

shed in the history of the Land Office. Although describing the 1830s as a period of "changing ethical standards," Rohrbough fails to adequately analyze those standards in a manner which would shed further light on the vexingly enigmatic Jacksonian period. The Specie Circular and the ensuing panic of 1837 marked the decline of Land Office business as a dominant force in American life. After 1841, sales of public land sank to a low of \$1,500,000 from a high of \$7,000,000 in 1837. Thereafter, "a new world was emerging" which was urban and industrial. Responding to the changing American environment, Congress paid less heed to the "colorful defenses" of the squatters in the halls of the Capitol and listened with growing infatuation to the whistles of industry. Unfortunately, Rohrbough fails to graphically portray the "colorful defenses" of those squatters.

Those interested in administrative history will find *The Land Office Business* to be an indispensable reference work for the history of the Land Office legislation and the details of procedures used during the heyday of the Land Office. Scholars of the early national period and scholars of social history will find this book lacking in insightful presentation of the role of the Land Office in the daily lives of the average settler.

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*Viewing Pennsylvania Trolleys.* By KENNETH C. SPRINGIRTH. (4720 Cliff Drive, Erie, Pa. Privately printed. Pp. 177. Illustrations. \$7.50.)

Today there is only one trolley line remaining in all of southwestern Pennsylvania, yet, surprisingly, only about forty years ago the area was served with a network of interurban trolley connections. A little before the beginning of the Great Depression you could go almost anywhere by trolley. Lines ran into and through Beaver County and into Ohio; through Washington County to Wheeling and Moundsville in West Virginia; through Fayette County almost to Morgantown, West Virginia; and all over Westmoreland County.

There were connections in Butler and New Castle that would take you to Detroit, Chicago, and into Wisconsin, or down through Ohio and Kentucky, beyond Louisville. If you went east instead of south or

west, you could travel by an interurban line to Buffalo and Rochester and on past Albany, almost to New York City.

In the past six years, Kenneth C. Springirth of Erie and his wife Virginia have traveled thousands of miles researching these extinct lines. This traveling and the long hours spent in poring over old newspapers and in searching through the pages of the journals of the old electric railway have resulted in the publication of four well-illustrated books about trolleys. They cover the history of the trolleys of the Erie, Pennsylvania and the Conneaut, Ohio area; Meadville, Pennsylvania; and the trolleys of northwestern Pennsylvania and lower western New York. The Springirths' latest book is *Viewing Pennsylvania Trolleys*. All of the books are softbound and of letter size (8½-by-11).

*Viewing Pennsylvania Trolleys* has about one hundred pages of illustrations and about seventy-seven pages of text. Approximately half of the text and illustrations depict some of the history of the trolleys of eastern Pennsylvania. The trolley lines or companies west of the Alleghenies that are described in the book are the Johnstown Traction; the Johnstown and Somerset Railway Co.; the Indiana County Railway Co.; the Southern Cambria Railway; the Olean, Bradford and Salamanca Railway; the Beaver Valley Traction Company; the Erie to Conneaut, Ohio; the Erie to Meadville; the Erie to Buffalo; the Corry and Columbus Street Railway; the Warren County trolleys; the Citizens Traction Co. in Pittsburgh; and the Titusville Traction. Of greatest interest to readers from the Pittsburgh district are the articles on: the Pittsburgh trolleys; the Harmony route; the Butler Short Line; and the West Penn Railways.

Trolleys in the Pittsburgh area are fast becoming just memories. The memories stirred by the subject of trolleys are happy ones — such as school picnics at West View Park or Kennywood Park. Some of us can even remember the open summer-cars that took us to the parks. Others remember the big interurban cars that took them in their youth to Cascade Park near New Castle or Almeda Park near Butler. There are also the less exciting memories of the routine trips to school or work, shopping, or of the happy trips by trolley to attend a show in Pittsburgh.

Of the greatest interest to Pittsburgh district readers is the article on Pittsburgh trolleys, containing eleven pages of text and twelve pages of illustrations. The story begins with the first horsecar railway, the Citizens Passenger Railway, in 1859 and brings the reader through all the developments of Pittsburgh trolley history up to and including

1971. This is the clearest and best written story of this complicated subject I have read.

The Harmony route and the Butler Short Line are covered by one article because, although they started out as independent inter-urban routes, they both finished their career under one management. The Harmony route ran from Pittsburgh to Butler, to New Castle, to Evans City, and to Beaver Falls. It hauled both passengers and freight. This line as early as 1910 operated a special party car equipped with tables and chairs for playing cards and during part of its existence screened movies while in transit. It was used chiefly by Sunday schools, lodges, and clubs.

The Butler Short Line ran from Pittsburgh to Butler, chiefly on its own right-of-way. It too carried both passengers and freight. In 1913, it changed from alternating current to direct current in order to give faster service. It is hard to believe that at this early time these interurban cars attained a top speed of sixty miles per hour on stretches where grades were favorable. After the power change the "flyer" made three interurban stops and made the trip from Butler to Pittsburgh in one hour and thirty minutes. Also of interest are the West Penn Railways. One of the lines operated by this company began at Aspinwall and ran to Natrona with a branch to New Kensington; it connected with Pittsburgh Railways at Aspinwall.

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