education, religion, and industry are especially valuable features and will repay careful study in connection with the text. Another feature valuable to the historical student is the reproduction of forty-eight early maps. Boundary disputes, natural environment, explorations, military campaigns, population growth, and political alignments receive fresh and in many cases exhaustive treatment.

Western Pennsylvania history, while only once separately illustrated, is greatly illuminated by the Atlas. Beaver County, for example, appears as one of the Whig mavericks in Democratic Pennsylvania, perhaps because of the influence of Senator Abner Lacock. Greene County until 1928 was consistently Democratic in presidential elections, while Clarion, Elk, and Jefferson followed in this tendency much of the time. The Pennsylvania-Virginia boundary controversy is splendidly illustrated (plate 97G), but Johnstown and Hollidaysburg are transposed on another map (plate 138L).

The Evans map of the middle colonies (plate 26) dated 1755, bears the date 1758 in the lower right corner, and it is taken from Jefferys' reissue of Kitchins' pirated plate. Pownall's strictures on this map will be found in Henry N. Stevens, Lewis Evans, His Map of the Middle British Colonies (p. 37—1924). The fact that the map shows "Ft du Quesne, Destroyed 1758 now Called PITTSBURGH" seems to imply that it was really published after 1758, since Fort Duquesne was destroyed in November of that year.

The Atlas not only summarizes graphically what is already known but it makes a number of original contributions, particularly in the fields of politics, reforms, cultural development, and economic history. Altogether it is one of the most important recent publications on American history.

Western Pennsylvania Historical Survey
Leland D. Baldwin


Although designed apparently for use as a textbook in colleges, this work is a comprehensive exposition and interpretation of the economic aspects of American history that can be read with interest and profit by the general reader or the advanced scholar as well as by the college student. The unusual readability of the book is due in part to the clarity, smoothness, and vigor of
its literary style, and in part to the fact that the author never forgets that history should deal with human beings and constantly relates his economic facts to the life of the people. The size of his canvas — the book contains as many words as are in five volumes of the American Nation series — enables him to include considerable detail in the picture without distorting its proportions. The work is divided into three parts: “The Colonial Age,” “The Agricultural Era,” and “The Industrial State,” with the division between the last two at 1850; and nearly half of the space is devoted to the last period. Each part is divided into chapters on topics or aspects of the period such as expansion, agriculture, commerce, labor, transportation, and industry.

The student of western Pennsylvania history will find the book valuable, not only as supplying the setting for developments in this section, but also for specific treatments of aspects of its history. Among these may be noted: early commerce on the upper Ohio (p. 259), the Pennsylvania canals (p. 292), the early iron industry (p. 319 ff.), the advent of railroads (p. 371), the invention of the Westinghouse air brake (p. 384), the later freight traffic on the Monongahela and the Ohio (p. 414), the coal and oil industries (p. 433–437, 442, 468 ff.), the steel industry (p. 462), the Westinghouse Electric Company (p. 449, 482), the beginning of radio broadcasting (p. 451), Andrew Carnegie and “Integration in Iron and Steel,” (p. 474–479), the “new immigration” (p. 505, 556 ff.), the railroad strike of 1877 (p. 577), the Homestead strike (p. 599), and the labor policy of the United States Steel Corporation (p. 599, 610).

A feature of the book of special value is the extensive and critical bibliography. The numerous maps are well drawn and appropriate and the index is adequate. The book is attractively printed and is unusually free from typographical errors.

Western Pennsylvania Historical Survey

Solon J. Buck