

BOOK REVIEWS

Pittsburgh. Edited by ROY LUBOVE. (New York: New Viewpoints, 1976. Pp. 294. Introduction, appendixes, index. \$5.95.)

One has come to expect much from Roy Lubove over the last decade. His published works have contributed significantly to the field of urban history and to the understanding of Pittsburgh's history. His widely circulated theoretical article, "The Urbanization Process: An Approach to Historical Research" (1967), was among the first to attempt a conceptualization of the field of urban history. In 1969, he published *Twentieth Century Pittsburgh*, an excellent analysis of the relationship between city politics and the business elite in creating the "Pittsburgh Renaissance" of the 1950s.

Lubove's most recent work, an edited paperback volume of readings entitled *Pittsburgh*, may be viewed from several perspectives. For the specialist in urban affairs or urban history this compilation offers little that is new and provides no fresh interpretations of industrialization in Pittsburgh since 1880. Moreover, Lubove has rejected his own sound advice, choosing materials which fall within a chronological rather than a conceptual framework. As a reader for undergraduates or those generally interested in Pittsburgh history, however, Lubove has gathered together articles from a number of well-known but important historical sources. In this regard the volume, in spite of some limitations, serves a useful educational function.

Pittsburgh is organized into an introduction and three major sections. The introduction, a brief sixteen pages, chronicles Pittsburgh's rise from a frontier commercial village to the industrial city of 1866. The brevity of this section is a major disappointment of the volume. Much has been written about Pittsburgh during both its colonial and its industrial eras. The antebellum years, however, continue to be a much-neglected period in Pittsburgh's history, and students will gain little understanding of the city's development as a major nineteenth-century industrial center or of her importance to the nation, prior to 1880, from this volume.

Part One, "The Age of Steel," consists of ten readings describing Pittsburgh between 1880 and 1914. None of these selections will be new to readers familiar with urbanization and industrialization in Pittsburgh. This section begins with the much-used Willard Glazier traveler's account describing the pollution and the industrial dynamism of Pittsburgh in the 1880s. The readings which follow provide a de-

tailed description of life in industrial Pittsburgh for groups such as the family, the immigrant, the black migrant, and their children. Six of the nine readings were taken from the well-known Pittsburgh Survey and are readily available to readers in either the bound survey format or as individual articles in *Charities and Commons* magazine. The readings in Part One of *Pittsburgh* are all excellent, but it is unfortunate that Lubove did not take the time to uncover any fresh material.

Part Two, "Maturity and Obsolescence, 1914-1945," suffers from the same weakness as the preceding section. The seven selections, while strong in themselves, are taken from oft quoted, widely circulated works. The wealth of unpublished material readily available in the Pittsburgh libraries and archival collections is missing from this section. Recent studies of the Pittsburgh scene by contemporary historians might also lend a much-needed balance to the accurate but dismal description of the decline of Pittsburgh during the first half of the twentieth century. The changing spatial patterns of the community, the development of streetcar suburbs, and the impact of technology on the lives of the city's residents are all important elements in Pittsburgh's development and deserve a place in this volume. Finally, the inclusion of some important primary data would add greatly to Part Two. Readers are given little statistical evidence of the magnitude of the changing ethnic and racial composition of the city, of the impact of two wars and the depression on employment, or of the role of women in a community dominated by heavy industry.

Part Three parallels Lubove's earlier study of the Pittsburgh Renaissance and is clearly the best part of the volume. Lubove's selection of materials provides the reader with a clear picture of the interesting relationships developed between the Pittsburgh elite, particularly Richard King Mellon and Pittsburgh's popular political boss, David L. Lawrence, to forge the city's successful urban renewal. Selections on the civil disorders of 1968, and discontent in the ethnic neighborhoods also illustrate the failures of the Pittsburgh Renaissance. One is thus left with a number of unanswered questions about the future of the city of Pittsburgh, questions which the current leadership continues to face.

Perhaps the most bothersome aspect of *Pittsburgh* is Lubove's failure to organize the readings around any clear conceptual framework. Each selection is merely placed in chronological order and the readings within the sections generally follow the same pattern. One gets little sense, for example, of the "city-building process" called for by Lubove in 1967 and so evident in *Twentieth Century Pittsburgh*.

Sophisticated readers of *Pittsburgh* will make these conceptual meanings themselves. General readers and students, for whom this volume is obviously intended, will likely view the events depicted within as part of the story of one major American city but will fail to develop a conceptual understanding of the process of city-building applicable to other American cities.

This volume, in spite of the above criticisms, is not without its value. For instructors who wish to focus a portion of a course on a single city, Lubove has collected a large number of important and well-known works within a single volume. This, of course, spares one the agony of doing it one's self. Moreover, as this reviewer discovered upon using the volume in an undergraduate Pittsburgh history course, students found the selections interesting, important, and readable. While one may wish for more original material or a tighter conceptual framework, *Pittsburgh* does serve an important need, and I, for one, will use it again.

Department of History and Philosophy
Carnegie-Mellon University
Pittsburgh

MICHAEL P. WEBER

Fort Stanwix. History, Historic Furnishing, and Historic Structure Reports. By JOHN F. LUZADER, LOUIS TORRES, and ORVILLE W. CARROLL. (Washington, D. C.: Office of Park Historic Preservation, Department of the Interior, National Park Service, 1976. Pp. vii, 200. Foreword, introductions, appendixes, notes, bibliographies, index. \$3.50.)

In 1758, construction began upon a fort to command the Oneida Carrying Place between the Mohawk River and Wood Creek. Eastward ran waterways to the Atlantic; westward were waterways to the Great Lakes and the fur trade. Named for the general who oversaw its initial construction, Fort Stanwix marked the resurgence of British power in the area after three years of French and Indian successes, and so rapid was that resurgence that within two years the fort became a mere way-station on the route west. It was abandoned in 1767, but its ruins were reoccupied in 1776 by rebel troops who reconstructed its defences and named it Fort Schuyler. In 1777, it withstood the lackluster siege by St. Leger's small force that had hoped