and fashion the creative communities of the future.

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Nineteen seventy-four was a prolific year for Nicholas B. Wainwright, Director Emeritus of the Historical Society of Pennsylvania and editor of the society’s Pennsylvania Magazine of History and Biography. Three of his books were published: Sculpture of a City: Philadelphia; Painting and Miniatures at the Historical Society of Pennsylvania; and One Hundred and Fifty Years of Collecting by the Historical Society of Pennsylvania. The latter volume appeared in conjunction with but not as a catalogue of the society’s sesquicentennial commemorative exhibit, “One Hundred and Fifty Years of Collecting.”

In 1940 Hampton L. Carson, in A History of the Historical Society of Pennsylvania, characterized succinctly the society’s collection as follows:

The Society possesses an unrivalled mine of material for the use of students, historians, and genealogists, whether of city, state or nation, as well as meeting the needs of the biographers of individuals. The books were either written, read, or owned by our sires; the pamphlets state their contentions, beliefs and projects; the contemporaneous newspapers record their daily acts; the broadsides contain their proclamations; the documents embody and illustrate their essays in government; the relics survive as precious memorials of themselves; the curios display their tastes in domestic embellishment; the autograph letters preserve their authentic opinions upon public and private matters; the portraits preserve their features and the fashion of their dress; the prints and engravings attest the influence and incidents of their lives (Philadelphia: The Historical Society of Pennsylvania. 2 vols., 1: xvi).

Wainwright’s presentation of an overview of such a tremendous amount of material, difficult at best, is directed to three areas: (1) material related to three famous men, William Penn, Benjamin Franklin, and George Washington, each of whom had important associations with Pennsylvania in general and with Philadelphia in particular; (2) collectors of books, manuscripts, and autographs which have come to the society; and (3) a history of Philadelphia and environs from colonial days to the twentieth century as seen in artifacts of the types
described by Mr. Carson. Two hundred and eleven illustrations, three in color, illumine this work.

This is a valuable book and is recommended for public libraries, for it makes accessible to the general populace a fascinating collection of Americana, long years in the making, in a city of signal importance in the history of the colonies and of the United States. There are serious flaws in the volume, however, which make it extremely trying to use and which must not be countenanced in future publications of the society. The 211 illustrations are not numbered in the text, nor is every one in close proximity to the accompanying commentary. Furthermore, there is no annotated list of illustrations to clarify matters. Most vexing of all is the absence of an index. It is to be hoped one day a revised edition will provide both annotated illustrations and a thorough index. Only then will the major treasures of this collection be readily accessible in print to the casual reader, to the student, and to the scholar, all of whom are potential visitors to the museum and reading room. Finally, those visitors should be warned that the society is closed on weekends, holidays, and during the month of August.

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The National Road: Main Street of America. By Norris F. Schneider. (Columbus, Ohio: The Ohio Historical Society, 1975. Pp. 40. Acknowledgments, illustrations, sources. $2.50.)

As the first federally financed highway in America, the National Road or “Old Pike” is of historic importance not only in that it was the first venture of the new federal government in road building but also in that it aided settlement of the west and helped maintain political and commercial ties between the original states and the transmontane settlements.

In this brief brochure on the National Road the author tells the story of the road for those who want to know a bit, but not too much, of the precursor of the federal highway system.

Originally conceived as a portage road between the upper reaches of the Potomac River and the waters of the Ohio River — between Cumberland, Maryland, and Wheeling, West Virginia — the road eventually crossed Ohio and Indiana to terminate its 600-mile