

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.

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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

to move down the Mohawk Valley to link up with Burgoyne at Albany. After St. Leger's departure the fort was never threatened again and by 1830 it had disappeared entirely under the town of Rome.

In 1935, the citizens of Rome shrewdly prevailed upon Congress to authorize the site as a national monument. It fell within the boundaries of an urban renewal project in 1963, and funds were approved to clear the site. Its sixteen acres were then handed over to the National Park Service which, taking advantage of the bicentennial, planned to reconstruct the fort as it was, or may have been, in 1777. Sensibly, but illogically, its older name is to be retained.

The report from which these details are taken is the work of three men. Luzader, in a remarkably wide-ranging study, albeit marred by an undue concern with controversies best left to antiquarians, details the construction and military history of the fort from 1758 to 1777. Torres describes its furnishings, a task embracing everything from fireplaces to Indian supplies. If Torres's findings are so general as to disappoint, the fault is not his, for nothing remained of the fort's furnishings, thus compelling him to look elsewhere for guidance. Carroll, in the last section, reports upon the reconstruction, the uses to which each part of it will be put, and the projected cost. Site preparation and building costs (pp. 174-75) come to about \$3,500,000, to which one must add \$252,000 for utilities, \$618,000 for inflation (calculated at 5.5 percent over three years), \$218,385 for contingencies, and \$733,772 for the contractor's overhead and profit. Let us hope that Rome in general, and the contractor in particular, celebrated 1976 with uncommon fervor.

This is not an exhaustive study. It is not meant to be. It is a useful progress report conceived in haste, I suspect, between the father, Public Relations, and a reluctant Clio. Because of this haste it is an ugly child in certain matters: illustrations do not face the text they are designed to assist; misspellings, particularly in the first two sections, are flamboyant; and if there was cooperation between the authors it does not appear to have been close, for each repeats information provided earlier in the report. More importantly, for it reflects a compartmentalization of the past which cripples their work, they all seem to believe that the French and Indian War is of little relevance to 1777. They have neglected, therefore, both published and manuscript material from the earlier war which would have been useful to them, particularly the correspondence of Amherst, who commanded in North America from 1758 to 1763. Not only does this have an entire volume of Fort Stanwix correspondence, but much in-

formation pertinent to the authors' study can be gleaned from the other volumes as well.

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Portrait of an Early American Family: The Shippens of Pennsylvania Across Five Generations. By RANDOLPH SHIPLEY KLEIN. (Philadelphia: University of Pennsylvania Press, 1975. Pp. ix, 373. Preface, acknowledgment, notes, appendixes, bibliography, index. \$14.00.)

While sociologists and psychologists have long recognized the usefulness and importance of studying the family as a significant societal institution, historians have been more enamored with biography. If, as one scholar maintains, biography is a form of historical kindergarten then the increasing tendency of historians to explore the complexities of the past through family studies should be applauded. As Randolph Shipley Klein convincingly demonstrates in this masterful and innovative study of the Shippen family of Pennsylvania during the colonial and Revolutionary periods, knowledge of a family's relationships and structures serves to explain the actions and thoughts of individual family members and provides a clearer understanding of the past.

By using the abundant Shippen family records, church records, tax lists, probate records, deed books, sociological studies, and other secondary sources, the author is able to describe the lives of more than seventy-five people who bore the Shippen name over a century and a half. Being a Shippen meant belonging to an extended family composed of conjugal units living separately while also retaining significant economic and emotional ties to one another. More than a name was transferred from one generation to the next. The maintenance of property, position in the upper ranks of society, and political connections was a shared responsibility among the Shippen family and the kinship network served to protect and advance family members and to ease the burdens of a changing society.

The first Shippen to come to America was Edward, who arrived