

#### REVIEWS IN MAINE HISTORY

state. Nine institutions in Maine have collections, varying widely in extent, with Colby having the largest. Nationally, Dartmouth (the first college to give Roberts an honorary degree) stands easily first, with papers enough to need 89 linear feet of library shelving. In second place is the Library of Congress, with holdings augmented in 1986 when Doubleday & Co., publisher of K. R.'s major novels, donated all its papers relating to them. What students and others considering work on Roberts should know about the fabulous Dartmouth collection, Bales does not mention: that until A.D. 2006 K. R.'s diaries from 1912 to 1935 cannot be copied or directly cited, while those from 1936 to 1957 cannot even be looked at. For the fifteen years between now and 2006 those restrictions are a handicap, but not too serious a one when we contemplate the vast resources Bales has located for us in this volume.

The "bio" part of this biobibliography merits further attention. Among the sources often cited is a doctoral dissertation by John Ira Kitch, Jr. It surfaces again in entry 911 of the *Annotated Bibliography of Criticism*, wherein Kitch is quoted as saying this about Roberts as a historical novelist: "He was not an accomplished creator of character nor a good stylist. His narrators are usually types, his women insipid, and his historical figures one dimensional." This has the ring of authentic biography, the readiness to offer personal evaluations that we expect of scholars. It is missing here. Just a small infusion of such judgmental elements would do much to increase the interest, and the credibility, of this — or any other — biographical essay.

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*A Tempestuous Voyage: The Diary of Annah Maud Gould's Trip Aboard the Ship Berlin.* Edited by Laura Penny. (Bowie, MD: Heritage Books, 1987. Pp. 96).

Seldom does a volume come along appealing to several interest groups and succeeding in adding to the knowledge of all. An opportunity such as this is Laura Penny's editing of

Annah Maud Gould's diary. Documenting a woman's life aboard a ship bound from Philadelphia to San Francisco, it will immediately appeal to two audiences: first, those interested in womens' studies; and second, those interested in maritime history. The list certainly does not stop there, however.

Preceding the diary are several essays giving some background information on Annah Maud Gould, the captain and his wife, and the ship *Berlin*. Born in New Sharon, Maine, Gould was an adventurous woman, and although familiar with the sea to some extent — she lived in Augusta for several years — one to whom such a voyage came as a challenge. It should be remembered that such a voyage was highly unusual for a woman of the late 1800s. Unescorted, Miss Gould traveled in the company of only one other young woman.

If Penny's second essay were only the caliber of the first, it would add immensely to our knowledge of seafaring. Unfortunately, this is not the case. We are provided with useful data on the *Berlin*, but less inspired is Penny's attempt, comprising the bulk of the remarks, at discussing "Down Easters" as a vessel type. A reading of any good book covering this period of maritime history would enhance the present volume and place the *Berlin* in the larger context of shipping and ship-building. This commentary on the *Berlin* could be reworked to fine advantage if a second edition appears.

Maud Gould's diary gives us an intimate look at the thoughts and activities of a young woman aboard ship. The work is filled with detail concerned with everyday events not readily found in standard treatises. She states in her preface that the diary was inspired by her reading of Morton McMichael's *A Landlubber's Log* noting, however, that hers would be different, due to the constraints placed upon women. Unable to climb the rigging, talk with the ship's crew, or visit the forecabin, except under the supervision of the captain, her days are spent reading and talking with the officers, captain's wife, and her companion. What is not allowed to her she makes up for in her rich and colorful recording of what is. Her descriptions of rooms and furnishings are wonderful in their detail. Likewise,

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her transcriptions of conversations with the captain and others evoke the character of the individuals and the lives they led.

Description of 1880s sailing practices fill several diary passages. Two of note are rounding Cape Horn and the route taken in approaching San Francisco. While passing around Cape Horn, Miss Gould elucidates the problems faced in conducting simple activities such as eating. Approaching San Francisco was similarly complicated. Instead of sailing directly to the harbor, the *Berlin* chose an elaborate route extending to the longitude of the Hawaiian Islands and then to a latitude north of San Francisco. The captain's purposes for each leg of this sailing maneuver are given. Maud Gould's diary ends August 25, 1887, for no reason other than the author was apparently tired of the voyage. The *Berlin* docked September 5, 1887.

Penny has done a fine job in making this diary available. In addition to the aforementioned criticism, Penny does not provide us with an indication of where the original diary is located. Nevertheless, she has added to our knowledge of ship-board life in the year 1887. It is well worth a first reading and probably a second for the information in Maud Gould's diary.

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*The French-Canadian Heritage in New England.* By Gerard J. Brault. (Hanover, N.H., and Montreal: University Press of New England and McGill-Queen's University Press, 1986. Pp. xiii, 282, \$25. Paper. \$12.95.)

On the back cover, publishers of this book have indicated that it is a contribution to Franco-American studies and to social history. Herein lie both the strengths and weaknesses of *The French-Canadian Heritage in New England*.