

# NEWS *from*



## AMERICAN HERITAGE

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*The Magazine of History*

Sponsored by • American Association for State & Local History • Society of American Historians, Inc.

FOR RELEASE FEBRUARY 16

New York, N.Y. February 16th -- Stephen Douglas really did hold Lincoln's hat during the latter's first inaugural address; the life of the pioneer woman in the old cow country wasn't so rugged -- she had a ball, according to the ladies' own accounts; and if you'd like a quiet-running, \$2,500 car that uses cheap kerosene for fuel and can go upwards of 200 miles an hour -- try a 50-year-old Stanley Steamer.

These are among the varied nuggets of historical fact in the February issue of AMERICAN HERITAGE, out today. The hard-cover magazine of history features a richly illustrated article by its editor, Bruce Catton, on The Marine Tradition. Twelve pages of paintings, sketches and photographs show the Marines in action in the 1847 Mexican campaign, Tripoli, the War of 1812, and many of the subsequent battles, large and small, in which the Corps has had a hand.

Another portfolio of color pictures accompanies an account of the American continent's amazingly sophisticated pre-Columbian civilizations. Some of these ancient ruins and artifacts from Central America are shocking to modern eyes, but speak eloquently of a culture much too advanced to have been peopled by savages.

Other articles range the length of America's past to tell of the last tragic flight of the airship Shenandoah; to look into the brief and ugly history of the "Know-Nothing" political party; to examine the life of "honest man" Peter Cooper, and the ambitions of President Wilson's confidant, Col. Edward M. House.

As usual, this AMERICAN HERITAGE is generously illustrated (23 pictures in color, 89 in black and white) and contains an exciting excerpt from a forthcoming history of the early oil strikes in Pennsylvania:

Hildegarde Dolson's The Great Oildorado. The full table of contents follows:

The Honest Man, by Peter Lyon: In the dog-eat-dog days of Jim Fisk, Jay Gould and Uncle Dan Drew, Peter Cooper was conspicuous among New York tycoons for public service and personal integrity. He manufactured glue (and made a fortune); he built America's first successful locomotive, the "Tom Thumb." And along the way he found time to establish Cooper Union for the free education of the worthy poor. (The school marks its 100th anniversary this year.) At 85, he ran for President of the United States on the Greenback ticket, in protest against the oppression of the underdog by his own wealthy class. He died in 1883 and seldom before or since has a citizen of New York been mourned from such a full heart. Illustrated with a full-color portrait of Cooper and with contemporary prints and photographs.

Our Two Greatest Presidents, by Clinton Rossiter: A noted historian says that for once schoolboys and scholars can agree: Washington and Lincoln, whom legend proclaims our two greatest chief executives, were indeed the nation's finest -- Washington because "in a time of construction, he was scrupulous in honoring the letter and spirit of the Constitution," Lincoln because "in a time of dissolution, he honored the spirit by stretching the letter almost to its limits."

"The Smoke, the Thunder, The Roar of Battle," -- One of the most famous paintings of Bunker Hill, reproduced in full color, done by a man who lived nearly a century later, Howard Pyle was a careful and painstaking researcher who used his superb craftsmanship to recreate the past with realism and deep feeling.

Death of a Dirigible, by John Toland: A tense story of the last voyage of the dirigible Shenandoah. In a minute-by-minute account, based on interviews with the survivors, Mr. Toland tells of the fatal flight of the romantic airship and shows why it was outmoded even in its infancy. His article also contains details of the ensuing naval investigation filled with acrimonious charges and countercharges. Illustrated with a drawing, specially designed for AMERICAN HERITAGE, which explains the Shenandoah's construction, and with photographs of the tangled wreckage of the ship in which fourteen men died.

The Marine Tradition, by Bruce Catton: From the halls of Montezuma to the shores of Tripoli, tough Marines have fought their nation's battles. Bruce Catton tells the story of the Corps that confounds its enemies and irritates its friends. A 12-page picture portfolio in full color shows the Marines in action.

Pioneers in Petticoats, by Helena Huntington Smith: A veteran chronicler of the American West explodes the myth that the cow country was "hell on women." Despite the loneliness the lack of medical care, and the primitive living conditions, most of the frontier housewives interviewed by the author are still clear-eyed and vigorous in their 80's and 90's and claim they had the time of their lives.

The Stanleys and Their Steamer, by John Carlova: The story of the fabulous car that even in the early 20's could go 200 miles an hour. Here are some of the wacky -- and explosive -- incidents that kept car lovers amazed and amused before the gas-driven, mass-produced automobile shouldered the Steamer off the road. The author, a sports car enthusiast, claims that the steam-driven car may yet have its day in court. An atomic powered car may be on the highway soon and it seems likely that atomic energy will have to be converted to steam for transportation purposes. Illustrated with photographs of

the eccentric Stanley twins and their early cars.

"Savages Never Carved These Stones," by André Emmerich: A magnificently illustrated account of the discovery and excavation of the successive cultures which dominated Central America for some four thousand years and which testify to a sophisticated culture already ancient when Columbus sailed. Mr. Emmerich explores the double fascination of pre-Columbian history: the story its artifacts reveal of different peoples and cultures, and the story of modern man's attempt to unravel the past through these relics and ruins. Aztec, Mayan, and Incan statues, temples, figurines and ornaments -- here pictured in an 11-page color portfolio -- reveal some of this ancient art with its strangely "modern" feeling.

The Know-Nothing Uproar, by Ray Allen Billington: A leading American historian tells the tragic story of a mid-nineteenth century political movement, based on religious bigotry and fear of the immigrant. Set off by lurid "disclosures" of life in a convent and by Samuel Morse's dire warnings of papal designs on the U.S., the movement embarked on a crusade of intolerance and almost elected a President.

The Colonel's Dream of Power, by Robert S. Rifkind: In 1913 Edward M. House, whom President Wilson once called "my second personality...my independent self," anonymously published a novel called Philip Dru: Administrator. Its hero, a benevolent dictator who takes over the government of the United States during a period of extreme crisis, puts into effect some of the many reforms which Colonel House himself was urging upon Wilson. In 1913 the Dru-House program was the wildest sort of fantasy, but within another generation, to a striking degree, its sweeping political, social, and economic reforms had become accepted facts.

Sitting on a Gusher, by Hildegard Dolson. An advance excerpt from The Great Oildorado, soon to be published by Random House. Perhaps the most bizarre of all the great mineral booms of the nineteenth century took place, not in a remote western wilderness, but in the northwest corner of Pennsylvania, within easy reach of such well-established centers of population as New York and Pittsburgh. A former railroad conductor, Edwin L. Drake, struck a bubbling and apparently inexhaustible supply of oil -- and thereby launched one of America's great industries. A graphic, and at times hilarious, account of the great Pennsylvania oil boom, which made some men millionaires but left Edwin Drake a pauper.

He Did Hold Lincoln's Hat, by Allan Nevins: On March 4, 1861 as President-elect Abraham Lincoln advanced to the podium to deliver his first inaugural address, he was confronted with an awkward problem: what to do with his stove-pipe hat: Legend has it that Stephen A. Douglas gallantly stepped forward, said, "Permit me, sir," and, taking the hat from the embarrassed President, held it on his knee during the address -- a symbolic gesture of support from the leader of the northern Democrats who had polled 1,375,000 votes for President, as against Lincoln's 1,866,000. Unlike most such stories which often turn out to be apocryphal, this one is true -- as Professor Nevins demonstrates from recently-discovered evidence.

Reading, Writing, and History, by Bruce Catton: Discussion of the best of the current books on a variety of historical subjects



from the Klondike Gold Rush to World War I.

A Winter's Tale, or The Legal Mind in Formation: In 1889, a future Chief Justice of the United States, Charles Evans Hughes, was a junior at Brown University and an ice-skating devotee, as these two letters to his parents reveal. Out of funds, but wanting a pair of skates, he solved his difficulty just as many another literarily-inclined college student has since: he wrote themes for his classmates in exchange for money. Apparently his parents had some misgivings about his ill-gotten gains, but lawyer-in-training Hughes explains, with nice legal distinctions, why he did not feel them ill-gotten at all.

(NOTE TO EDITORS: For further information about any of the articles in the February AMERICAN HERITAGE, please write or call Nancy Longley, Assistant to the Publisher. MUrray Hill 2-6551)

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FOR RELEASE AUGUST 10

### PRESIDENT EISENHOWER SPEAKS TO NATION FROM DECK OF WRECKED BRITISH SHIP

New York, N.Y., Aug. 10 -- This headline isn't as fanciful as it sounds, says the August issue of AMERICAN HERITAGE, out today. The "wrecked British ship" or a portion thereof -- a desk made from the teak timbers of the HMS Resolute -- is now in the White House office reserved for the President when he speaks to the nation on TV. The desk was given to President Hayes by Queen Victoria in 1880 as a tribute to Anglo-American unity. AMERICAN HERITAGE tells the story of the Resolute's long journey and how she came to her final resting place in the White House.

In 1852 the Resolute and four other vessels set out for the Arctic in search of an earlier British expedition. As winter set in, the ships were immobilized by ice and abandoned on orders from the later-to-be-court-martialed Commander in Chief. In the next 16 months, the seaworthy Resolute drifted some 1,000 miles before she was overtaken by an American whaling vessel, the George Henry. On Christmas Eve, 1855, she was brought into New London, Connecticut, and soon became a major tourist attraction. Six months later, as a gesture of great good will, the United States decided to restore the Resolute and return her to Great Britain.

Two years after she had been abandoned in the Arctic, the Resolute -- refurbished at U.S. expense -- was restored to Queen Victoria. The ship's arrival was a royal occasion attended by the Queen, the Prince Consort and the Prince of Wales. Shortly thereafter, however, with indecent haste and in the sacred name of economy, the Resolute was dismantled. The desk which was made from her planks was returned to this country as a memorial of Congress' "courtesy and loving kindness."

This latest AMERICAN HERITAGE contains twelve more articles. They range through America's past from an account of the little known Maine coastal villages settled before the Pilgrims arrived, to a long cheer for America's

first great sports hero, John L. Sullivan. Altogether this issue contains 120 illustrations, 33 of them in full color. The table of contents follows:

Prison Camps of the Civil War, by Bruce Catton:

Andersonville was destined to become the most famous example of the horrible Civil War prison camp system. But with the passage of years comes a new perspective: Andersonville is now seen as a creation of its time, the worst of a large number of war prisons, all of which were almost unbelievably bad. AMERICAN HERITAGE's editor tells of conditions more lethal than shot and shell in both Northern and Southern camps. His article is illustrated with sketches drawn by a Rebel survivor of Point Lookout prison in Maryland. These watercolor sketches show the squalor and indignities to which the men were subjected. But amateurish as they are, the drawings probably brought a precious boon of laughter into the prisoners' lives and helped a great number of them to survive.

The Return of the Resolute, by Alfred Dunning: In 1852 a search vessel -- The Resolute -- set sail from England with four other ships on a rescue mission to the Arctic. The object of their search, an earlier British exploratory expedition, was never found. Under orders from a later-to-be-court-martialed commander, the search ships were abandoned and the captains returned to England. Now, however, the abandoned Resolute -- or at least a part of her -- has been seen by millions of Americans. The desk from which the President addresses the nation by television was made from The Resolute's teak timbers and presented to the U.S. by the Queen of England. A British Broadcasting Company producer tells the fascinating details of how The Resolute was found and what brought about this tribute to Anglo-American unity. Illustrated with pictures of the ship on her rescue mission.

"Perdicaris Alive or Raisuli Dead", by Barbara W. Tuchman: An intriguing, cloak-and-dagger kidnapping in the hills of Morocco that helped nominate a U.S. President but uncovered an embarrassing secret. In May 1904, Theodore Roosevelt was informed by the American consul general in Tangier that an American citizen had been kidnapped by Raisuli, the renowned Berber chief, lord of the Rif, and last of the Barbary pirates. Ever eager to wave his big stick, and alert to the probable political advantage to be gained at the Republican National Convention the following month, Roosevelt dispatched seven American warships to Tangier. Yet after he set wheels turning in France and England, and irrevocably committed America's fleet, flag and honor, Roosevelt discovered one unmistakable error in his calculations! The kidnapped man had long since given up his American citizenship. According to this author, only a handful of people knew the secret and they managed to keep it concealed for 30 years. Illustrated with photographs and drawings of the principals.

New England in the Earliest Days, by A.L. Rowse: Part III of "The Elizabethans and America", by Dr. Rowse, Fellow of All Souls College, Oxford, and a noted authority on the Elizabethan Age. Although history celebrates most often the exploits of such men as John Winthrop and John Smith, colonization in New England owed more to Sir Ferdinando Gorges than to any



other man. Gorges was an Elizabethan and a more characteristic one than the brilliant and broken genius, Sir Walter Raleigh, or the impulsive and rash Humphrey Gilbert. In the same year as the London Company sent its first colony out to Jamestown in 1607 and before the Pilgrims or Puritans ever appeared, scattered settlements in New England took root, thanks largely to Gorges' efforts to keep the idea of colonization before the public mind. According to author Rowse, Gorges "has no place in the American tradition commensurate with his contribution." Here is a highly significant but little known aspect of the beginnings of America.

The Mennonites Come to Kansas, by Kendall Bailes: A capsule history of a peace-loving, hard-working, persecuted group who fled from Holland, to Poland, to Russia, and finally to the United States. By the end of September 1874, nearly 2,000 Mennonite immigrants had arrived in Topeka, Kansas. They had as one of their Elders put it, "no provisions, no friend in the new world ... no prospects of rain, only windy, dusty and very hot." But with the \$2,250,000 in gold they had brought with them, they bought vast amounts of farm implements and set about raising wheat -- so successfully, it turned out, that Kansas is now the nation's largest producer of wheat. The Mennonites need not have feared for their future. They transformed their barren surroundings into a national asset and found a lasting home in the process. Illustrated with drawings of the Mennonites and their homes in Kansas.

Mansions on Rails, a portfolio assembled by Lucius Beebe: A six-page portfolio in color of the ornate and opulent Pullman cars which were once the hallmark of affluence and social success. The cost of such cars ran from \$50,000 in the mid-eighties to \$300,000 in 1929, and no wonder -- many were furnished with Venetian chandeliers, marble handbowls and table services from Tiffanys. Mrs. E.T. Stotesbury, wife of a Morgan partner and Queen of Palm Beach Society, had her car equipped with gold plating fixtures -- actually an economy. "They require no polishing, you know." Although the legend of the private car went largely unrecorded, a photographic file was thought to exist in the archives of Pullman-Standard. The missing file has only recently come to light in a loft at Pullman's shops outside Chicago. Lucius Beebe, a private car aficionado of the first order, has selected some of the file's choicest photographs for this AMERICAN HERITAGE portfolio.

Murder at the Place of Rye Grass, by Nancy Wilson Ross: The story of the brutal murder of gentle Narcissa Whitman and her husband, who set out from Western New York to convert the Indians of Oregon. Perhaps the Whitmans were not the right people for the job; perhaps the Indians were too concerned with the bare physical necessities of living to think of spiritual matters; perhaps misinformation circulated by "eastern-educated" half breeds incited riots. Whatever the cause, the savage massacre of innocent residents in the lonely settlement at Wailatpu has gone down as one of the darkest moments in American history. "Murder" is illustrated with a rich and varied record of Indian life by the Western artist Paul Kane, second only to George Catlin in his depiction of this continent's aborigines.

"Yours Truly, John L. Sullivan," by John Durant: The invincible fighter took on all comers and he always dropped his man. A drunkard, a bully, a shameless adulterer, "The Boston Strong Boy" was still adored by millions of fans. His supreme moment came in bare knuckle boxing's last great fight when Sullivan, supposedly

a physical wreck, outlasted the trim Jake Kilrain in their 75-round battle. Sullivan was finally defeated by James J. Corbett. In the years following he ballooned up to 335 pounds, became a teetotaler and temperance lecturer, and eventually retired to a farm in West Abington, Massachusetts. Here is the two-fisted story of America's first great sports hero illustrated with rare photographs of the champion and his matches.

Harold Murdock's "The Nineteenth of April 1775," with introduction and comment by Arthur Bernon Tourtellot: Forty years ago a Boston banker suggested that the Battle of Lexington was a myth, unsupported by fact. Later evidence proves he was exactly right. Few episodes in American history lend themselves more easily to romanticizing than the stand of the embattled patriots on Lexington Common. But in 1925, Harold Murdock read a paper to the Massachusetts Historical Society which exploded the traditional version of what happened on the historic 19th of April. AMERICAN HERITAGE publishes his paper for the first time since 1925, along with newly discovered evidence which supports his earlier skeptical but tentative conclusions. Illustrated with five paintings of the battle done between 1775 and 1886 which show how the myth grew up.

Builders for a Golden Age, by John Dos Passos: An AMERICAN HERITAGE advance book selection. Thomas Jefferson used to say that he considered archeology the most important of the arts "because it showed so much." More than any other single man, he was responsible for the introduction into America of the Greek revival style. Jefferson became one of the leading architects of his day. His building designs had much of the monumental dignity of the classical models which he sought to emulate all his life. In the early years of the Republic, Jefferson's architectural aspirations -- and those of the men he so profoundly influenced -- were centered around the Maryland farm country where the national capital would one day rise. This chapter from Dos Passos' forthcoming book, "Prospects of a Golden Age," tells how these aspirations took shape.

Reading, Writing, and History, by Bruce Catton: AMERICAN HERITAGE's editor reviews three current books which, he says, "have immense relevance to the state of today's world." All three indirectly are about the growth of race prejudice or the notion that one group of people is inherently better than another. "Any belief," he writes "that justifies the conqueror in doing whatever he chooses to the conquered is bound to be the source of profound wrong. The lesson is there for us today if we have the wit to learn it ... It is perhaps high time that we got on with our studies."

The Wilderness: America's Unique Possession, by Joseph Wood Krutch: "The idea of wilderness is one of the permanent homes of the human spirit," and it is the vast undeveloped areas of America which constitute a spiritual as well as physical difference between the Old World and the New. A noted American writer speculates on our continent "which can still boast a spaciousness, a grandeur, richness and variety which a European can hardly imagine."

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