

issues should look elsewhere. His account is a very American-centric version of events, and does not include how the Russian, British, or Japanese reacted to the same events. Fortunately, Tillman provides a wide variety of sources from outside the United States to help with this exploration.

When the Shooting Stopped: August 1945 is comprehensive, yet incomplete. Tillman sheds light on the uncertainty and suddenness at the end of Second World War that often escapes the discussion of battles and machines. He contributes to the historical narrative by exposing readers to end of the war, ultimately opening new doors to a wide variety of readers and, hopefully, providing a spring board for further exploration.

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Steven Ujifusa. *The Last Ships from Hamburg: Business, Rivalry, and the Race to Save Russia's Jews on the Eve of World War I*. New York, NY: Harper Collins, www.harpercollins.com, 2023. 384 pp., notes, photos, index, cloth, US \$32.00; ISBN-9878-0-063-97187-6. (E-book available.)

Mass emigration by peoples seeking better opportunities has played a major role in geopolitics for a century and a half. A wave of Jewish immigrants who reached the US between 1881 and 1914 is the context for this new book. Author Steven Ujifusa estimates that 1.5 million Jews fled Russia for the US over these 42 years. Several hundred thousand more left the Austro-Hungarian Empire and Romania. He calculates that the Hamburg America Line – HAPAG – carried at least half of them, between 750,000 and a million people, most to New York City. This is the story of the role of the Hamburg America Line and of key Jewish businessmen – Albert Ballin, Jacob Schiff, and Max Warburg – in facilitating this significant mass exodus, and of J.P. Morgan, the gentile American financier, who created the International Mercantile to compete with HAPAG. Ujifusa also traces antisemitism, and how attitudes about immigration in the US changed and became restrictive after the First World War. *The Last Ships from Hamburg* thus covers several threads in the story of Jewish immigration in the years leading up to the Great War. In its extensive treatment of American Jewish banking dynasties, it invites comparison with *The Money Kings: The Epic Story of the Jewish Immigrants Who Transformed Wall Street and Shaped Modern America* by Daniel Schulman (Knopf, 2023). Mass immigration to the United States ended with the passage of restrictive laws after the First World War.

Ujifusa is a popular historian. His two earlier books centered on nautical themes which also engagingly describe the wider contexts for their subjects. *A*

Man and His Ship (2012) is about the long career of naval architect W.F. Gibbs and his crowning achievement, the liner *United States*. *The Barons of the Sea* (2018) concerns the entrepreneurs who built the New England clipper ships of the mid-nineteenth century American maritime trade in the Pacific. *The Last Ships from Hamburg* is based on published sources and archival material, including items held by Albert Ballin's descendants in Vienna.

Albert Ballin began his meteoric rise as a businessman in the years after 1871 when the new German Empire hit its stride. Jews were granted full citizenship, could vote, and serve in the military. Forced by poverty to drop out of school at 17, young Albert inherited his father's struggling business selling passages to England to prospective emigrants in a niche trade where they would board other ships for the New World. By 1881, now 24, Albert formed a partnership with a small shipping firm with British antecedents. He modified two small freighters to carry 800 immigrants to England for onward passage and successfully increased the numbers carried year by year. He made frequent business trips to England and learned English. By 1886 HAPAG bought out this small company and hired Ballin to manage its passenger division. He became HAPAG's general director in 1899. When Albert joined HAPAG it was already a worldwide shipping company founded in 1847 and Hamburg would become the continent's busiest port.

European economies were rapidly industrializing. Thanks to improved diets, birth rates were rising. Surplus peasants were being sent as emigrants to North America, Australasia, or Africa. Russia, however, was unique in allowing only Jews to emigrate. (The combination of population growth and squalid living conditions of non-Jewish peasants in its rapidly industrializing cities were among the conditions behind the tumultuous Russian Revolution in 1917.) Russian Jews faced antisemitism among many other barriers, such as being barred from areas other than the western provinces of the empire and were banned from Moscow in 1892, as well as being the victims of pogroms. Albert Ballin set out to corner the Jewish emigrant trade. He and a rival firm, North German Lloyd, negotiated with the government to control the entry at Germany's eastern borders of emigrants coming west. At border inspection stations operated by them the two companies examined the transients for diseases. Ballin created a network of agents in Russia and eastern Europe to sell passages to America. He also established an enormous complex outside Hamburg in 1893 to house and feed up to 5,000 emigrants in reasonable comfort while awaiting passage. The author is not rigorous about long-term trends but tells us that in 1908, 43 percent of this village were Jewish, 55 percent Roman Catholic, and 2 percent Protestant (211). Ujifusa writes that Ballin raised the quality of accommodation and food for emigrants in HAPAG liners. He instituted uniformed table stewards for the steerage class used by most

emigrants in 1900, and introduced a “third class” with private cabins instead of dormitory accommodation in 1905. Ballin insisted on what, for the time, were luxurious facilities for his first-class passengers and introduced features such as “Ritz Carlton” dining rooms staffed by chefs trained by Cesar Ritz at his hotel in London. The revenue from the third and steerage classes subsidized passages in first and second classes. Ballin was a consummate networker. He met Kaiser Wilhelm II in 1899, the same year that he became HAPAG’s managing director. They were close in age, with Ballin the older of the pair by two years. Germany was an economic powerhouse and the Kaiser cultivated Jewish business leaders to keep himself abreast of developments. Ballin was known as the leading member of “the Kaiser’s Jews” and regularly entertained the emperor socially. He was even offered the position of chancellor in 1909.

The narrative is kaleidoscopic, spanning a wide range of topics related to Jewish immigration: everything from how immigrants were processed at Ellis Island in New York harbour to working conditions in the New York city garment trade, to the American leaders of antisemitic and anti-immigration movements and their influence on politicians. Also covered in some detail is the nexus of leading Jewish business leaders on both sides of the Atlantic who promoted Jewish emigration from eastern Europe. Jacob Schiff, who had arrived in the US from Frankfurt in 1865, became one of America’s leading bankers. He was heavily involved in Jewish organizations that promoted the welfare of Jewish immigrants and became acquainted with Albert Ballin. Schiff had become a partner at the banking firm of Kuhn, Loeb and had married co-founder Solomon Loeb’s daughter. Max Warburg was a leading banker in Hamburg and became a close friend of Ballin. His sons, Paul and Felix, emigrated to New York where Paul “almost instantly” became a partner at Kuhn, Loeb. (135). At Schiff’s instigation this firm would purchase shares in HAPAG in 1901, and in 1913 Paul and Felix Warburg offered the first American listing of HAPAG shares on the New York Stock Exchange. Later, when HAPAG was paralyzed during the Great War with several of its ships blockaded in US ports by the Royal Navy, efforts to float loans from Kuhn Loeb to pay the crews of the marooned ships and company staff in America were unsuccessful. The railway and banking magnate John Pierpont Morgan created the International Mercantile Marine which became a powerful rival to HAPAG. It is interesting to learn that Morgan, whose upbringing had been marked by heavy British influences and connections, had been sent as a university student to study in Göttingen in Germany.

Steven Ujifusa is a good storyteller and describes the experiences of individuals to convey what immigration voyages were like. One chapter tells the story of the Weinstein-Bacalls, a Jewish family from Romania, who crossed the Atlantic in steerage in a HAPAG liner in 1904. Their granddaughter, born

in New York City, became the movie star Lauren Bacall. Another chapter is about the sinking of the *Titanic*, belonging to J.P. Morgan's White Star Line. This seems to be included because it recounts the fate of the prominent Jewish New York banker Isador Strauss and his wife, and various Jewish immigrants who were fellow passengers. The text is not as reliable on matters military. A discussion about how the Cunard liners *Lusitania* and *Mauretania* were built suggests potential conversion to heavy rather than auxiliary cruisers. On page 288 the German army is described as circumventing the Maginot Line (not built until the 1930s).

Steven Ujjifusa writes in an easy journalistic style. His book is illustrated by a section of well-chosen photographs. Despite the title, *The Last Ships From Hamburg* is mainly not about ships and the Hamburg Amerika Line but Jewish mass migration from eastern Europe to the US between 1881 and 1914 and of how it was facilitated by capable Jewish businessmen on both sides of the Atlantic. Jews constituted 9.4 percent of all immigrants to the USA over these 43 years. This is an interesting popular history which explains why and how this significant population shift happened.

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Brian E. Walter. *Blue Water War: Maritime Struggle in the Mediterranean and Middle East, 1940–1945*. Havertown, PA: Casemate Publishing, www.casematepublishing.com, 2022. 352 pp., illustrations, maps, appendices, notes, bibliography, index. US \$35.95, cloth; ISBN 978-1-63624-108-1. (E-book available.)

In *Blue Water War*, Brian Walter explores the role and importance of the Mediterranean Sea and its impact on the Second World War and lays a solid foundation for readers who are familiar with this theatre as well as newcomers.

Walter begins with a breakdown of the strategic and tactical situation in the Mediterranean at the outbreak of the war. Listing the assets available to both sides, he points out the strengths and weaknesses of each nation involved. Additionally, he discusses the difficulties both sides experienced, such as the lack of available ships and the importance of logistics and supply lines. Ensuring the safety of supplies and strategic convoys—or destroying those of the enemy—resulted in several major battles in the Mediterranean campaign. Walter also explores the often complimentary interaction between naval and land campaigns that occurred simultaneously in the area, particularly in North Africa. In several cases, as he points out, it is difficult to separate the land and sea components of the fight since many of the land battles centered around