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.
By word and drawing the author depicts the country through which he traveled. The thoroughly readable narrative evidences vigorous descriptive powers, which, in terms unusually apt and fresh, are brought to bear on a variety of material—scenery, people, customs, incidents. The author seems aware throughout of the documentary importance of his observations and while this consciousness occasionally makes for stiffness in an already too haphazard style, in his sketches it is expressed in a regard for authentic detail that lends weight to their historical value. There is much simple decorative merit in his drawing and the portraits in particular have a pleasing vitality. Both sketches and text will be of especial interest to anyone concerned with the customs and dress of the Indian and the mode of life and social usages of the period.

Though the setting of the book lies largely in the Middle West, material of specific western Pennsylvania interest is to be found in the first chapter, where Mayer records his journey "down the Ohio to Cincinnati." Of the inhabitants of Pittsburgh he says that they were occupied "in the Sysiphan labour of keeping themselves clean—& altho' the majority seem long since to have relinquished the task as hopeless." The crafts on the Monongahela are "a combination of improved chicken coops & tea-kettles" but the scenery is "elegant." From Laurel Hill the artist records that he "looked down into forests unmutilated by the hand of man." It is to be regretted that there are no sketches to supplement his impressions of this region.

The explanatory footnotes and the well-planned introduction to the diary add to its value to the reader and the merit of the book as a whole is augmented by its attractive format and careful make-up. The volume is the first of a new series of Minnesota Historical Society publications entitled Narratives and Documents, the underlying purposes of which are stated in the preface. It is an interesting indication of what can be done in the way of bringing out volumes in "attractive and popular, though inexpensive, form."

Elisabeth M. Sellers

Western Pennsylvania Historical Survey