THE ELEVENTH Annual Research Conference of the Pennsylvania Historical Association, sponsored in cooperation with the Pennsylvania Historical and Museum Commission, took place in Harrisburg on April 23 and 24, 1976. Harry E. Whipkey, state archivist and a bureau director of the PHMC staff, was chairman of local arrangements. The opening session was held at the John Harris House, graciously provided by the Historical Society of Dauphin County whose president, Merlo Hartzell, welcomed the group. James P. Rodechko of Wilkes College, the general chairman, delivered opening remarks and introduced James Sperry of Bloomsburg State College, chairman of the first session.

The session topic was research materials and classroom usage in local history. The chairman pointed out that the session was to be directed toward the divergence that exists between patterns of national history, as they are usually presented, and patterns of local history. William Gudelunas of the Schuylkill Campus of Pennsylvania State University was the first panel speaker. He emphasized the importance of local ethno-religious cleavages which have prevailed over decades, although often overlooked by historians who concentrate on national political issues as the stimulus for political behavior. Since most of Gudelunas's students are from Schuylkill County, they know much about the local history of the area. But their previous thinking has been in terms of economic determinism and class conflict. Simplified polarizations had seemed most important to them: the have's versus the have-not's, and the Democrats as the people's party versus the Republicans as the party of privilege. Through their own research projects, which were concentrated in the period from 1840 to 1870, Gudelunas has been able to prove to his students that other factors were important.

Schuylkill County in the mid-nineteenth century was distinctly divided into mining townships—concentrated in the eastern and northern sections with Pottsville as the focal point—and farming townships—concentrated in the western and southern tiers of the county. Four ethno-religious groups made up about 95 percent of the population: (1) English Protestants, largely Methodists and

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Presbyterians, (2) Welsh Protestants, also Methodists and Presbyterians, (3) Irish Catholics, and (4) German Lutherans. As a working model, Gudelunas applied the polarization of religious thought presented by Gerhard Lenski in *The Religious Factor*. For Lenski, doctrinally orthodox Americans have attitudes and behavior contrasting with those who are devotionalists. As the speaker expressed it, doctrinal orthodoxy stresses the sacraments, grace, official clergy, and religious education; devotionalism means a resistance to separating religion from the other activities of life and an active response of the believer to political-religious crusades, such as the Protestant zeal of the mid-nineteenth century. He placed the Irish Catholics and the German Lutherans in the same category, doctrinal orthodoxy. The Welsh and English together formed the devotionalist group. Thus, in religious attitude, Lutherans were opposed to their fellow Protestants, the Methodists and Presbyterians.

Using church locations and seating capacities gleaned from published county histories, and schedule 6 of the 1850 federal census, the speaker had ranked all voting precincts as to degree of doctrinal orthodoxy and of devotionalism. The students then set about to determine how important this cleavage was in nineteenth-century elections. The instructor explained that until 1840 the county's strong German Lutheran element was solidly Democratic. The students were then turned loose to work on subsequent decades. To illustrate their accomplishments, the speaker summarized their conclusions with regard to the elections of 1844 and 1860.

In 1844 the Democracy of Schuylkill County had outvoted the Clay Whigs, but not because of attitudes toward the two major national issues, expansionism (the Texas issue) and the image of the Whigs as being men of wealth and privilege. From old newspapers the students learned that neither Texas nor slavery were subjects of discussion in the county during the months prior to the election. From public records they also learned that Whig voters in Schuylkill County were not wealthier than Democrats. The tariff issue was much under discussion, but in this county both the Democrats and the Whigs favored a tariff. The county's Democratic majority was really the result of the German Lutherans continuing the tradition of voting solidly Democratic, regardless of issues and rivalries that had arisen since 1840.

For 1860 there was, once again, no correlation between either of

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the major parties, Republican and Democratic, and wealth. Students were shocked to learn that the voting in favor of Lincoln fell into the same pattern as those of the Whigs in prior elections, the English and Welsh miners giving him his strongest support. They had assumed that he had appealed to all underprivileged groups, regardless of ethno-religious attitudes. The Rail-splitter drew German Lutheran votes only from that division of the Lutherans who had migrated to the urban areas; it was the first break in the Lutheran-Democratic voting bloc. Studying accounts of the election campaign from June through November, the researchers found that it had been Lincoln's high tariff stand that gave him the most votes in the county. On slavery and other issues his position had made no difference to Schuylkill voters.

Gudelunas reinforced the results of the research by having his students consider the most recent election in Schuylkill County, the one in 1975. They found that ethno-religious voting is still important. Local branches of both national parties still seek to balance the ethno-religious backgrounds of the candidates on their tickets.

Later, during the question and answer period, the speaker was asked whether the ethno-religious voting trend became less pronounced among the German Lutherans as they grew increasingly literate in English. Agreeing that this was an important factor, he said that he could not give an answer until further studies on the impact of literacy have been completed.

Donald Housley of Susquehanna University spoke about the student research projects he has directed, mostly involving sophomores. He believes that good history can be produced at the county level, although professional historians have tended to avoid that area. Personally, he likes to work with a county unit because he can get to the sources quickly and because it forms a convenient micro-social entity. He tries to have students avoid traditional topics, although they often work on national issues as they were reflected in a county, or a subdivision of a county. County level studies may result in many qualifications upon accepted generalizations. Two of Housley's students have, indeed, arrived at interesting conclusions about Snyder County's enthusiasm for World War I and its attitude toward prohibition.

As a teacher, Housley begins by advising students on what has been done by others, on the topics they have chosen. The design for the projects is chronological. The sources—census data, courthouse records, tax records, and the old published county histories—are all
traditional. The best project papers have relied heavily on federal census data which is available, in catalog form, for each county in Pennsylvania. The censuses through 1840 can be used to determine the population pyramid, the child-woman ratio, and the sex ratio. Beginning in 1850, increased information makes it possible to draw conclusions concerning family structure, household wealth, mobility, and occupational change. Thus, the parameters of a county's population can be stated so as to explain the coming-into-being of a different kind of society, as in the case of a change from rural to urban society, or from an agricultural to an industrial environment. This kind of history contrasts sharply with traditional county histories which emphasize the uniqueness of local individuals and of events that took place in the county.

For frontier and urban America degrees of mobility have been thoroughly studied, but the speaker knows of no comparable work for settled rural areas. Studying mobility, one student used marriage certificates which were first collected in Snyder County in 1885. She learned that the average of distances between the residences of betrothed individuals, at the time they signed certificates in the decade 1885 to 1896, was between five and seven miles. That suggested a very immobile society. Property mobility was studied in one commercializing township between 1880 and 1889, using only tax records. The population was divided into three groups, farmers, laborers, and "others." The "others" group was made up of professionals, merchants, hucksters, and gentlemen. It was clear that farmers' property was increasing, even though their share of total property was decreasing. Laborers were gradually losing property, and the "others" were gaining. This might suggest that class lines were gradually emerging.

The percentage of a population which remains in the same area for a specified length of time can be called the persistence rate. Several projects studied persistence in Snyder County. One involved the decade from 1860 to 1870. It was found that a municipal borough had a persistence of 42 percent, whereas a poor rural township had a persistence of 50 percent. Considering only the property holding element, during the decade 1820 to 1830, another project found that persistence increased from 70 percent to 92 percent. Throughout the nineteenth century the persistence rate seemed to be always increasing in Snyder County.

Another project dealt with an abolition riot that occurred in Muncy in 1843. Using a hypothesis drawn from Leonard L.
Richard’s *Gentlemen of Property and Standing: Anti-Abolition Mobs in Jacksonian America* (1970), the researchers attempted to determine whether the Muncy rioters had been motivated by broad socio-economic changes. The rioters turned out to have been the young, potentially affluent offspring of the county’s establishment, who had not yet risen to the status level their parents occupied. This would suggest frustration and alienation, but the analysis was marred by the fact that the riot took place near a tavern; conviviality played a role in activating the mob.

Studying Snyder County’s elderly population in the nineteenth century, the students concentrated on people over 50 years of age. There had been no county home for the aged. The preponderance of the group lived in homes owned by relatives or by some other owner, although there was a small counterveiling trend of old men who owned their own dwellings. Aged women were invariably illiterate and living in a state of poverty, whereas many of the men had some money and were often literate.

The urban community conveniently available to Housley’s students is Selinsgrove, the seat of Snyder County. In the nineteenth century 1,450 people lived there together. Although one section of the town was inhabited predominantly by affluent commercial and professional citizens, there was no opposite extreme—no district so distinctly inferior that it could be described as a slum. Outside of the affluent district, rich and poor lived adjacent to one another. Family structure in Selinsgrove was studied with the help of a computer. Only modest change took place in the structure over that decade. The average household declined from 4.69 persons (1860) to 4.59 (1870). No correlation was found between decline in family size and occupational status. Extended families, those which included people other than the two parents and their children, made up one-quarter of the population.

The average age of male heads of household in Selinsgrove dropped between 1860 and 1870, perhaps because of the Civil War. The age difference between men and their wives dropped from 7.3 years (1860) to 2.2 years (1870). In the decade from 1885 to 1896 the figure grew from 3 to 4 years. In that same decade the average age of the population at marriage was slowly rising, although the average age of women at marriage was declining. Based on these parameters, Housley’s students believed that Selinsgrove males did not have a social obligation to bring an occupational dowry to their brides or, if there was such a requirement, it was not based on high standards.
Thus, the students obtained negative results in testing the hypothesis of the occupational dowry as it is explained in Richard Sennett's *Families Against the Cities: Middle Class Homes of Industrial Chicago, 1872-1880* (1970).

Housley usually accompanied his students on their first contact with their historical sources. Many problems have arisen. Often the basic models and hypotheses the teacher has introduced have proven entirely unworkable. Sometimes, because so much time had to be spent in tedious, detailed work of quantitative documentation, students could not "find the forest for the trees." On the other hand, use of quantitative methods sometimes had the unexpected result of leading students, upon graduation, into occupations other than history. Housley believes that the most important achievement of his projects has been that they have provided truly original work for the students. Also, from his own point of view, it has been invigorating to deal with students who were always enthusiastic.

Patrick Lynch, a graduate of Bloomsburg State College, spoke about his research into the International Workers of the World (IWW) movement. His current residence in Pittsburgh, where he teaches in the North Allegheny School District, has removed him from the main area of his research. He spoke, with much humor, about a number of problems he has encountered. Interviewing those who could remember the early twentieth century was very important but exposed him to some confused minds and inaccurate recollections. Also, many of the contemporary witnesses have moved away from Pennsylvania. In searching for town records, the speaker found that some government units have systematically destroyed their materials. One town had preserved nothing prior to 1920. Similarly, in dealing with one newspaper whose editor had been very much opposed to the IWW, Lynch learned that the editor had kept no back editions, nor had he sent anything to the newspaper collection of the state library. Church records, he found, were usually incomplete or nonexistent. In working with United Mine Workers' records, he learned that an incoming president often deliberately destroyed the records of a predecessor so that there would be nothing with which to compare his own administration. In trying to work on the question whether the state police acted as agents of management during periods of labor unrest, he found that their records are closed to historical researchers. Similarly, those records of the justice department in the Pittsburgh area which deal with the IWW are closed. Furthermore, Lynch found that people still living in
areas where the IWW had been active were frightened by mere mention of the term IWW. Lynch was also unfortunate, like others, in doing research after Hurricane Agnes (1972) had destroyed valuable documents. In conclusion, Lynch said that one of the most important patterns he followed was to take leads from one knowledgeable person as to who else might have important information, and to follow a chain like that, from person to person. It is important not to be discouraged and to maintain a sense of humor.

During the period for questions and comments, James Sperry pointed out two incidents in which he had encountered resistance to the work his students were doing. One involved misappropriated W.P.A. funds and the other had to do with a student who had started to turn his project into an expose of the local chapter of the John Birch Society.

On the evening of April 23 a dinner was given for the conference, at the Nationwide Inn, through the courtesy of the Pennsylvania Historical and Museum Commission. Following dinner, Russell Weigley, president of the association, introduced Colonel James Barron Agnew, director of the U.S. Army Military History Collection at Carlisle Barracks. The colonel addressed the group on the subject of the long struggle he had been involved in to bring the private collection of the deceased Dr. Baj-Macario, an Italian military historian, to Carlisle Barracks. The speaker emphasized the administrative obstacles, confusion, and frustrations that plagued the transfer operation.

The following morning two panel sessions were held in the search room of the Pennsylvania Archives and History Building. The first session, dealing with aspects of urban railway history, involved a panel of three speakers. H. Benjamin Powell of Bloomsburg State College, the chairman, introduced the speakers.

Charles W. Cheape of Dartmouth College was the first speaker. He discussed the published literature of the history of urban transit, citing both primary and secondary materials, and giving examples of what he considers the best items among the several types of writing. The works he mentioned and his comments may be outlined as follows:

I. Bibliographies of urban transit.

trade publications, dictionaries, railway fan club publications of the mid-twentieth century, and works of some of the early experts.


II. Basic introductory works.


George Rogers Taylor, "The Beginnings of Mass Transportation in Urban America," *Smithsonian Journal of History*, Vol. I (1966), Nos. 2 and 3. Includes an excellent chronology, as far back as the beginning of the omnibus lines, but unfortunately it goes no further than about 1860.

III. A sampling from special fields.

Burton J. Hendricks, *The Age of Big Business* (1919). He has one chapter on urban services which emphasizes railways. Students keep coming back to this book for its discussion of politics.


John A. Miller, *Fares, Please!* (1941; 1960 reprint). One of the best general accounts of the industry.


IV. Examples of works dealing with particular cities.


David Thelan, *The New Citizenship* (1972). Availability of sources has led to a spate of works on Milwaukee's history. This one covers aspects of urban transit.


V. Older works of lasting historical value.


Charles Fairchild, *Street Railways, Their Cost, Operation and Maintenance* (1892). Technology at a later stage.


Augustine Wright, *Street Railways, Their Construction, Equipment and Maintenance*. Technology of the late 1880s.

(Articles and books by Milo R. Maltbie and David Willcox, much of which appeared in reform journals of the Progressive period.)
VI. Biographies of entrepreneurs.


VII. Magazines and journals.

*A.E.R.A.* Published by the American Street Railway Association.

*Brill Magazine.* Published by the J. G. Brill Company of Philadelphia.

*Cooperation.* Published by the Boston Elevated Railways.

*Electric Traction.* Later renamed several times.

*Engineering Record.*

*Motorman and Conductor.* Good for the labor viewpoint.

*Poor's Manual of Railroads.* 1868 and 1869 issues cover New York City horse railways stocks from their beginning. By the 1890s *Poor's* had a special section for street railway finances.

*Street Railway Gazette.*

*Street Railway Journal.*

*Street Railway Review.*

Cheape also mentioned the existence of collections of the papers of men deeply involved in railway affairs. The group includes technicians as well as entrepreneurs and executives. He referred to the following: Bion Arnold, August Belmont, Cyrus Field, William B. Parsons, George MacInerny, Edward M. Shepherd, Frank Sprague, William C. Whitney, and Peter A. B. Widener. Also, there are possibilities for oral history, as long as people like Edward Dana, who began work for a Boston railway in 1908, are still alive.

Documents of company management are sometimes available but are of varying quality. The secretive nature of business activity and the apparent worthlessness of such material, according to the values of the early twentieth century, explain why there are not more collections of company papers. Government materials, however, are better for urban transit than for many other industries because railways needed municipal and state oversight for their very existence.
Witness stand testimony is often very accurate for railway matters. The speaker also listed a number of other pertinent government documents. Collections of articles clipped from old newspapers are another source often available to the researcher. Biases of the journalists are an obstruction, but they are so obvious that usually they can be quickly identified.

Throughout his address Cheape stressed that it is important to take the writings and suggestions of the railway fans as being valuable guides to serious research. When examining the urban transit of a particular city, there is no substitute for going to the location itself and making local inquiries, including library card catalogs, newspaper morgues, and railway fan associations.

David Young, who is associated with Washington University of St. Louis, spoke from the point of view of an archivist seeking to preserve sources. The secondary source material for the history of urban transit is, in general, poorly written, disorganized, and difficult to locate. It is usually necessary to have some information from the railway fans and expert collectors in order to begin research. Primary source material is even harder to locate; without prior guidance the inquiring scholar is helpless. There is no exclusive repository anywhere for street railway material. With two exceptions, all repositories that have railway documents have acquired them by the "brush fire principle." By this Young meant that people associated with repositories take the documents in to save them from destruction, but they do not necessarily belong with the other collections in that institution, nor is there any assurance that they will be arranged, indexed, and made accessible in an acceptable manner. The two exceptions are the Smithsonian Institution and the Eutherian Mills Historical Library. Both have deliberately sought urban railway materials.

In the field of urban transit the primary source material is not predigested, and it is not easily available to the researcher. Young showed the conference an example of such material, pointing out its defects. These documents are of heterogeneous nature, including loose papers, pamphlets, and canceled check stubs. The presence of rubber bands, staples, paper clips, and glue is a hazard. The use of cheap paper, ink, and carbon has led to a great deal of physical deterioration. Thus, there is a problem in getting the material to the researcher without destroying it. The National Archives has been able to solve this problem when dealing with another type of document, the federal census data, but they have done so by furnishing re-
searchers with microfilm copies and withholding the originals. Although microfilm is known to be one of the most fragile forms of preserving writing, the National Archives has no problem with it because they have plenty of money to replace worn-out film. Most repositories, however, cannot afford to do that.

Young emphasized that researchers in the railway field have to rely on their own ingenuity to find sources as well as the ingenuity of the railway fans who advise them. The railroad fans are in physical possession of many documents because there was no one else willing to save the material. During the 1930s and 1940s the fans' collections became respectable. Young asked what will happen when the older generation of fans pass away. He said he was using this address as a crusade to persuade the audience that railway documents ought to be placed in public archives even though they are not correctly arranged and presented there. The reason why the urban transit companies themselves have not paid for storage arrangements is that they have never had an incentive to present a good public image, and, furthermore, they have had to keep overhead expenses as low as possible in order to operate from day to day without losing too much money. Many documents have been destroyed, however, simply because of pettiness or vindictiveness. Such was the case with the financial papers of the St. Louis Transit Company, an incident which Young could attest to from his own experience. In conclusion, Young stressed the obligation of the first researcher—the one who manages to find a significant collection of railway documents—to pass them along, in some useable form, to subsequent researchers.

Harold E. Cox of Wilkes College was the final speaker in the railway history panel. Contrary to David Young, Professor Cox believes it is better to allow documents of railway history to remain in private hands than to give them to repositories that do not know what to do with them. As an example, Cox mentioned the J. G. Brill Company collection which he believes has not been handled properly by the repository now holding it. Wilkes College has a large collection of railway materials which is strong in trade journals, perhaps second only to the Library of Congress. It also includes the entire records of the Wilkes-Barre railway system from 1860 to 1957, as well as company correspondence since 1890. There is also much material from Philadelphia, including newspaper scrapbooks. In addition, the college has many documents from Albany and Binghamton. At Wilkes College Cox has been allowed enough room to store new documents. As a result, he has been able to rescue some
railway materials to keep them from being destroyed. In Albany, N.Y., he found himself literally keeping just ahead of the bulldozer that was demolishing the old site of the records.

The speaker considers himself a rare person because he is both a professional historian and an enthusiastic railroad history fan. Of the professional historians today, only George Rogers Taylor has written more extensively in the area of urban railways.

In gathering railway documents Cox has used two different approaches, "going in from the top," and "doing it from the bottom." From the top characterizes his humorous experience with the Perley A. Thomas car works in High Point, North Carolina, an old manufacturing company. For fifty years it had been run by two brothers, sons of the founder, Perley A. Thomas. The brothers were 84 years old when Cox talked to them, five years ago. At first they told him that they had kept no records at all. Eventually, however, they called in their oldest employee, who had been with the company since 1918 and had also worked for the preceding Southern Car Company. The man promptly came forward with significant documents.

The Philadelphia Transit Company had the reputation of being one of the most secretive companies in the United States, said the speaker, for it was supposed to have had many "skeletons in the closet." The company secretary told Cox that all records had been destroyed, so he began to work from the bottom, befriending an employee in the accounting department. Through this contact he gained access to a filing cabinet which had a complete catalog of the records found in 27 separate vaults, and he was able to find particular items easily.

When looking for urban transportation documents of the period before the horse railways, the researcher will have difficulty. The one-man omnibuses of that day had little need for records. Cox himself located one significant source from the early period at the Eleutherian Mills Historical Library, a book begun, surprisingly, by a ten-year old boy. It covers the 1840s and 1850s.

Like David Young, Cox was pleading for a better system, but his suggestion was for an extensive effort to take place over the next five years to collect documents before they are destroyed. Private holdings should be reached before the owners die; the oral history accounts of the old railway enthusiasts should be recorded before 1980.

In the discussion that followed there was mention of the unwillingness of railway buffs to yield documents which have come into their possession. The conferees were concerned whether collectors
(in this or any other historical specialty) are doing more harm than good by preserving, but secluding, items they have discovered. The discussion also touched on the question of the appropriate level—local, state, or national—for repositories of various types of documents.

The final session dealt with past approaches and new directions for research. William W. Hummel of Albright College summarized the annual research conferences from 1966 through 1974. They have covered many areas very well, including historical methodology, sources, particular problems of political and economic history, oral, and ethnic history. Particular areas of social and cultural history have been inadequately covered.

James A. Kehl of the University of Pittsburgh discussed the status and future potential of the political history of Pennsylvania. Research has been concentrated on the second half of the nineteenth century, to the neglect of the first half, and the twentieth century has still not received enough attention. This occurred because researchers have favored obvious topics. The same has been true of political biography; careers of the most important politicians have been emphasized. However, the speaker conceded, there are several powerful politicians who have been overlooked, including Charles Emory Smith, Galusha Grow, Charles Buckalew, Robert Mackey, and Chris Magee.

Although the association’s conferences have encouraged studies in the politics of the last fifty years, that does not mean that there has been an increase in the use of new sources. By new sources Kehl means oral history banks, quantitative data banks (and quantitative techniques), new collections that go beyond the personal papers of the elite, and ethnic data.

Less obvious, more complex topics suggested by the speaker were the following:

(a) The political transition that occurred in localities as they experienced a change from rural to urban society.

(b) Politics of the regions of the state, to which existing county studies would be contributory. The regions should be identified. We should ask ourselves such questions as whether the northern tier of counties has been a political monolith remaining unchanged since its emergence in 1850.

(c) The similarities and differences between national and state government administrations and the extent to which they influenced each other. Also, we should study the relationships of the national
political parties with their Pennsylvania equivalents. Only by looking at national patterns in terms of state developments can we explain the differences between Pennsylvania Republicans and Republicans in other states. Also, it would be rewarding to learn what the impact was of the Democratic party's strategy following the Civil War of having no national policy and encouraging state Democratic parties to pursue divergent objectives. What results did this have in Pennsylvania?

The next speaker was Roland Baumann, editorial consultant for the archival and historical project entitled "Records of Pennsylvania's Revolutionary Governments, 1775-1790: Microfilm and Guide," which is being prepared for the Pennsylvania Historical and Museum Commission under a grant from the National Endowment for the Humanities. Baumann's topic was the Pennsylvania state archives and research opportunities in the period 1763 to 1789. Although it would be inaccurate to say that the archives contain even as much as 50 percent of the official documents of Pennsylvania pertaining to that period, he said that this depository is being overlooked by many researchers who could well make use of it. After briefly explaining why many official papers were never brought to Harrisburg for preservation, he mentioned a number of finding aids and reference works that will soon be published by the commission, under the direction of Harry E. Whipkey, several of which are authored by John B. B. Trussell, Jr. The speaker specified records groups, manuscript groups, and microfilm holdings that he regards as especially significant for study of the Revolutionary Era. He included 9 manuscript groups from the total of 20 in the archives; 7 record groups from the total of 45; and 16 microfilm series taken from documents that are held in other repositories. Additional comments on three of the record groups followed: RG 4, Records of the Office of Comptroller General; RG 21, Records of the Provincial Council, 1682-1776; and RG 27, Records of the Supreme Executive Council, 1775-1790.

Then the speaker explained some of the progress that will be achieved by the completion of his microfilm edition of RG 27, which has been renamed "Records of Pennsylvania's Revolutionary Governments, 1775-1790." The series will involve records of the following Revolutionary government units: Committee of Safety, 1775-1776; Council of Safety, 1776-1777; [Second] Council of Safety, 1777; Presidents of the Supreme Executive Council and its Secretary; Pennsylvania Navy Board, 1777; Board of War, 1777; and
Council of Safety, 1784. These official records will be augmented by over 4,000 additional items dealing with the following topics: clemency, bankruptcy, military applications and commissions, political appointments, forfeited estates, and applications for passes.

Addressing himself to areas he considers to be in need of further study, Baumann recommended work on an administrative history of the Supreme Executive Council, and biographies of many of the commonwealth’s revolutionary leaders and officials, both civil and military. The records of executive appointments under the revolutionary administrations might give rise to a new analysis of the foundation of political parties in Pennsylvania. As excellent as is Robert Brunhouse’s *Counter-Revolution in Pennsylvania, 1776-1790*, a new study of the politics of the same period could be undertaken without using the major social polarizations Brunhouse employed.

In the area of social history, Baumann suggested several projects that might be developed from the clemency records of revolutionary Pennsylvania: war-torn families, prisoners of war, and legal discrimination. With regard to the validity, for Pennsylvania, of John Franklin Jameson’s thesis that a social revolution also took place, he thinks that a county-by-county study of the disposition of loyalists’ estates would provide many answers. Also, much work could be done at the archives in search of those whom Jesse Lemisch has described as “the powerless, the inarticulate, the poor.” In addition to such “history from the bottom up,” the same documents could be effectively employed in the wider context of collective biographies, aggregative analysis, and quantitative interdisciplinary methodology.

Finally, Baumann mentioned a number of military topics, including the operations in western Pennsylvania, the social background of the militia, the military role of Pennsylvania’s loyalists, and the actions involving the Wyoming massacre, capture of Fort Freeland, and Sullivan’s expedition. All need more detailed studies.

Carl D. Oblinger of the Pennsylvania Historical and Museum Commission delivered the fourth address. It was intended as commentary on the future of historical research, with emphasis on the matter of survival of the profession in the face of the current shortage of employment opportunities. There is a need for a vast effort to use money in new ways, Oblinger stated. Students and historians should work collectively, not individually. As indications of the changing posture of history, Oblinger listed nine interdisciplinary journals as those which now receive the most attention, and
he mentioned three publishing houses which now emphasize, for financial reasons, books that deal with broad social and economic questions and are valuable for predicting future policies. Teaching must now involve student participation and can no longer be successful if it involves a lecturing process. Oblinger emphasized the superior preparation in mathematics and sociology which students now bring to the history classroom. He stressed the need for each teacher to proceed immediately to involve his students in the problems that are the subjects of their projects.

The prototype for project work of the kind Oblinger has in mind is the Philadelphia Social History Project. (See "1975 Research Conference at Harrisburg," Pennsylvania History, XLII [October, 1975], 316-317.) That operation was predicated on the assumption that historians were not using mass data for documentation and, also that the historical profession does not encourage collaborative research of interdisciplinary research. Oblinger finds, however, that the project seems to be moving away from the concerns of the layman and is not making qualitative assessments of its data. In general, Oblinger hopes to encourage survival in the historical profession without producing a type of scholarship that is warped by fears arising from the struggle to survive.

James P. Rodechko, the general chairman, was the final speaker. He summarized and commented on the 1975 and 1976 research conferences. In choosing subjects for the conference panels, the program committee has tried to emphasize new areas of historical activity. The presence of Theodore Hershberg, director of the Philadelphia Social History Project, last year, was an important step in that direction. Panels have also been designed to shed light on areas that are traditional but have not received enough attention. That was the reason for this year's session on transportation. Another neglected area was instruction in history in the public schools; another, professional opportunities for today's graduate students. This approach will continue as long as the historical discipline remains in the position it is in today. The topic of one conference session sometimes leads to another given in a later year, Rodechko said. For example, both in 1975 and 1976 there was mention of the absence of studies showing effects of transportation networks upon patterns of ethnic settlement, even though both ethnic and transportation history have been covered separately.

The conference concluded with a luncheon at Castiglia's Restaurant, generously provided by the Pennsylvania Historical and Museum Commission.