western Indians from 1790 to 1795, form a vitally important closing chapter to the history of Indian affairs in Pennsylvania. Although many of the quotations are too long and insufficiently digested and the chapters are too short and too numerous, the book is very usable. It is for the most part well annotated; there is a descriptive bibliography and a helpful index.

Randolph C. Downes

Western Pennsylvania Historical Survey


This literary biography of Judge Brackenridge is an outgrowth of historical activity in western Pennsylvania. Some years ago the author, who was at that time an instructor in English in the University of Pittsburgh, participated in a seminar in history conducted at that institution on the career of Brackenridge. From this seminar evolved a number of papers that were read before the Historical Society of Western Pennsylvania on May 31, 1927, and were afterwards published in volume 10 of the Western Pennsylvania Historical Magazine. Mr. Newlin's own contribution to this symposium was entitled "Hugh Henry Brackenridge, Writer."

The subject of this book was a prominent leader in western Pennsylvania for approximately the last two decades of the eighteenth century. Born in Scotland in 1748 and brought to York County, Pennsylvania, at the age of five, Brackenridge spent his youth in a typical Scotch-Irish community. He was graduated from Princeton University, taught school, studied theology, served as a chaplain in the Revolutionary army, and published a magazine for a year, all before 1780, when he was admitted to the bar in the Philadelphia court of common pleas. The following year he transferred his activities to Pittsburgh, where for twenty years he was prominent in law, literary pursuits, and the strifes of parties and the press. After establishing himself in the legal profession, he served in the state legislature for a single term beginning in 1786. His course from 1786 to
1796 was difficult, not altogether consistent, and at times unsatisfactory to himself and his biographer. Politically, Brackenridge satisfied neither Federalists nor Republicans. In the Whiskey Insurrection he alienated himself from the agents of the Federal government as well as from those who resisted the excise. But the rising tide of Jeffersonian Democracy brought him again to political prominence and, after aiding in the election of Governor McKean, he was appointed a justice of the state supreme court in 1799, a position which he filled with satisfaction for many years.

His legal and political ability were matched, perhaps surpassed, by his literary ability. From his Princeton days, verse, newspaper articles, essays, and books came from his pen. Many of the poems were in Scottish dialect. Most of them, many of the essays, and one notable novel, Modern Chivalry, a four-volume work, were written in a satirical vein, ridiculing political and literary opponents. For the most part, he showed himself an apt disciple of the Roman satirist, Lucian. His Incidents of the Insurrection in the Western Parts of Pennsylvania, was an apology for his own part in the Whiskey Insurrection.

Professor Newlin has followed the conventional plan of a literary biography in the preparation of his book. Naturally, much attention is devoted to Brackenridge's writings. A generous incorporation of his poems and excerpts from his Incidents of the Insurrection and from Modern Chivalry enables the reader to appreciate his literary ability and political philosophy. The style of the biography is lucid, concise, unpretentious, and notably free from structural errors.

From the standpoint of historical criticism, the work is less satisfactory. First of all, a more complete treatment of the social and economic phases of western Pennsylvania would have added to the interpretation of the political situation. Secondly, a few, but only a few, historical inaccuracies appear. The name of Colonel Croghan is spelled Groghan three times on a single page (p. 62). Again, the statement (p. 62) that Washington purchased lands to the south and west of Pittsburgh from Croghan is at variance with the conclusion of A. T. Volwiler, in George Croghan and the Westward Movement (p. 291-293), who portrays Croghan's disappointment in his failure to sell
those lands to Washington. Thirdly, although a wealth of documentary material was used in the preparation of the work, as the extended bibliography attests, the use of the documents may be criticized in some instances, especially in the chapter relative to the Whiskey Insurrection. That chapter is based almost exclusively upon Brackenridge's own book. Only twice is citation made of William Findley's well-known History of the Insurrection, and there is not a single reference in the chapter to indicate the use of the "Papers Relating to What Is Known as the Whiskey Insurrection in Western Pennsylvania," in volume 4 of the second series of the Pennsylvania Archives. In addition, it is a dangerous practice for the author to assert that a particular issue of a newspaper, which he did not find, is not extant (p. 199 n.). It is apparent that the author's treatment of Brackenridge's literary achievements is superior to his historical interpretations, but the work as a whole is interesting, reliable, and extremely valuable to all interested in western Pennsylvania.

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Russell J. Ferguson

Turnpikes: A Study of the Toll Road Movement in the Middle Atlantic States and Maryland. By Joseph Austin Durrenberger, professor of history, The Georgia State Womans College at Valdosta. (Valdosta, Georgia, privately printed, 1931. 188 p.)

This book opens with a rapid survey of roads in the colonies of New York, New Jersey, Pennsylvania, and Maryland, then plunges into the origin, rise, ascendancy, and decline of toll roads between 1792 and approximately 1875. The major part of the treatment, however, deals with the so-called turnpike era, 1800-1830, and with the succeeding battle between toll roads (in the forms of stone- and plank-surfaced roads) and those newer agencies of transportation, canals and railroads. The author admits that toll roads were unprofitable as business enterprises but rightly points out that they "rendered their greatest service by speeding up traffic and by reducing the hazards of travel." In addition they enhanced the values of land and produce, and stimulated the growth of industry and population.

While the study is of turnpikes in general rather than of