

miners, on the side of the operators. The same year found Hatfield a participant in West Virginia's fiftieth anniversary celebration, which artlessly ignored all the realities of the state's past which were "subversive of the state's pride and its sense of community." Instead, there was an emphasis on the upbeat, or on West Virginia as a "land of peace and plenty where love now prevailed," as one poem written especially for the occasion proclaimed.

In West Virginia, real history, Williams insists, was so unpalatable that it begot romantic history, much in the same fashion as the South embraced the "Gone with the Wind" mythology. Although the congruence of the 1913 mine war and the fiftieth anniversary dramatize this phenomenon, Williams explores similar instances, such as the 1909 effort to have the Battle of Point Pleasant established as the first battle of the Revolution, the veneration of Stonewall Jackson as a West Virginia hero, and the Greenbrier Hotel at White Sulphur Springs as the "era's finest expression of . . . social escapism." In juxtaposition, the author describes the social ills which came in the wake of industrialization and which saw West Virginia's natural resources exploited with only meager benefits coming to state residents, except to the "middlemen" who served the absentee owners of the coal, lumber, gas, and oil. This compradore class grew rich (as ex-Governor MacCorkle put it, "I smiled and the money came"), and they successfully thwarted the efforts of reformers who wanted to gain a degree of control over West Virginia's abundant resources.

These and other themes, all of which relate to the mainstreams of American history, are masterfully explained in other chapters of Williams's book. Not only is the content of this volume substantive, but its style is graceful and its tone objective. While dealing with subject matter that by its nature encourages partisanship, Williams maintains a sense of perspective, imparts it to the reader, and offers reasonable explanations for many perplexing issues which have defied historical analysis. Many of his conclusions are applicable to other states within the Appalachian region.

West Virginia Collection
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Allegheny County: A History. By HARRY I. STEGMAIER, JR., DAVID M. DEAN, GORDON E. KERSHAW, and JOHN B. WISEMAN. (Par-

sons, West Virginia: McClain Printing Company, 1976. Pp. xii, 474. Preface, introduction, bibliography, index. \$12.50.)

This is an impressive achievement of the Allegany Bicentennial Commission. It combines a fitting expression of the spirit of that occasion with a well-planned, solidly-written model of local history. Indeed, this fact-filled, scholarly study should remain useful both as a reference work and as a model for format. Aside from containing a very complete index, a bibliography that clearly distinguishes primary from secondary sources, and footnotes at the end of each chapter which do not interfere with the text, the format is chronological and theme-oriented within the chronology. Moreover, the presentation, especially in Parts Two and Three, fits the classic pattern of presenting material or economic changes first and social and political responses second. One small note of discord concerns the large number of illustrations that are sprinkled throughout the text: there is no list of illustrations.

The volume is divided into four parts, each comprising three or four chapters and written by a different author, all of them county residents and professors at Frostburg State College. Part One, written by Gordon Kershaw, traces the eighteenth-century origins of the county and demonstrates how crucial the events of the 1780s were. In that decade, the first real growth of towns, of the county, and land development occurred under American auspices. Also, such prominent builders of the county as the Beall, Bruce, Dent, Gwynn, and Lynn families arrived, and Maryland created Allegany County by law in 1789 and designated Cumberland as the site for the county and orphans' courts. From that time forward, local government played an important role in the county's development.

Part Two, written by David Dean, covers the years from 1800 through the Civil War. Though remaining overwhelmingly rural and agricultural, the quickening pace of internal improvements (roads, canals, and railroads) gradually drew the county into the vortex of industrial revolution that was emanated overland from the Atlantic coast and particularly Baltimore. It was a reciprocal relationship: improved transportation facilities expanded the county's agricultural production which increased the amount of goods it received from Baltimore, and the county's coal and iron deposits made the area crucial to developing industrialization. Increasingly, Allegany's economic growth was skewed in that direction. By 1850, Cumberland had become Maryland's second largest city and practically a microcosm of

Baltimore, and much of the county had become a hodgepodge of ugly, smoky mines. In larger perspective, this connection with industrialization and industrial revolution, together with the county's location on a main transportation route between the Atlantic coast and the Ohio Valley, ensured its adherence to the Union side during the Civil War. Nevertheless, many of its residents supported the Confederacy in various ways, and feelings, which grew very bitter during the conflict, were a long time in healing.

Part Three, written by John Wiseman, describes the county's development from 1865 through World War I. This was the county's heyday: its most significant economic growth occurred; its population steadily expanded as did the output of its mines; agricultural production kept pace with such growth because of scientific and technological innovations; and manufacturing diversified to broaden the county's industrial base. But labor unions appeared during the process, and the conflict between labor and management both intensified and expanded in scale to become an integral part of the county's development.

Part Four, written by Harry Stegmaier, Jr., is the most disappointing of the four parts. His effort to make the reader a participant in Allegany's history is meaningless to nonresidents, and his personal biases and assessments frequently color the narrative. This makes what happened somewhat difficult to determine. The author's contentions (and I am not quarreling with them) are that the mass-produced automobile helped to destroy the public transportation systems and to reverse the flow of people into the towns, and that this promoted suburban development and destroyed downtown shopping areas. He also contends that the county lost its manufacturing diversity and returned to a narrower economic base (especially since 1945) largely as a result of inflation and industrial consolidation. And he is certainly right in arguing that the county must come to grips with these problems.

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