(p. 154) ; that the "partisan imperative" prevented the party from attracting conservatives from the Republican party; that the party was not a hotbed of Copperheadism; and that "Once the Republican prism is removed it is clear that the Democratic stance consisted of a complex amalgam rooted in primitive constitutionalism and devotion to a particular vision of the Union" (p. 245).

Despite Silbey's construction of an electoral continuity factor for this eight-year period, there are some nagging methodological problems. For instance, the Purist-Legitimist dichotomy is interesting, but too Procrustean for the complex politics that he describes. The entire thesis seems to have a New York orientation, and the narrative is repetitious. The social science jargon is often difficult to understand, and the 1865-1868 period is not dealt with adequately as a part of his "era" analysis. His emphasis on platforms, elections, and elitist sources causes one to lose sight of the real world of voters and, particularly, of significant developments in the war and reconstruction that influenced the voters' behavior (especially voter turnout trends). In an apparent attempt to be more conventional, he uses "correlations" between elections as an interpretative device without explaining his statistic and how it was computed.

These weaknesses, nonetheless, do not detract from an important study of a long-neglected topic. Whether the specialists accept his conclusions and methodology or not, they will seriously have to consider Silbey's monograph as a significant inquiry into the political history of the period. No author could ask for more.

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For those interested in streetcars and interurbans this is a fine book. It provides considerable information about the products of one of the major car builders of North America. The book is divided into three parts. The first portion, consisting of seven chapters, traces the history of the St. Louis Car Company (SLCC) from its founding
in 1887 to the cessation of business in 1973. A single chapter is comprised of excerpts from various St. Louis catalogues. The last portion of the book provides a list of orders (jobs) with notes. This list is further supported by an index of customers, owners, and operators, all cross-referenced with the job list.

The history of the St. Louis Car Company, whose reputation was built on quality, is reviewed by decades. The text describes the products built during each period. It goes into considerable detail about the using carriers, thereby aiding the reader to understand the place streetcars and interurbans, and to a lesser degree trolley buses, had in the development of our way of life. The chapters are amply illustrated, primarily with high-quality photographs of the cars operating on their assigned routes. It is in this section that the most references to Pittsburgh Railways and associated lines occur. (Of the 429 illustrations throughout the work, over 10 percent are of the Pittsburgh area. Most of these are of cars on now abandoned suburban routes, although there are three depicting the interurbans on the Washington line, two of “The Extra Special Trolley,” number 1779, and one of the “Triple Treat” trolley.) The reproductions from the various catalogues provide excellent views of some of the cars as they were out-shopped.

Certainly the salient characteristic of this work is the job list, which enumerates in ascending order all the vehicles produced by SLCC from 1898 to 1973. The tabulation includes quantity, type of car, trucks, customer, and date. However, the list is more fully expanded through the use of notes which indicate subsequent changes in ownership, renumbering, rebuilding, and so forth. The job list is further strengthened by an index of customers, owners, and operators, all tied to the job numbers. It is a unique compilation which required an enormous amount of effort.

Having defined what is included in From Horsecars to Streamliners it is necessary also to state what has been omitted, lest someone with a special interest be disappointed. Specifically, no financial statements have been included. There are little data on the lives and personalities of the men who managed SLCC over the years. Technical data, including construction diagrams, wiring drawings, and detail drawings, are also missing, although a few plan views are included. There is an absence of information on management practices such as labor relations, financial objectives, terms and conditions of sale, and so on. Lastly, details of the production facilities (such as plant layouts and equipment) are absent. However, these omissions are
not detrimental to the book. Their avoidance undoubtedly makes its appeal wider.

In summary, the work is excellent. It is well worth the investment.

Pittsburgh

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Radnor (Delaware County) is a township with limited natural resources, the birthplace of few renowned persons, and a place where little of historical impact has occurred. Hence, as might be expected, few works about it have been published. There are the usual church histories, several fox-hunting recollections, a four-page history in a 1951 issue of The Township Commissioner, and other miscellaneous short items.

This work, which is probably another publication on the long list of local histories spawned by "bicentennial fever," wipes out all previously existing voids in the written history of Radnor's first 160 years (1681-1843). It is based upon material gleaned from the 1798 United States Direct Tax returns with extensive documentation from other primary sources.

Cummin's manuscript is divided into two sections. Part I, the more readable portion of the work, is a standard historical approach to a limited geographical area. Part II delves into property and genealogy. The former is subdivided into chapters focusing on Radnor before 1798, Radnor in 1798, the age of the turnpike, and Radnor after 1823. The chapter on Radnor in 1798 includes descriptions of the people, lands, houses, windows, barns and outbuildings, assessed valuation, the median age, and Radnor and its neighbors. Part I runs the gamut from abolitionists, birthright, and Conestoga wagons through inmates, national background, and pacifists to tobacco, woodlots, and zoning. It is replete with maps (47), charts (33), and photographs of notable structures (136).

Part II describes each of the properties enumerated on the 1798 Direct Tax returns. Subsequent descriptions from the 1802, 1805, 1823, and 1843 Delaware County Assessment Lists are also reported. The ownership of each property is traced from 1681 until the property