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
course at Vandalia, the old capital of Illinois. But it did not happen all at once. The original enabling act for the road was passed by Congress in 1806; the first contract let in 1811; Wheeling reached in 1818; westward extension authorized in 1824; and the incompletely final section to Vandalia opened in 1839.

As a result of development of the steamboat and the railroad, the National Road almost lost its importance before its completion. By 1850, rails had reached the Ohio River. For the next half-century the road deteriorated to a "travel at your own risk" category, later to be rescued in our century by the bicycle and the automobile. The road gained additional, though temporary, glory by being extended across the country as U.S. 40. Today, however, Interstate 70 once again is relegating the Old Pike to a local road status.

Too much cannot be told, of course, in a short history of the National Road. The nostalgia of taverns and wagon stands and of coaches and wagons that drips from the pages of Thomas Searight's *The Old Pike* is absent. But present is an informative account of the reasons for the road, of political considerations in its routing, of the vexatious constitutional problem of federal financing, and enough hint of the road's days of glory to tempt a visit to the National Road Museum, ten miles east of Zanesville, Ohio, on U.S. 40.

*Niles Anderson*


In his opening statement W. W. Rostow says that *How It All Began* "is a preliminary chapter to a larger work that burst its bounds." His original objective was to tell the story of how the world's economy evolved during the past two centuries of industrialization, but first he found it necessary to say where the global economy stood in the late eighteenth century, the time he considers the beginning of the industrial revolution in Great Britain. And so *How It All Began* became an extended essay on the world's economy from ancient times to the late eighteenth century, although the emphasis is clearly upon events in early modern Europe.

The monograph is based largely on Rostow's view of economic development most succinctly articulated in a prior study, *The Stages*