igious clubs segregated along similar cultural and economic positions that were fostered by urban and denominational growth.

In a world permeated with much that was alien to the Christian spirit, the Church, aroused by sensitive souls over the alleged exclusiveness, struggled to extend its fellowship through religious and social functions, social service and character ventures outside the parish. Social settlements, interdenominational missions, hospitals and Christian associations made their impact on society.

The author concludes with a summary chapter in which he states that faith, hope and charity were the fruits of the life of the church during the last half of the nineteenth century. Despite its imperfect witness, it was still a bulwark of the Republic and a source of strength to millions of Americans.

The style of writing is adequate. The author is successful in his effort not to advocate but only to report sympathetically the views of church men and women. He disclaims any statistical method in his research but obviously has consulted hundreds of sources. Full footnotes are found at the bottom of the pages. A satisfactory index is found after the text.

The book suffers from the use of the problems of Henry Adams as a pattern for the problems of the age. Although this approach is more personal than an abstract review would be, still this method seems out of context with the rest of the book. Little damage, if any, would be done by omitting the review of Adams' life.

This is a valuable book to read, especially for those who have had no contact with this type of review. It is a good source book of many short personal illustrations and summaries of historical movements. It is to be hoped that the author will someday continue his study in areas that had to be omitted in this treatment.

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Whether or not the statement by Harvey H. Segal that "canals were long the province of the tow-path antiquarian, the retired en-
engineer, and the local historian," and its attendant implications of dilettante scholarship are a fair appraisal of previous work in canal history cannot be settled here. However, this first study published by the Columbia University Workshop on the Economic Development of the Industrial Countries is clearly a serious attempt to analyze the political decisions to build the Erie, Pennsylvania Mainline, Delaware and Raritan, and Morris canals, and to estimate the economic impact of canals in America.

Edited and with an introduction and conclusion by Carter Goodrich, the several essays, based partly on three doctoral dissertations, will primarily interest the economic historian, though the first three on the political decisions will definitely appeal to the "tow-path antiquarian" and his friends.

The first essay, by Julius Rubin, on the Erie Canal, discusses how DeWitt Clinton took political advantage of the decision for a long, expensive canal to Lake Erie. Itself a reaction to England's success with canals, the Erie set off a canal boom of amazing proportions in the United States.

Rubin's second article is on the trials of the Pennsylvania legislature in trying to meet the competition of the Erie. The state was forced to make a quick decision on a canal or a railroad (1825) and ended by making the wrong one, to build an imitative canal across the Allegheny Mountains from Harrisburg to Pittsburgh. Rubin fails to explain satisfactorily why Matthew Carey shifted his support from the railroad to the canal forces. Rubin's reasons — the intensity of the reaction to the Erie and the unwillingness to wait for the results of British railroad experiments — do not get behind the political decision. Disputing the long-held view that Pennsylvania leadership had no choice but to build the canal when it did, Rubin asserts that there was a choice, that the anti-canal group argued only for postponement of the decision, not for complete rejection, and that a mistake was made. Why? he asks. The people of Pennsylvania were unrealistic when compared with the enterprising New Yorkers. Rubin documents this charge with the fact that New York's cost estimates for building were usually quite accurate and those made by Pennsylvanians were always greatly underestimated. Furthermore, one year after the Pennsylvania decision, Baltimore decided to build a railroad to the Ohio River and Massachusetts rejected a westward canal in favor of a railroad, but wisely decided to wait for technical improvements before starting construction. If Rubin's proposition that Pennsylvanians were
less realistic than New Yorkers is to be accepted, a more definite formulation of the reasons must be given. Rubin admits that the inclined plane which caused the canal to be a failure would also have been needed for the full railroad in the 1820's, that the canal was a lifesaver to the Pittsburgh iron interests, and that it did develop the economy of the state. Its operation was hampered by annoying and costly delays — trans-shipments of goods over the portage railway and excessive lockage compared with that of the Erie. It would seem, then, that Pennsylvania was damned geographically and that nature had not meant for her to have a major portion of the western trade before 1850.

The major point of H. Jerome Cranmer's article on the New Jersey canals is that although they were built without government money, unlike the Erie and the Mainline, this was not moral consideration or reverence for the idea of private enterprise. The right of state aid for internal improvements was never questioned, only its advisability in the particular cases of the Morris and Delaware and Raritan canals.

The second section of the book, devoted to the economic impact of the canals, establishes that the cycles of canal construction were not the same as standard business cycles. The developmental aspect of canals was far more important, according to Harvey H. Segal, than the investment of or return on capital. Significantly, canals had a far greater impact on transportation costs than railroads ever had. Canals began the extensive east-west trade which ultimately raised the income level of the whole country and raised land prices, thus furthering westward settlement. Although he seems at times to be documenting the obvious, Segal offers tables, statistics, and graphs to support his conclusions. The role of cheap coal transport, mentioned by Rubin, is documented and explored by Segal. By making possible the transport of coal at less than one cent per ton-mile, canals greatly stimulated the growth of eastern cities and of the iron and steel industry.

The Segal essays are particularly important for the questions they ask rather than for the answers they give, suggesting avenues for further research, such as investigation of the growth of inter-regional trade, which Segal admits is difficult to measure.

Of more general interest are the ideas that run throughout the volume, such as the conviction, widely held in the canal era, that these artificial waterways would make state taxes unnecessary and would provide funds to educate every child. The ultimate falsity of these grand dreams does not erase the remarkable achievement of the enter-
prising New Yorkers and the injudicious Pennsylvanians in building such unprecedented engineering marvels. Their bold dreams were inspired by a factor difficult to appreciate today, as Carter Goodrich points out in his fine concluding chapter, "the extent to which the sense of group interest and the emotions of patriotism and public spirit centered during the canal era on the development of individual states and cities."

Very attractively published by the Columbia University Press, this book should interest both the professional and the serious amateur historian. It represents a successful attempt to analyze a phase of American economic development which has received less than merited attention.

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Monte A. Calvert


All too often — often it seems habitually — scholars have tended to miss the material under their own noses, and value only that which is to be found somewhere else.

Perhaps there is no field in which this mistake has been so commonly made as in folklore. New England scholars made pilgrimages to the mountains of Virginia and Kentucky, Southern professors searched the West, and Pennsylvania and California collectors went to Ireland or the South Pacific, all ignoring the materials close at hand.

Be it said to the credit of the author — a Pennsylvania "Dutchman" and professor at the University of Pennsylvania — that he has done yeoman service both in recognizing and preserving as fine and important a body of neglected folklore as was to be found anywhere in America.

Except for a few texts in _Songs Along the Mahantongo_, by Walter E. Boyer and Albert F. Buffington of Pennsylvania State University, and Dr. Yoder (Lancaster, 1951) and a few magazine articles, mostly by the same trio, the field of Pennsylvania German ("Pennsylvania Dutch") spirituals has been almost entirely neglected. Not only has little study of them been made except by these three