pages plus) are "merely to explicate points that I intend to prove through more traditional historical methods." Again he is correct; his work is primarily a study of elites within the congressional hierarchy, even though the publication of the quantitative data is a contribution to Reconstruction literature.

Most of the final chapters have already appeared in print in revised and expanded form. In The Impeachment and Trial of Andrew Johnson (1973), Benedict concluded that Johnson could have been removed constitutionally, and the dashing of Radical hopes in the election of 1867 appeared in Civil War History (1972). The endnotes (over fifty pages in small print) indicate prodigious research in state and federal archives and are filled with fascinating data for the scholar of the period. On the whole, Benedict and Norton press are to be commended for putting together an expensive monograph that is well written and edited. Whether Reconstruction revisionism has crested or not, Professor Benedict's work is now the starting point for much of the scholarship that must continue.

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Only one man could have written these two books, whose roots go back to the author's early life, more than four decades ago. Not only had he grown up along the route of the Philadelphia and Erie, but it figured in his doctoral dissertation at Cornell University on "Public Utility Regulation in Pennsylvania." After receiving his degree in 1932 he lived in Clinton County for almost three years as educational director for the Civilian Conservation Corps.

It was during this period that Rosenberger gathered and wrote the first fifteen folk tales contained in Mountain Folks, reprinted exactly as they first appeared in the Clinton County Weekly at Lock Haven in 1934-1935. (The final two and the ballad which accompanies one were collected and written by this reviewer, and published a
decade ago in the *Keystone Folklore Quarterly* and the *Pittsburgh Press*. Five of the tales collected by Dr. Rosenberger were also reprinted in the *Quarterly* in 1957-1959.)

To this previous work the author has added five chapters on the life and lore of north-central Pennsylvania mountain folk, and the changes which have taken place in the area during four decades. The Annie Halenbake Ross Library has done a real service in publishing this work — freely given by its author — and sales within less than a year completely retrieved the entire cost of its publication.

*The Philadelphia and Erie Railroad* is a massive and erudite book, a definitive study of a never-too-successful railroad line and its relationship to the area it traverses. In preparation for almost a quarter-century, during which its author had written nearly a dozen other books, held important positions in Washington, and headed several learned societies, it demonstrates a remarkable ability to amass and interpret material over a long period.

Although one of Pennsylvania's earliest railroad promotions, the Philadelphia and Erie (originally planned as the Sunbury and Erie) suffered from inadequate financing, and before being fully completed it was leased to the Pennsylvania Railroad. This line at last corporately swallowed it in 1907 — just seventy years after it was first chartered. It has usually been almost ignored by historians, even those of the state and of the great line which became its parent company.

But for one or two almost chance events (as far as the original planning of the line was concerned) it might well have been the most important railroad in Pennsylvania, and greatly changed the history of an entire region.

Planned almost a decade before the Pennsylvania Railroad, it was backed by some of the wealthiest and most powerful men of Pennsylvania, including Nicholas Biddle, Samuel Randall, James Cooper, William Bigler, Frederick Fraley, and Thomas L. Kane. Biddle, as president of the United States Bank of Pennsylvania (successor to the Second Bank of the United States), was one of the wealthiest and most powerful men in America.

The Sunbury and Erie, in conjunction with existing canals and the state railroad from Philadelphia and Columbia, was able to offer a relatively short route from the eastern seaboard to Lake Erie, terminating at the finest harbor on that body of water. And by following the low-level route by Bennetts Branch and the Clarion River it could secure grades which even that day's rail technology could master without employing inclined planes.
Just when things looked brightest for the road, and when it seemed destined to open up great areas in northern Pennsylvania, two disastrous changes occurred in quick succession.

The first was the Panic of 1837, which resulted in the failure of Biddle's bank, the loss of his fortune and indirectly his untimely death. The second was a change in the course of the railroad which was to render it marginally economic, at best, in operation.

With Biddle out of the picture, principal influence passed from his hands to those of a group of northwestern Pennsylvania land promoters including Kane, Thomas L. Struthers, and others with a heavy stake in counties of the northern tier, especially McKean and Warren. There appears little doubt that it was their preference which caused the railroad's surveyors to recommend an almost impossible route by Ridgway, Kane, and Warren.

For years the charter lay moribund while the Baltimore and Ohio built to the Ohio River at Wheeling and the Pennsylvania to Pittsburgh, taking away much of the western trade on which the Sunbury and Erie had counted for its success. After more than a decade, activity was renewed in 1851, but it was a case of too little and too late. The panic of 1857 dealt it another hard blow, and despite considerable state aid the Sunbury and Erie was still unfinished by 1860. In 1861 the name became Philadelphia and Erie.

The Pennsylvania Railroad had been watching the situation, and had, directly or indirectly, invested a considerable amount in the northern line. Following the passage of an enabling law early in 1862, it took over the Philadelphia and Erie on a 999-year lease.

Dr. Rosenberger does not end the story there. Through massive research he continues the fortunes of the Philadelphia and Erie for the forty-five years until it was completely integrated into the parent company. He concludes with chapters on the economic effect of the road on Pennsylvania and the nation.

The research is unusually complete and accurate, and the writing is such that there is never a dull paragraph — a remarkable thing in so abstruse a subject.

The book is a fine contribution to American and Pennsylvania history. It deserves a place in every academic and public library in the state, and the private library of every diligent student of Pennsylvania history and economics.