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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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
specific roads the author mentions a number of important highways that served western Pennsylvania, connecting Pittsburgh with Erie and Philadelphia and with Baltimore by way of the National Road. Moreover the treatment is such that it is of value to the student of transportation in any part of the region covered. It is interesting to note from these pages that turnpikes continued in service in the southwestern portion of Pennsylvania for years after they had declined in other parts of the state, as a result largely of the difficulty of constructing canals and railways over the rough terrain.

Turnpikes is a thorough piece of work, soundly based on painstaking research, and written clearly and fluently, but with a notable absence of humor or color. The author was within his rights in excluding the human factors, but their inclusion would certainly have increased the readability, popularity, and usefulness of his book. Nevertheless Professor Durrenberger deserves well of the profession for an able, compact, and businesslike summary of the economic side of one of the great phases of the history of American transportation.

Leland D. Baldwin

Western Pennsylvania Historical Survey


This volume presents an artist's journal of a trip by stage and boat from Baltimore to Minnesota in 1851, his impressions of the Indian village of Kaposia and of Fort Snelling, and a vivid portrayal of Indian life amid events at Traverse des Sioux, where a government land treaty was in process of negotiation. The artist was Frank Blackwell Mayer, a young man in his early twenties, who made the journey into the West to find subjects for his talent that would be “peculiarly illustrative of the history of his own country.” His diary, with selections from his sketch book, is here reproduced.