Jefferson was granted a leave from the Michigan State Normal College from September, 1925, until June, 1926. The year was to be financed in part by sabbatical funds from the Normal College and in part by the D. C. Heath Company, which had entered a contract with Jefferson who was to write for them a world series of geographies. The challenge of the world geography series, with “man” to be very much included, decided Jefferson. He enjoyed putting his thoughts on paper, and he had already determined to write a “Man in the U.S.A.” and a “Man in South America,” following the style of his already published Man in Europe. Jefferson recognized that the books would receive wide circulation, which meant that “man in geography” would be currency wherever D. C. Heath Company plied their trade. Bowman, then Director of the American Geographical Society, had recommended Jefferson to the Heath Company as their author. After reading Man in Europe Heath agreed. Bowman was instrumental in helping persuade Jefferson that he should leave the Normal for one year in which to write. He wrote to Jefferson early in 1925: 1

Lincoln’s Birthday is a moment of leisure in which to pen a message respecting a project that will interest you. Please treat it as confidential in the highest degree and address your reply to my house—and likewise any subsequent correspondence in relation hereto.

You have referred in times past to an elementary series of geographies. Recently D. C. Heath & Co., a first class house, and one of the four largest in the textbook business, have investigated the field, after years of more general interest, and have decided to go into it. They have asked me to undertake it but this I cannot do for various reasons which I shall not attempt to detail here. They mean business. It must
be a thorough job. Five years will be required to complete the series. It is to be a flexible series, i.e., like Barrows and Parker of which the first work has been published (Silver, Burdette & Co.). In reality four little books but bound up as two if necessary. They intend to put into it the best that money will buy. I have conferred with them at their request—a half day session. They are eager and willing to make it the best—to sell on merit.

I believe they will be a success of the first order—"they" meaning both books and publisher—if the right authors can be brought together. I believe they (publishers) would be willing to allow the author's salary for extra time off to do it—up to a year or more. Though we haven't talked business details (except in the large) I believe they would not charge such compensation to royalties but rather to their own capital account. It seems to me the chance of a lifetime for you.

My suggestions are as follows:

1) That you should be one of two (or possibly three) authors.

2) That there should be associated with you another man, preferably an able and known man in education, as from the Harvard or some Western school of education.

3) That your associate would be selected to give elementary style to the whole and if he could not do this at least he can take care of the pedagogical problems and school curriculum problems. These are very complex and bedeviling and require as much work as the scientific matter and just as much following up in later years.

4) If your associate cannot achieve the requisite simplicity and ease and grace of style, that a third person be employed to work upon it and paid outright, leaving the royalties to be divided equally between you and your associate.

5) It would be your series and named after you and your associate. The associate should be included because, as a younger man, he would probably outlive you; and in principle it is not good to have the author underground. Your heirs will appreciate this.

6) Will you write me at length respecting all phases of the matter—very frankly. Your summers, plus a half year off, and possibly a whole year, pay sufficient to see your family through, ought to put the project on its feet. Is there a first-class-work-school teacher or assistant of yours, whom you could employ (at publisher's expense) for five summers, and extra time between, to whip the stuff into shape?

7) Maps original!

Everything about them should be CLASS. Photographs gathered from original sources not Underwood and Underwood. Maps and
photographs should be studied as much or more than text. Publisher will pay for all compilation of data, drafting under your direction, assistants' time for experimentation, etc., etc. This the publisher has not yet agreed to do: it has been presented to him: but he will do it, I am sure.

8) If I have any relation to it, it will be as adviser only, and I am not sure that I shall have anything to do with the development of the plan. Very limited relation at best and only subsidiary mention (if at all).

9) The thing now is, what will you do? The old companies are all tied up. The best men are tied up. Heath wants to move; he is successful; he wants to be in the crowd that revolutionizes geography—in face he wants to be the crowd.

Irrelevant detail left out
Modern stuff only
The best there is in the subject developed in the right way and fight competition on merit and the modern way not on bunk and hot air.

10) Write fully. I want to see you do it.

Yours

Jefferson was won over. He was swift to recognize that the texts would teach hundreds of thousands of pupils, while at the Normal he would address but a few hundred students in the course of one year. President Pulsifer of the Heath Company, Bowman, and Jefferson conferred upon the series, and agreement was reached concerning the desired nature of the coming books. Furthermore Jefferson hoped that the books would bring him a substantial royalty that he might be freed, for a while at least, from the classroom. He wanted to spend six months in Spain-Portugal and another six months in Switzerland that he might write his intended "Man in Iberia" and "Man in Switzerland." He also wanted to attend the International Geographical Congress to be held in London and Cambridge, 1928, at which time he could again meet many of his friends and correspondents and submit propositions concerning a map of world precipitation. He was well aware that there was much to do, and at the age of 63 he wanted to achieve before it was too late. Jefferson passed the fall months in Ypsilanti preparing maps of the U.S.A. for use in his classroom, maps published as an Atlas of Plates to Man in the U.S.A. During that same fall he prepared to take his second wife, Clara, and their three children, Sally, Mary, and Thomas, to Charleston, South Carolina. Midway through December, the Jefferson family travelled south to McClellanville in South Carolina. A change of environment had been recommended for Mrs. Jefferson, who
MARK JEFFERSON: GEOGRAPHER

was suffering from a nervous condition and the Carolinas seemed suitably quiet to Jefferson, who wanted to be away from noise, hustle and bustle. Advertisements in a Carolina newspaper, The News and Courier, Charleston, South Carolina, had yielded a house for rent at McClellanville, a village 36 miles from the principal railway and on the coast north and east of Charleston. The village was all that the Jeffersons wanted. Jefferson later wrote of McClellanville:

At high tide the Atlantic waters come up to the streets of that village and at low tide there are five miles of grassy marshes between it and Cape Romain, marshes resorted to by numerous wild ducks and herons and flamingoes. The village sits amid palmettos and live oaks with a continuous forest of longleaf pines behind with thick carpet below of gallberries, much like our huckle-berries except for keeping green all winter long. On this feed the deer that were killed all around us and the bears that we did not see. The afternoon we reached the village they brought a deer by the house that they had just shot within five miles, and ducks were repeatedly shot from the front yard. The village is isolated. Inland lie broad swamps crossed by corduroy roads that are crossed by bold people who do not mind risking their springs. An excellent sand gravel road leads to the Cooper River opposite Charleston and there a steam ferry takes you across for fifty cents to a dollar each way according to your number of passengers. The ferries across the Santee in the other direction are free cable ferries and not without the attraction of adventure. Effectively the village is on an island: there is a freight boat once a week each way which brings the five or six stores their supplies, and taking away the products of the village, which are early potatoes in May, canned oysters in the winter and canned beans in spring, rosin and turpentine from the woods and some cotton.

Jefferson remained with his family in McClellanville until May, 1926, thus escaping the cold of the Michigan winter. Five months in McClellanville also spared him numerous time consuming tasks which would have confronted him in Ypsilanti. The house rented at McClellanville was large and rambling in the planter mansion style. The interior was sparsely furnished but Mrs. Jefferson and family swiftly made the gaunt house into a home. A study containing father and typewriter swiftly emerged as the purpose of ensconacement some 750 miles distant from Ypsilanti, away from his friends and colleagues, and removed from his amassed collection of books, notes, and correspondence. But alone he could think, and frequently he had remarked thinking was the best thing he did.

The mid 1920's were the most prolific years of Jefferson's life: the
envious spoke of literary industrialism, others asked, "but is it geography?" Jefferson did not linger over his work to find whether geography wanted it, he simply gave. He put his own thoughts into prose for himself. If these thoughts were not geographic, Jefferson assumed that either geography would change its course or he would not be regarded as a geographer. In the year 1926 alone, three of his books rolled off the printing press, though this is not to suggest that they were all written during this leave of absence from the Normal: the works were, *Atlas of Plates to Man in the United States* (Ypsilanti, 1926), *Principles of Geography* (Harcourt, Brace and Co. New York, 1926), *Peopling the Argentine Pampa* (American Geographical Society, Research Series No. 16, American Geographical Society, New York, 1926). A new and revised edition of his *Man in Europe* was published also in 1926 by the Harcourt Brace Company of New York. Other of his published work in 1926 included three articles for the *Geographical Review*: "A New Map of World Rainfall," "Actual Temperatures of South America," and "Pictures from Southern Brazil," together with an article published in *The American Schoolmaster* entitled "Scandinavia Steps Forward in Rainfall Studies." In this same year of 1926 he found time to review several books for the *Geographical Review*, take 300 selected photographs—most of them stereoscopic—largely in the environs of McClellanville, write an unpublished essay entitled "Down South," pry deep into the history of ante-bellum plantation life on the banks of the Santee, send letters to Clyde Ford, his language-professor friend at Ypsilanti's Normal, concerning word usage and place names of the Carolinas, and develop his civilizing-rails concept, which, after publication in the magazine, *Economic Geography* (1928), was to become one of the most extensively pirated articles in American geography. He was at his best, for he was full to overbrimming with geographic ideas. Perhaps it was a loss to geography when he returned to the classroom in the fall of 1926. He had so much to say that much of it was never published. Long hours in the classroom, increasing civic responsibilities, advancing age, and continually new ideas all conspired to present him from completing his rough drafts of "Man in South America," "Man in Michigan," "Man in Iberia," and "Man in Switzerland." Although in McClellanville for the purpose of writing the world geography series, for D. C. Heath, Jefferson could not prevent ideas from sweeping over him, inundating him, demanding his time and demanding expression. Perhaps he felt spurred on by the continual encroachment of social studies upon geography: certainly he was vexed at the thought of social studies teachers offering erroneous geographic ideas in the schools. And perhaps he received stimulus from the knowledge that he only had this
one year's respite from the classroom. One idea that held his attention while in the South concerned an accurate map of world rainfall. Jefferson wished to see such a map and hoped that the 1928 meeting of the International Geographical Congress (Cambridge, England) might be used to prosecute this vision. The proposal, which he later submitted to Isaiah Bowman (April 29, 1928), in his capacity as corresponding member of the American Geographical Society, was developed and written in note form at McClellanville:\(^4\)

Dear Dr. Bowman:

There follow some propositions on a map of World precipitation, International Plan.

It is agreed that maps showing average or normal annual rainfall should be based on 25 or 30 years of simultaneous record.

LENGTH OF PERIOD. At least 25 years because rainfall varies so much from year to year. Usually there are 2 to 7 years of less than average precipitation followed by 2 to 7 of more than average amount, several dry years followed by several wet years. 90 or 100 years would doubtless be better. The few places with long records do not show the same averages for successive periods of 30 years. Boston for instance showed one 30-year-average of 41.1 inches, the next 51.7, and the last 32.4, but records of that length will not be available for a very long time to come. The Boston record shows that a 30-year record may be within five or six inches of a true normal value. Shorter records may be in very large error indeed.

SIMULTANEITY OF EPOCH. The same period of 25 to 30 years should be used for all places because otherwise we shall be comparing unlike periods of precipitation. The 30 years following 1870 for Boston should not be compared with the 30 years following 1880 for Worcester, as the years 1870 to 1880 might be unusually wet ones and the years 1900 to 1910 unusually dry ones with the result that we must make out Boston to be wetter than Worcester because of the date rather than the amount of rainfall measures. In practice if we had observations at the two places as suggested, and no others, we should do better to compare their records for the simultaneous years 1880 to 1900, which occur in both records, although we reduced the length of the series to 20 instead of 30 years.

In most countries where meteorology is actively studied, new rain gauge stations are being set up all the time. These must necessarily have shorter series of observations than the older stations. Also at a good many stations a month or two of record is lost every now and then so that whenever an attempt is made to draw a rainfall map for any country it is necessary to interpolate values for missing years,
making corrections to the records of observation in order that all may be brought up as near as the facts admit to a common epoch of observation. Unfortunately the corrections used are not always stated.

In this way it came about that Hellmann's great rainfall map of Germany (1906) makes use only of the years 1893-1902, ten years, although quite a number of German stations have records of over fifty. Further of the 3000 stations used for the map only half had a record for every one of the ten years. By comparison with the fewer 50-year series Hellmann showed that the east and northeast of Germany was 4-9 percent wetter and the north and northwest 2 to 7 percent drier than the average of the 50 years. It is more difficult to make a map for a whole continent than for a country since the observations are necessarily made and collected by several different meteorological services.

If we combine the latest maps for continents into a map for the world we are combining data of different epochs and part of the differences shown on the map are not differences for places, but differences for epoch.

On most world maps of rainfall the arithmetical work in taking averages and the technical work in drawing lines is carried to a degree of refinement not justified by the records, especially because of the lack of simultaneity of the observations.

It would be highly desirable for the nations of the world to cooperate in preparing a simultaneous record for some future period of ten years, during which a great effort was made to attain completeness for all stations and simultaneity at the same time.

It might be possible for an international committee to indicate a number of extra stations which might be equipped at international expense in spots where a gauge is very much needed and where existing services do not feel able to establish them.

The study of the international observations and map should be made by a committee of Geographical Societies and meteorological services, inviting suggestions from all living authors of regional maps of rainfall. The observations would naturally be made by the respective meteorological services of the countries.

It would be desirable that Committees should consider the use of long period gauges on mountain tops, the simultaneous measurement of evaporation, river run-off, plant transpiration, tree growth and ring forming, and change of volume of glaciers.

The identity of the months and years used for all stations could be secured by making an extra observation on the last day of each calendar month at 2 p. m. Greenwich time, an hour that has the convenience of falling in daylight in most parts of the world, in early morning.
in California to late at night in New Zealand. It would then be possible to get out the rainfall of months and years that shall be identical for all stations.

It might be possible to plan the record for the 10 years beginning 1930.

The important preliminary is the publication of a map locating existing stations already equipped for the work which can be counted on to cooperate for the ten years.

After the preparation of a map indicating the locations at which new internationally supported stations are most needed with an estimate of the cost of equipping and operating them.

Respectfully submitted in response to your suggestion that I prepare a proposition.

Jefferson had already written in a letter to Bowman, March 11, 1928,5 "You have already printed my scheme, Geographical Review, April 1926, pp. 289-290." He referred to his article "A New Map of World Rainfall," which concluded with a paragraph under the heading, "An Adequate Rainfall Map of the World."

An adequate rainfall map of the world calls for the cooperation of all meteorological services in the world. Observations should be contemporaneous. Ten years would give an excellent idea of distribution of the rain in space. If the years 1930 to 1939 could be used for the observation there would be time for an international committee headed by a man like Dr. Hellman to study the problem and make arrangements for observers in critical regions. Even without additional expense for extra stations such a cooperation might accomplish more than all the work of the last century.

Jefferson's interest in an accurate map of world rainfall dated back at least to 1898, when Herbertson had published the first reliable map of world rainfall. Since that time Jefferson had been gathering data, maintaining correspondence, collecting maps and atlases with a special regard for rainfall studies. Yet it was at McClellanville that he conceived the idea of an International Geographical Union commission on world rainfall. And what of the fate of this proposal? Bowman deliberately let Jefferson's letter on this matter of March 7, 1928, litter his desk for several weeks at the American Geographical Society headquarters, in order to attract the attention of geographers that visited him.6 In a postscript to one of his letters to Jefferson, March 9, 1928, Bowman wrote,7 "I spilled your idea of world rainfall records by preconcerted plan to Wright, Wrigley, Platt, Joerg and they said Hurray!" Bowman wished Jefferson to develop the idea and present it personally at the International Geographical Congress. Although Jefferson had developed
the idea, he now wished to leave the mechanics of manipulation to Bowman. Jefferson wished to see that accurate rainfall map of the world, but he had no desire to have his name attached to the project. Indeed, in his letter to Bowman of March 11, 1928, Jefferson wrote:

_No:_ I think as "Jefferson's" scheme it would be stillborn. It must be international. The great national meteorological services would have the bulk of the work to do and must be invited to take the lion's share in its direction. Yet I do not think it should be exclusively meteorological, as there are geographic elements such as the growth of trees in regions of interest where it is not possible to maintain rain gauges.

I see you consulting Marvin early. I see Marvin asking the American Geographical Society to undertake correspondence. I see lists of all national meteorological services formed in libraries with addresses of chiefs, other lists of all living authors of rainfall maps, made by librarians. I see the American Geographical Society writing to the individuals of these lists, that it conceived the idea of a great rain-fall record and map for 1930 to 1940, first for all America and better for all the world—and invited ideas and interest in such a scheme for presentation to the coming Congress in London, looking to the formation of an international committee to prepare a detailed plan.

The idea emerged from his stay at McClellanville. So, too, did his "civilizing-rails" concept.

Jefferson perceived that the hand of economic and cultural stagnation had been laid on McClellanville because of the absence of a railroad or other compensating means of transportation. In his unpublished article, "Down South," Jefferson proclaimed McClellanville to be 750 miles distant from Ypsilanti and 75 years in time. He recognized that history played an important role in shaping the people's attitude and began to study the South statistically. He observed the Negro in McClellanville against the setting of the history of McClellanville and became much interested in the "Peculiar Institution." He wrote frequently to librarian Genevieve Walton of Ypsilanti's Normal, requesting that she immediately purchase this or that book relating to the South. He looked at McClellanville and recognized that its best days were gone. He studied the history of some of the plantations, met and became friendly with Uncle Jimmy, one of the oldest planters of McClellanville, who had driven food supply trains for the South during the Civil War. With emancipation came the death of the plantation, deer, bear, ducks, and sweet potatoes. At McClellanville there was no demand for a railroad, consequently no railroad was built joining McClellanville to nodal points of the South and East. Few people ever travelled to McClellanville, and few people left McClellanville. Jefferson calculated that in
1925, 94% of the people living in the Carolinas were born in the Carolinas compared to 90% for Georgia, 62% for Michigan, 59% for Massachusetts, and 38% of the people in the Far West. People did not travel as much in the South as elsewhere, neither did ideas travel as much. Tide water plantations of decades gone by could sleep peaceably tucked away between the weathered Appalachians and the shore of the Atlantic. And where men and ideas failed to penetrate, there civilization would not advance, and a culture from an earlier time would survive and prevail. Jefferson had already perceived that an advance in culture was not possible apart from an increase in the paraphernalia of civilization—schools, art galleries, pieces of mail carried per capita, motor vehicles per thousand population, and libraries. Using these phenomena as indices, he had been busy measuring and then plotting the distribution of culture throughout the world during the two previous decades. Jefferson wrote on the matter of culture indices in the *Geographical Review*, Man in Europe, *Exercises in Human Geography* and presented the matter in papers delivered before the Association of American Geographers, The Michigan Academy of Sciences, Arts and Letters, and the National Council of Geography Teachers; Ellsworth Huntington had published some of Jefferson's world culture studies in *Civilization and Climate*, 1915. McClellanville's distance from the railroad and Jefferson's perception that this had stemmed and halted cultural advance provided inspiration for his "civilizing-rails" notion. The essential work of the next paper he presented to the Association of American Geographers, "The Geography of Railway Transportation in 1920-1927," and his article, "The Civilizing Rails," later published in *Economic Geography* was completed in McClellanville. Working on a large scale map of each continent, he plotted the distribution of railways and zones of culture influence extending for ten miles on either side of the railroad throughout the world. Arbitrarily he decided that in the mid-twenties the civilizing influence of the locomotive and the iron rails extended approximately ten miles on either side of the track, "as if railway service was useful for ten miles each side of the tracks." Arbitrarily though the ten-mile limit was, the suggestion was at least based on Jefferson's experiences in field-work in four continents. On completion of the world map of railways, Jefferson superimposed his map of national culture ratings upon it. He observed that areas of sparse railway density (rail tentacles) were frequently areas of low culture and that areas of heavy railway density (rail web) were areas of high culture. "The rails civilize," proclaimed Jefferson in an article entitled, "The Civilizing Rails." This article was frequently reproduced and referred to in geographic and railway literature of the years that followed.
Jefferson came to know the geography of the South. He did much walking, much note-taking, much photographing. He would stop the nearest passer-by if a question were even forming itself in his mind. Clad in a panama-suit, he spent many a day in the open air, walking and observing. At the end of the day he would repair to bed, bring his correspondence and diary to date, plan his activities for the coming day, think a little, then settle to reading usually a French detective story. Jules Verne in French became popular with him. Jefferson was encouraged to reread much of the history of the South: the environment stimulated him to this. The culture scape all around McClellanville spoke to him of another way, of another period now passed. Jefferson was anxious to comprehend man's life in the deep South. He travelled several plantations, surveyed the planter's home, observed the slave hovels, spoke with several of the older inhabitants.

Yesterday we visited the finest Great House I have yet seen—a former rice planter's place. Such a fine place, having slavery written all over it just as the Tuileries and Louvre palaces have serfdom inscribed in their every line. A very poor man lives there now amid the splendor, for rice growing departed from the Santee delta with the passing of slavery. All the rice slaves came over to McClellanville and bought land which was sold them cheaply here—and not on sale over there at all. It is impressive to see the floodplain of Collins Creek still in rice—straw alongside the house 10 feet below. That is a tributary of the "mighty" Santee, the greatest rice river that they are to bridge near here this year. South Carolina is a land of unbridged rivers.12

Occasionally he would send a crate of kumquats or citrus fruits to his closest associates in Ypsilanti, though more frequently he would write of his new experiences:13

The other day I got a picture of a bed of live oysters, the jolliest sight you ever saw. It is at low tide of course, and the oysters are all up on end as if standing up in a crowd. I never saw a picture of growing oysters before. You can imagine them shouting and waving their hands!

Jefferson became interested in the migratory movement of the black mallard, and while still at McClellanville, had prepared a class exercise for his intended course on the South East of the U.S.—a class exercise drawn directly from the field.14

To Roland Harper he wrote:15

The vegetation keeps me minded of you. What can I lay hands on that will describe these trees and plants? And is there description of the geology and physiography of the coast country? Our woods are of course, nearly solid pine, mostly between 15 and 40 years of age . . .
They assert that the present growth, though yielding much turpentine—20,000 boxes were landed from the boat yesterday for local use—will never produce any lightwood. Is that so? Does Pinus Palustris occur here still? . . . Lots of Cassina everywhere, Christmas berry: Is that the plant you told me of, used in Georgia as tea and relative of Paraguayan Mate?

And to Richard Clyde Ford, language professor at the Michigan State Normal School, Jefferson wrote: 16

What can you make of pettiaugers, the combination sail and row boats the rice planters on the Santee used to send their crop to Charleston in? Professor U. B. Phillips of Ann Arbor is responsible for the word, History of Transportation in the Eastern Cotton Belt, p. 25, but he does not explain it. The word is not known even to old folks here, though we drive to the Santee in 30 minutes. Uncle Jimmy never heard the word.

Jefferson was excited by the Southern Atlantic Coastal Plain, and so wrote to colleague Ella Wilson, Acting Head of the Department in his absence: 17

You have no idea of the fascinating things I am getting hold of down here. I hardly expected to find so much geography in it. My pictures are coming out well. I have now 80 good stereoscopic and 40 odd printed and mounted for study and shall take a lot more . . . . . . There are lovely spots to discover every day and revelations in people and ways. They have the plowing done now for the early Irish potatoes and the boats are busy bringing fertilizer. All the sunny days, about one-third of all days are delightful.

He sent boxes of pine cones and varieties of grass to geographer Roland Harper for identification; received agricultural yearbooks, Porgie, and Clifton Johnson's, Highways and By-ways of the South, from the Ypsilanti Normal library, wrote a biographical account of Richard Tillia Morrison who had been a vital part of McClellanville for ninety-four years. The American Geographical Society sent him maps, loaned him a typewriter when his own broke down, shipped him books any or all of which he had been invited to review (with pay) for the Geographical Review, and kept him informed on the progress of the 1:1 million map of Hispanic America.

Busied by these varied activities, and exasperated by publishers requesting confirmation of a myriad details, Jefferson did not lose sight of the fact that he was at McClellanville to write the world geography books for D. C. Heath. He swiftly developed an outline for the books. Ella Wilson, one of his two faculty women colleagues in the Normal Geography Department, accepted his invitation to be associate editor
for the series. She was to make sure that the writing would be easily comprehended by children, that the books would meet curriculum requirements, were adequately illustrated, and that there was just enough pedagogic gadgetry therein to please superintendents, principals, and all those in positions to purchase the series. The Heath Company had anticipated a five-year plan for the series, but Jefferson insisted on a two-year plan. He was able to write incisively, knowing precisely what he wanted to say, and saying it in a fashion that was readily understood. That is why in reviewing Jefferson’s *Man in Europe* in the *Journal of Geography* (1924-25), A. E. Parkins referred to Jefferson as the George Bernard Shaw of American geographers. Writing for grade school students was a challenge to Jefferson. To be sure, Ella Wilson was to edit the written form of the work, but it was not intended that she re-write the whole work in grade school language. Jefferson had written numerous books specifically for his Normal College classes and had, to that extent, previously encountered the task of writing for a given audience. At all times Jefferson strove for simplicity of style, and this augured well for the success of the books planned. Frequently he used his own children as guinea pigs on the text and illustrations of the geographies. He was especially interested to see the manner in which nine-year-old Sally delighted to make houses following a suggested design and instructions: houses typifying the region were to be a feature of his books. Jefferson asked several European geographers to take specific photographs for him to illustrate his work. He frequently exchanged his own photographs of the United States for photographs of Europe taken by European geographers. To study more carefully “Denmark—the model dairy” and land reclamation in the Netherlands, he requested Marcel Aurousseau, a young Australian geographer, to undertake field work for him in these two areas. Aurousseau, temporarily living in Paris, knew Jefferson personally, for the two had met on several occasions in the early 1920’s at the American Geographical Society. Indeed, in 1922, on the occasion of the meeting of the Association of American Geographers in Ann Arbor, Aurousseau had stayed with the Jefferson family eight miles away in Ypsilanti. Jefferson and Aurousseau were both vigorous geographers, and both were particularly interested in population distribution and the geography of cities. Aurousseau, wounded in the First World War, had recently completed a 947 mile walk from Paris to Madrid with an American friend, and was now resident in Paris and preparing to write a book of his journey. This work was later published as *Highway into Spain*.18 Jefferson sent Aurousseau $280 from the D. C. Heath Company expense account. Aurousseau proceeded to Denmark and thence to the Netherlands.
Perhaps significantly Aurousseau was the only man Jefferson ever hired to undertake field work for him. Aurousseau's task commenced July 24 and was completed September 22, at which time he returned to Paris. Aurousseau remained in Denmark until September 8th, when he left for the Netherlands. Some detail of the Jefferson-Aurousseau arrangement seems worthy of recapitulation as an example of successfully accomplished field work by proxy. During this time Aurousseau sent his findings to Jefferson in the form of reports. Six of these neatly typed reports, accompanied by photographs, occupied 104 pages. Specifically Jefferson had requested of Aurousseau information concerning the emergence of cooperatives in Denmark and dyking, reclamation, and irrigation in the Netherlands. No trouble was too great for the D. C. Heath geography texts. Aurousseau proceeded to Denmark and found the British Vice-Consul, a Mr. Godbey, in Aalborg. Mr. Godbey was immediately of help to an Aurousseau who could see but who could not speak the language of Denmark. Mr. Godbey, well versed in the Scandinavian languages and in the Danish pig industry, investigated the possibility of placing Aurousseau on a farm as the latter wished and as Jefferson had suggested. It was not possible to place Aurousseau on a farm since the local farmers were too busy harvesting, neither were they prepared to accept a paying boarder: either he must be a guest or a worker. Aurousseau sought employment as a farm hand, but could not find work because of his lack of familiarity with both the language and the work. Within a very short time, however, Mr. Godbey had selected Baelum, near Aalborg in Northern Jutland, as thoroughly representative of the small Danish community. Aurousseau took a room in a small hotel there and soon met a successful farmer, Mr. Hans Andersen, who had recently returned from an eleven-year stay in Portland, Oregon, U.S.A. Both Mr. and Mrs. Andersen spoke very good English, as did their children. Aurousseau was privileged to be given so intimate a view of Danish life. He later wrote to Jefferson...

I have to thank you for sending me on this journey. Parts of the world I had never seen, unlike any I have seen. It has been absorbing. How different are our philosophical points of view. You are a real geographer; I am a spurious one, a generalizer, a facile observer, superficial. I am lost in economic considerations because I know how inadequate is my equipment to wrestle with them and I mistrust some of my deductions. I am deeply interested in life and people, and what the animals do to places; what the place does to them. But it is the beauty of it that I am really after, a kind of enjoyment. My pleasure in Baelum centered around the Christian Jensens and young Berting Hansens, and the forest, the mill, the barrows, the blueness of the flowers. May I
admit that I have had to make myself write these reports? It is things of another nature that I want to write.

Aurousseau learned a lot of geography from his Danish sojourn and was inspired to see new patterns of meaning in facts he already knew. In his first report to Jefferson, August 7, 1926, Aurousseau wrote:

The geography of Denmark was a bugbear at school. I could never get the hang of Seeland, Fyen, Lolland, Moen, Falster and Jutland, with the Great Belt and the Little Belt, and the Skagerak and the Kattegat. One forgets which is which. I think, however, that for the outside world, Denmark can be made to live, through cows, pigs, eggs, motor ships, and porcelain. But above all, by an account of its peculiar communications! The great international rail routes that cross Denmark are so odd, with their train ferries, that they must stick in the mind. London, Esbjerg, Fredericia (ferry), Middelfart, Odense, Nyborg (ferry), Halskov, Copenhagen (ferry), Malmo, Stockholm! What an unconventional journey! Or, Paris, Hamburg, Warnemunde (ferry), Gjedser, Orehoved (ferry), Masnedsund, Copenhagen, Helsingor (ferry), Helsingborg, Oslo, Bergen! How can it fail to stick? Then, the position of Copenhagen, with reference to the lands around the Baltic, with the real gates to the Baltic not on Ore Sund, but way out, the Orkney-Shetland-Norway gap, and the Straits of Dover! But with Copenhagen in the "passing on" position for Denmark, Norway, Sweden, North Germany, Poland, Latvia, Estonia, Russia, and Finland! The routes, that try to beat Copenhagen—the Kiel Canal, the Bergen-Oslo-Stockholm route; the Berlin-Sassnitz-Tralleborg-Stockholm route; the Narvik-Stockholm route.

Cooperatives, cows, pigs, storks, shipbuilding, intensive agriculture, transportation, towns, social customs, the people, were all reported upon by Aurousseau who travelled Denmark extensively before leaving the country for the Netherlands. In the Netherlands, Aurousseau visited his friend, Van der Klaauw, Professor of Zoology at the University of Leyden. Once again Aurousseau gleaned all the information he could and sent an extended report with special reference to the water problem to Jefferson, who, prior to 1926, had not visited the Netherlands. Jefferson sent letters to Aurousseau containing questions and ideas around which Aurousseau should work. One of these requested Aurousseau to study irrigation in the Netherlands, and so Aurousseau pursued the matter. In his report he wrote:

Klaauw took me over to the Geology School in the afternoon, to Professor Escher, the likeliest man to know what I wanted. To know about it, I mean. There is no chair of Geography in Holland at any of the four universities (Amsterdam, Leyden, Utrecht, and Groningen)
nor at the Delft Polytechnic. The next day I met Klaauw and his father-in-law, Mr. Bruins, at the station, and we went to a place called Warmonde by train where Bruins has a sumptuous motor boat. The whole day was spent along the canals and lakes, lunching at the club house of the Motor Boat Club. What I tell you is from these three, Klaauw, Escher, and Bruins. To begin with, they doubted the idea of a summer drought in Holland, and laughed inordinately at the idea of the ditches of fresh water being an irrigation resource in summer. "Why," they said, "Our problem is to get water off the land, not to put it on it." What about eastern Holland? "Eastern Holland is forest and farm, with an adequate rainfall all the year". And crops? "This is not a crop country, except in the southern province of Zealand, where there is also no question of drought." I asked for a source of data, and was referred to the Statistiek Jaarcijfer and Statistisch Jaarboekje (if that's the right spelling from pencil notes) obtainable at the Hague.

Jefferson was amused to think that the Dutch people, themselves well versed in the peculiarities of their water problem, failed to realize that they irrigated, a fact Jefferson checked with the Dutch government. Later Jefferson frequently referred to this episode as an example of one of those geographic bubbles of ignorance that he had managed to burst.

By the middle of May, 1926, McClellanville was becoming too warm and humid for the comfort of the Jefferson family which now journeyed north to the large home on the Belknap's at Gilmanston, New Hampshire, ancestral to the family of Theodora Bohnstedt, Jefferson's first wife. Here in a bracing air and familiar environment, work on the geography series continued until the fall of 1926. In the September, October, November, and December of that year, Jefferson and his co-author Ella Wilson, proceeded to outline in great detail the overall plan of four books. That Christmas vacation Jefferson travelled to Panama, studied the meeting place of the Americas, recorded extensive notes on the building and success of the Panama Canal, returning home via the Caribbean. The trip was financed by the Heath Company.

The books began to emerge. It would be more correct to say, one long—indefinitely long—book, began to emerge, but this could be appropriately divided into four sections, thus creating four books. During this sabbatical year, Jefferson's mind was full of geographic thoughts, full of all the ideas he had successfully propounded in class. He wanted to write all his geography tersely and yet simply, so that other minds might share with him the joys of thinking geographically. The books were a synopsis of his geographic understandings at the time of his writing. It was a geography of farms, barns, people, transportation, diseases, soils, weather, politics, government, and distributions: it was a
geography of common sense, an interpretation of the world about, an analysis of happenings and history, which Jefferson hoped would make the world a more intelligible place to live in. At McClellanville Jefferson mulled over the happenings of the Paris Peace Conference. The "Russian lost lands" continued to plague and bother him—he sensed the Soviets would never rest until they had regained their land—and he wished to make the issue widely known. The issue of the war, the "lost lands," behavior of the Powers, and the Peace Conference, became a part of his work for Heath. He also included ideas concerning the growth of cities, the industrialization of countries, the emergence and meaning of transportation facilities, the meaning and measurement of culture, and world distribution of population with special reference to the ecumenes of the larger world states. And just when it seemed as though younger minds would surely be tiring, Jefferson would come back to the delightful intimacy of the seashore, with its myriad fascinations for children, its rounded boulders, sandy, pebbled, or rocky beaches, green seaweeds of many varieties, the crabs and other organisms left stranded high on the beach when the tide recedes, the shells that bring the music of the sea to the human ear when far in land. And from the seashore Jefferson would proceed to the oceans, to their immensity, to the geographical bases of Atlantis and Mu, to man's conquest of nature's highways, to the idea of commerce and colonialism. Above all, this was a geography with man very much in the fore. Maps and illustrative diagrams were numerous. This geography was radically different from much of the Davisian physiography that still passed for geography in the school systems.

In the midst of what promised to be a successful school text venture, D. C. Heath, suddenly, and without notice, called Jefferson to their New York head office to discuss the matter. One day in the August of 1928, Jefferson was busy planning a trip to the Iberian Peninsula to study "Spain, dry Iberia, and Portugal, wet Iberia," with a view to making this a chapter in his texts, and the next day Jefferson was informed by Winfield Smyth, the recently appointed President of the D. C. Heath Company that the contract between himself and the Heath Company could not be fulfilled. The Company anticipated a cost of $200,000 to place the Jefferson texts on the market, a sum which could only be recouped over a period of years. But the Company, advised by selected specialists, feared that a set of geography texts would not compete favorably with social studies texts. Geography at that time was not strongly established in the schools of the U.S.A., but the Heath Company thought they had espied a coming discipline with the upsurge of interest in peoples and places following the First World War and aban-
donment of the nation's century-long isolation. Now Heath Company had its doubts concerning grade school acceptance of geography. When the Company sought the opinion of grade school teachers of geography, they were surprised to find that few existed. Unfortunately, it was at this time that President Pulsifer of the Company had retired, owing to failing health, and he had withdrawn his personal investment of one-and-a-half million dollars from the Company. This, together with the approaching recession whose cold front was already being felt in certain sectors of the economy, further discouraged the Heath Company from a project of the proposed magnitude. The Company apologized to Jefferson, severed the contract by allowing him to retain his manuscripts and all expense monies allowed him to that date (August 1928), remunerated Miss Ella Wilson for her collaboration on the work, and granted Jefferson an additional lump sum of some $1300. The texts were never published. Jefferson’s already established preference for Fred Buytendorp’s local press in Ypsilanti over the large national publishing companies, was heightened considerably by this experience. Very soon his “Exercises in Human Geography” was published in Ypsilanti, and this did incorporate some of his work originally intended for the Heath Company, but most of his ideas for the geographic public, died with Heath’s decision. Jefferson unreasonably assumed that his geographic thoughts would not be new or particularly worthwhile to practicing geographers, and he had no cause to enter a contract with another company for geography in the grades. His life’s work was geography and not making money. At times Jefferson showed a disdain of money only possible on the part of the disinterested and detached scholar. Some of the thoughts suggested in the unpublished geographies were subtly scattered before members of the Association of American Geographers at their annual meetings through the years, but these papers were never published as read and only occasionally published with modification.