A gloomy picture is presented of the Highland Scots and the Welsh farmers, as well as the Irish tenants. The union of Scotland with England was in the long run beneficial to the former, but the immediate effect was unfavorable. In Scotland industry was not as well organized as in England and so the manufacturers in Scotland could not compete on equal terms with their rivals in England.

One bright spot in the picture was the attractive appearance and rapid growth of the towns in all four of the political divisions.

A reviewer is expected, as I realize, to search for and point out factual misstatements and typographical errors. The sound scholarship of the author and the careful accuracy of the proofreader have deprived me of this opportunity. A careful scrutiny has resulted in locating only a comma where a period was intended and a reference (p. 79, note 98) that might mislead the reader into identifying the Moravians with the United Brethren.

In short it might be said that the new volume is a fuller and better version of one that already had top rank in American historiography.

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Oliver P. Chitwood


That a belated revival of interest in covered bridges has taken place is evident in the number of newspaper, magazine, and book publications in the last few years. This revival became recognizable to this reviewer during the preparation of an address before the Historical Society of Western Pennsylvania, published in the Society Magazine (Vol. 42, No. 1, March 1959). It was evident then, as now, that the number of covered wooden bridges in the United States can not be stated accurately. While there were over 1600 such bridges listed in thirty-one states in 1954, they have been disappearing rapidly especially on the main highways; most of the remaining wooden bridges are on secondary, county or township roads.

A recent report of the State Highway System of Pennsylvania states that there are now 132 state-maintained covered wooden
bridges, a large proportion of which are found in the counties of Greene, Washington, Bedford, Somerset, Lancaster, and Columbia. However, there are probably more than two hundred bridges, largely on secondary roads, not listed and maintained by county or township commissioners.

Among the recently published books on covered bridges, one of the finest is that of Richard Sanders Allen on the bridges of Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and the District of Columbia. Like Eric Sloane in *American Barns and Covered Bridges*, the author first deals with the materials and instruments used in constructing wooden bridges, the part played by these bridges in local and general history, and then proceeds to a detailed description of the bridges of the Middle Atlantic States. Not only is the text interesting and accurate, it is elaborately and beautifully illustrated by drawings and maps, and profusely pictured with original photographs. A chapter is devoted to "memories," an appendix to bridge architecture; another to a tabulation of existing covered bridges in the various counties of the Middle Atlantic States, followed by a glossary of terms used in bridge construction, and a selected bibliography. The author gathered most of his information by traveling and inspecting specific bridges.

*Note*: It may be of interest to some readers of this magazine that there was recently organized in Harrisburg "The Theodore Burr Covered Bridge Society of Pennsylvania" the purpose of which is "... assisting in the preservation and restoration of... those remaining covered wooden bridges still in existence in the State of Pennsylvania, as well as the promotion of the study of their construction and history—to accumulate and record data as to locations by townships and route numbers..."

*Pittsburgh*  
C. W. W. ELKIN


In recent years there has been a revival of interest in our nation's past. One of the marks of this revival is seen in the