scontras describes its founding, operations, practices, and achievements — the last desolately minimal, given the enthusiasm and energy of those who ventured there. A typical communitarian experiment, reminiscent of those of Jacksonian America, it included machine, blacksmith, tailor, and sewing shops; a brickyard and sawmill; and a fishing industry. No dollars-and-cents units of exchange existed; no profit, interest, or rent was allowed. Eventually, again like so many antebellum communities, it foundered on a number of reefs: factionalism, disillusionment, petty jealousies, "lack of brotherly love," and of course the futility of seeking to build a socialist island in a capitalist sea.

The failure of Equality in 1907 did not discourage Lermond. Like so many radical activists and Christian socialists, he was incredibly energetic and unceasing in his efforts. The Industrial Brotherhood, an even more ambitious and ephemeral plan of social transformation, occupied him for a year or more. It would federate all cooperative communities, establish producer cooperatives across the country, and unite all socialists in one Brotherhood. Like the Knights of Labor, it was nonpartisan and virtually all-inclusive, appealing to the small merchant and manufacturer, the traveling salesman, and the farmer burdened by a big mortgage, as well as to the ordinary worker. This scheme, however, had only a brief life, and Lermond then turned to Maine politics and to the formation of the state's Socialist Party.

Much like Maine's Socialist Labor Party and Maine's branch of the Social Democratic Party of America, organized in 1895 and 1899 respectively, the state's Socialist Party, founded at Skowhegan in 1899, endorsed the usual issues of the national party: the eight-hour day (for municipal workers); public ownership of railways, telegraph, waterworks, indeed all public utilities (acquired after just compensation); direct election of senators (and all public officials); initiative and referendum; and added municipal coal and wood yards and a few similar flourishes of its own. Over the next two decades, Maine's socialists endorsed such planks, worked tirelessly and enthusiastically for their candidates, and got nothing for their efforts—even in such socialist strongholds (sic) as Bath and Portland. Thus the prominent Maine Socialist, Charles Fox, received 1,979 hard-earned votes for governor in 1902, out of a total of 150,000-plus votes cast; and for all the feverish efforts, statewide membership peaked at 318 in a bullish period for the national Party. After eight years of political militance, socialists could claim only one election victory, a candidate elected to the Lubec school board. Thereafter Maine's socialists drifted rightward and in 1912 denounced the "revolutionary and warlike methods" of the Industrial Workers of the World during the Lawrence, Massachusetts, strike. Maine's Party never attracted

the rank-and-file unionist. Gompers failed to endorse its candidates, believing — as did most state AFL officers — in working within the existing political system.

That some socialists held union office in the State Federation simply illuminated the dilemma and misperceptions of socialists everywhere. Maine's "sewer socialists," like those across the country, endorsed municipal and national programs that were often, as Walter Lippmann pointed out, indistinguishable from Progressivism. Their causes preempted by middle-class Progressives and by the Progressive Party in 1912, these gas-and-water socialists mindlessly accepted the parliamentary fantasy of Edward Bernstein and Victor Louis Berger, among others, which found the electoral system to be a level playing field between economic classes.

Scontras chronicles these tactical and organizational developments. He does not render the human incentives to commitment, which reflected the highly particular world of cell and party. There is nothing of the strength of loyalty to a generation of socialists, to the warmth of personal feeling that so often existed in the great religious feast days and the sense of the Party as a way of life. Nor is his study especially analytical or innovative in approach. But it is the product of careful scholarship; it reflects familiarity with the larger picture and the powerful mimetic impulses operative among America's radicals, and gives the reader a straightforward and workman-like account of a heretofore neglected area of historical scholarship. His book confirms that at every level, socialist perspectives and strategies remained contradictory, embryonic, uninformed. And students of the subject can be grateful for such insights.

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Restitution: The Land Claims of the Mashpee, Passamaquoddy, and Penobscot Indians of New England. By Paul Brodeur. (Boston: Northeastern University Press, 1985. Pp. ix + 148. \$18.95.)

Paul Brodeur's book, *Restitution*, will captivate and enlighten most general readers, while its limitations will disappoint many scholars. It consists of two separate sections with a brief afterword written by Tom Tureen, a lawyer involved with both land claims cases. The first section focuses initially on the individuals and places observed during the author's 1962 visit to Mashpee, Massachusetts, followed by a narrative of events concerning the Mashpee Land Claims Case of the late 1970s. The second section provides a detailed discussion of the Maine Indian Land Claims Case involving the Passamaquoddy and Penobscot tribes. Brodeur's writing skill is evident throughout both sections, engaging the reader's interest as well as his empathy for these Indians as individuals and as a group.

The two sections of the book vary considerably in focus, providing an uneven treatment of the subjects. The first section offers enough historical information about the Mashpees to satisfy the needs of most readers, but includes a limited discussion of the pertinent legal issues. In contrast, the second section contains only enough historical background for contextual purposes but provides an excellent detailed examination of the legal issues, conveying the complex arguments and concepts in a manner that is not only clear, but entertaining. The ahistorical treatment is unfortunate. Brodeur assumes the legitimacy of the Maine Indians' claims and fails to provide the reader with sufficient information to evaluate the case from a historical perspective. This lack of historic background is particularly evident concerning the Penobscot tribe who share equal billing in the title, but are introduced to the story quite late. (The Houlton band of Maliseets, who were also involved in the case, are never mentioned.) The manner in which these Indians were dispossessed of their land and their long history of unsuccessful efforts to resolve the land claims issue would add considerably

to Brodeur's story. Additionally, the author fails to mention the various intertribal and intratribal disputes concerning the land claims case.

The two sections were originally individual articles in *New Yorker Magazine* in 1978 and 1982 respectively. The only alterations to the originals consist of a few slightly reworded phrases and the addition of six pages updating the Mashpee story to late 1984. As a result, some unnecessary repetition of information and ideas occurs, and only an occasional reference to the other land claims case appears in either section. A detailed comparison of the two cases, legally and historically, would have been valuable, but Brodeur's analysis is limited to a brief discussion of the advisability of an out-of-court settlement (Penobscot and Passamaquoddy) as opposed to a jury trial (Mashpees). The afterword by Tom Tureen is an interesting appraisal of the current status of Indian land claims in the eastern United States, but it fails to compare and contrast these two cases or even to effectively tie them together. Considering the separate integrity of the two sections, it is curious that Brodeur did not reverse their order. The limited treatment of Mashpee legal issues would have been quite sufficient and appropriate if it had been preceded by the excellent detailed discussion of the Maine Indians' case.

Within the limitations cited above, Brodeur provides two very informative and entertaining narratives of eastern Indian land claim cases. The events, some of the personalities, and many of the issues involved in these cases are discussed in some detail. The lengthy quotes from Tom Tureen utilized in the second section do not detract from Brodeur's writing style and provide much of the excellent discussion of legal issues. Indeed, in Brodeur's hands the seemingly dull and mundane judicial proceedings are turned into an intriguing drama.

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