

ical explorations. The writers model research on the lives of women both for whom primary sources are few and for whom sources are available on the Internet. Sources are delineated at the end of each essay, which will be helpful to readers who want to learn more.

Commenting on the collection as a whole is difficult, both because of the range of work in which the women were involved and the varied authorial focus. Even so, *Sisterly Love* adds to our understanding of “women of note” in Pennsylvania. It is a welcome addition to that small bookshelf of biographical collections on Pennsylvania women. The goal of this volume by the Southeastern Pennsylvania Consortium of Higher Education (SEPCHE) was to increase readers’ interest in searching for other women whose lives had an impact on society. This it certainly does. To this end, two other good state models exist: *Virginia Women: Their Lives and Times*, in the Southern Women: Their Lives and Times collection by the University of Georgia Press (2015), and *North Carolina Women: Making History* (1999).

Readers will not want to complete this book in one sitting and will rather find that it is best read by delving into two or three essays at one time. The intent of the editors and the SEPCHE leaders is to provoke more investigations like this one. After reading the volume, many educators and historians may hope that it will do so.

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Engineering Philadelphia: The Sellers Family and the Industrial Metropolis. By DOMENIC VITIELLO. (Ithaca, NY: Cornell University Press, 2013. 288 pp. Illustrations, notes, index. \$35.)

In the first edition of Mark Twain and Charles Dudley Warner’s novel *The Gilded Age*, respected Philadelphia engineer Escol Sellers appeared as a delusional speculator. Angered by this portrayal, Sellers eventually produced a firsthand version of his remarkable career. According to author Domenic Vitiello, Sellers’s own account, written in the 1880s, also depicted the process of industrialization “as a sincere pursuit of public import” (2). In *Engineering Philadelphia*, Vitiello makes the “public import” of the careers of several generations of the Sellers family into his central point. Other members were not only inventors, engineers, and machinists, but also educational, civic, and social activists in Philadelphia, Wilmington, Delaware, and Cincinnati.

Vitiello demonstrates that these two seemingly disparate realms of activity—activism and industry—were, in fact, interdependent. This is the double meaning of the book’s title. Vitiello examines the significant contributions Philadelphia engineers made to the regional, national, and international economy in the nine-

teenth and early twentieth centuries. More to his purpose, the author shows how these engineers and manufacturers deliberately reshaped (i.e., engineered) the urban environment: their efficient and productive firms changed the physical landscape, offered employment, created model worker housing (at Edge Moor, Delaware), engaged in such civic projects as creating sewer systems, and developed educational opportunities that made the industrial city an enriching environment for many workers. With few exceptions, the Quaker Sellers family “generally sought to engineer social and material life to build what they viewed as a moral economy” (3). The author presents a detailed story of the positive side of industrialization, providing a necessary corrective to the usual unrelentingly dismal tales.

Vitiello’s focus on successive generations of one family neatly lends itself to a rise and decline narrative. Such an intent is evident in the final chapter title, “Roots of Decline.” In 1850, for instance, the Bush Hill section of Philadelphia was one of the major centers of machine building in the world; by the 1930s, the Sellers family tool works was the only important machine builder left in that vicinity, and in the early 1940s the family would sell the plant. The author finds in the fortunes and choices of later generations of the Sellers family an example of the quick and overwhelming decline of Philadelphia’s manufacturing economy in the twentieth century.

Several factors originating in the early twentieth century, though, contributed to the deindustrialization of the city, not least of which was the concentration of capital in the hands of large financiers mainly based in New York. Perhaps Vitiello’s main contribution here is his argument that the City Beautiful movement—often celebrated by architectural historians for the creation of beautiful civic buildings and spaces—consolidated an anti-industrial vision of the city. The City Beautiful movement established a principal of “metropolitan improvement through factory removal and the construction of highway connections between downtown and the suburbs,” which mid-century planners incorporated into their own urban renewal programs (201). As manufacturing Bush Hill was transformed into the Benjamin Franklin Parkway, factories, working-class social institutions, and hundreds of workers’ homes were removed to make way for a broad avenue lined with museums and other cultural institutions. The center of industrial education and innovation, the Franklin Institute, became a museum. The creation of the parkway accelerated the departure of manufacturers to suburban locations and began the transformation of the workhouse of the world into a destination for leisure, culture, and the arts.

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