Watterson. None of the editors, however, was insensitive to the commercial and industrial needs of the community, nor were any of them feeble in presenting those needs and fighting for them.

The book is remarkably free from errors. Only a minimum of typographical errors, such as the failure to italicize the names of ships (p. 201), appears. The author's conclusions are conservative and well founded, although the reader may well doubt that the grave "swallowed up hundreds of Pittsburgh newspapers" (p. 62). The work contains a good index but no bibliography, which is quite understandable in view of the fact that the author let the Gazette tell its own story. The book is an admirable suggestion to professional historians of what may be done by them in the realm of journalism to fill up a very important gap in American historiography. It is indispensable both to students of the history of journalism and to students of Pittsburgh and its vicinity.

University of Pittsburgh

Russell J. Ferguson


On the day in 1769 on which the land office in Philadelphia first received applications for land in the recently acquired Iroquois lands of Western Pennsylvania, Donald Munro applied for a tract on the right bank of the Monongahela where Elizabeth, Pennsylvania, now stands. This was the beginning of regular white occupation of the "Forks of Yough" region, between the Monongahela and Youghiogheny rivers. Squatters had been there as early as 1766.

From these beginnings the author develops the history of his town, where he has lived during most of his eighty years, and where at least two generations of his family preceded him. For many years he was the editor and one of the publishers of the Elizabeth Herald, and he has always devoted much of his attention to the history of the place and section.

The book is a compendium, not too systematically organized, of the history of all phases of the development of Elizabeth. It is divided into two parts: the first tells "the story of the community's history consecutively from the earliest times" to about 1900; the second consists of sixty brief topical treatments of a variety of subjects, alphabetically arranged, from "Agricultural Fairs" to "Weather Anomalies."
The settlement was first named New Store, then Elizabeth Town, for Elizabeth Mackay Bayard, wife of Stephen Bayard, and finally Elizabeth. For many years the “Great Road” on which it was located was “one of the main roads connecting Pittsburgh [and Washington and Wheeling] with the East.” In 1788, Elizabeth Town had a rival for the status of best place to start boating down the Ohio; this was Simeral’s Ferry over the Youghiogheny River at the present West Newton, where Colonel John May was told “that it was better boating from this river than from the Monongahela,” but he decided that “they are Irish palaverers, and the truth is not in them.”

The development of Elizabeth depended on its location on the river and the accessibility of coal. The railroad did not come until 1873. Sawmills and the construction of flatboats, keelboats, steamboat hulls, and even ocean craft furnished profitable occupation before the Civil War. California and Venezuela provided markets for Elizabeth’s boatbuilders. In the thirty years before the war, “Elizabeth...was easily the most important point in the industry of building steamboat hulls on all the western waters of the United States.” After the war, coal came to the fore. The author claims the credit for originating and frequently proclaiming the slogan: “Coal is King and Elizabeth is His Capital.”

The book is free from the trappings of scholarship. There are no footnotes and few specific citations of sources. There is an index of family names for the genealogist. The author is portrayed in a frontispiece. All in all, the book is a mine of information on local history and must be at least browsed by the student of local history or of the economic history of the period.

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