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**


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
Salem, North Carolina. Of particular value to a researcher is the extensive bibliography. The author has done excellent work in drawing together information from the archival material, much of which is in German. There is a need for more studies in the area of organ building in early America. Perhaps with this ground-breaking volume, others will soon follow.

Pittsburgh

Norris L. Stephens


Andrew Wyeth has made Chadd's Ford his little world for painting, and C. A. Weslager, the Delaware Valley, for historical writing. The English on the Delaware: 1610-1682 is Weslager's eleventh book on the valley, a book written with loving, careful scholarship in lean, careful style. It is a book about a segment of our early history, when Spanish, Virginians, New Englanders, Lord Calvert, Swedes, Dutch, and William Penn plotted for control of the Delaware Valley. Indeed, there is enough exciting material for a television series like the current Daniel Boone!

About C. A. Weslager: He was born in Mt. Oliver Borough, and lived successively in Knoxville and Carrick, boroughs of Pittsburgh. He is a graduate of the University of Pittsburgh. His "Reminiscences of Beltzhoover and Allentown" appeared in the Western Pennsylvania Historical Magazine in 1966.

Important to the understanding of this book on the Delaware Valley is the "Buffer Zone." The London Company received territory between the thirty-fourth and forty-first degrees; the Plymouth Company, between the thirty-eighth and forty-fifth degrees. The territory overlapping between the thirty-eighth and forty-first degrees of north latitude could be settled by either company, but they should avoid planting "a colony within 100 miles of one already begun by the other ... Neither of the two English companies knew there was a bay in the buffer zone; in fact, they knew nothing about its geography, but whatever was there they could claim belonged to them."

Here are a few of the visitors to the bay. On August 27, 1610, the Discovery, Captain Samuel Argall, "a good Marriner, and a very civill Gentleman," entered "a very great Bay," now known as the