22 February of the same year (all this at four years!). There are delightful accounts of the chute at the end of Ferry Street, Stephen Foster's Negro minstrels, famous visitors (Jefferson Davis, Governor Curtin, Abraham Lincoln, Henry Marie Brackenridge, Cassius M. Clay, General Harrison), the vanishing Revolutionary War veterans, Pittsburgh buildings, transportation, dress of gentlemen, school boy days, sports of boyhood, brief experiences at The Western University, and strong Sabbath School and church connections.

Perhaps the most valuable description in the book is the witness of the author to the Great Fire of 1845. This is vivid and important in the annals of Pittsburgh. Also the story of the evolution of the printing business is important: from quills to steel pens; from writing sand to black and red inks; copying and envelopes, commercial note paper and foolscap. He talks about the parades, the literary societies, the Mexican War, lessons in politics, and Whig campaigns. His evaluation of American Presidential candidates is remarkably good before, during, and after his youth. He writes about most of them from Washington to McKinley. Johnston's favorite was Henry Clay. As a Whig and later a Republican, he was regular in national elections but confesses being a "mugwump" on occasion. The story ends with "Farewell to Youth."

The William G. Johnston Company is to be congratulated on reissuing the autobiography of the man whose name graces this important Pittsburgh industry. This book is the story of Pittsburgh and its people, its taverns, its social life, its politics, its schools. It reads well in spite of what is now considered archaic and stylized writing. We can all thank "William G." for taking the time to say so much about his life in one town. The author had civic and professional responsibilities which all should emulate a century later.


Coincident with the emergence of industrial civilization in America, a new professional appeared, the "mechanical engineer." This individual — originally an entrepreneur, not a mechanic — guided the machine shops that supplied the parts, tools and dies for American industry. Often of upper-class background, he and his professional cohorts were truly men "of parts." They dignified the culture of the
shop, the practical "know-how" of the skilled machinist-mechanics, though they became increasingly removed from the machines themselves as they rose in the profession — a paradox not unlike that of the modern "educator," whose proximity to students often varies inversely with his professional "standing."

The appearance of engineering schools, representing theory more often than "know-how," threatened the shop mystique of the early practitioners, as did the emergence of "Taylorism," which reduced the machinist-mechanic's initiative and subsequently his chance to become a mechanical engineer. (Such upward mobility had always been rare, but there had been enough of it to provide the shadow of substance to the success myth of the shop.) By 1910 "school culture" appeared to have displaced "shop culture" in the control of the future of the mechanical engineering profession, at about the same time that the shop mystique became a part of mental furniture of "progressivism."

In the very years that the mechanical engineering profession was being formalized and managed, many intellectuals had decided that the best man to lead the reconstruction of industrial society would be the engineer, precisely because he still represented (to them) the unmanaged, informal, socially-detached technician.

Monte Calvert avoids giving the appearance of a "conservative" and "progressive" dichotomy; his extremes are the "shop" and "school" cultures, but one is not exalted over the other. He is quick to point out that the "school" engineer often lacked the "shop" engineer's familiarity with the basic tools and tricks of the trade. Thus the "school" culture's efforts to introduce the metric system to the United States are viewed in terms of the advantage such a change would give the "school" culture over its "shop" culture rivals, who viewed the metric system as a fundamentally impractical invention of fundamentally impractical Frenchmen who, like their American "school culture" counterparts, could not appreciate the inductive origins of the foot and inch.

Calvert has also seen the role of the Naval Engineering Corps in the mechanical engineer's drive for status. Initially, naval engineering was a prestigious alternative to the shop, but as propulsion technology accelerated, the naval engineer inevitably challenged the prerogatives of the traditional, Annapolis-trained naval professional. In spite of all efforts by the mechanical engineering profession, naval engineers lost out in their struggle for status to the Line. The merger of Line and Engineering Corps in 1899 disposed of an ugly intra-
service rivalry, but it also eliminated an avenue of social mobility for propulsion engineers.

The modern mechanical engineer should find this study of his professional ancestors in America both enlightening and rewarding. It is a sound and thoughtful addition to a slowly growing body of socio-historical literature on professionalism.

_University of Pittsburgh_  
Peter Karsten

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In recent years there has been a move to restore and preserve pipe organs built in this country during the eighteenth and nineteenth centuries. Restoration projects are usually of local interest only. Any literary coverage is usually rare, and is limited to short articles in the newspapers or in journals of specialized interest. When a book is written on the life and work of an organ builder, it is a signal occasion.

The author has more than a passing interest in David Tannenberg, as his wife is a direct descendant. Mr. Armstrong’s educational background is very impressive. He holds degrees from Swarthmore College, Union Theological Seminary, New York City, and the Lutheran Theological Seminary, Philadelphia. His present position is Associate Peace Corps Director in Ethiopia. Previously he had been Pastor of Calvary United Church of Christ, Philadelphia, for nine years.

_Organs for America_ is composed of three sections. The first relates the life of Tannenberg and his association with the Moravians in their migration from Europe to America, the difficulties faced during the Revolutionary War, and his relationship with the organ builder, Johann Gottlob Klem. The second is a short discussion of the technique of organ building. The third is a detailed listing of the organs known to have been built by Tannenberg.

This volume contains a wealth of documented material relating to Tannenberg and his environment. There are seventeen pages of illustrations, four of which are in color. One wishes, however, that a map of the Middle-Atlantic States had been included instead of two views of the organ in the Moravian Single Brethren’s House at Old