require a much more detailed study. In effect, this volume appears to be a shallow effort to grapple with a complicated question.

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**Economy on the Ohio, 1826-1834: George Rapp's Third Harmony: A Documentary History.** Compiled and edited by Karl J.R. Arndt.  
Pp. xxii, 1056. Dedication, illustrations, preface, introduction, index. $50.00.)

This is the fifth volume of Karl Arndt’s monumental documentary history of the Harmony Society (reviews of previous volumes have appeared in the October 1975, January 1979, July 1982, and April 1983 issues of the *Western Pennsylvania Historical Magazine*). This society began as a group of religious dissenters about 1785 in Germany under the leadership of George Rapp (1757-1847). They came to this country in 1803-1804 and founded the town of Harmony in Western Pennsylvania. In 1814-1815 they sold their town and founded the second town of Harmony in southern Indiana. In 1824-1825 they sold this town and founded the town of Economy in Western Pennsylvania.  

It was at this last location that they reached their greatest economic growth. The textile industry that the society had started in Harmony, Pennsylvania, about 1808 was made into a large vertical organization, one of the larger in the west of its time. This industry developed under the direction of Frederick Rapp (1775-1834), whose death marks the end of this volume. The great schism of the society, the affair of "Count Leon," also occurred during this period.

The volume contains some matters of less importance, if not interest. The Harmony Society’s experiments with steamboats include the final sale of their *William Penn* and the story of their second boat, the *Pittsburgh and Wheeling Packet*. Also documented is the affair of the beautiful Hildegard Mutschler who fascinated George Rapp and who ran off with one of the society members. The work mentions the development of the printing press, the science museum, and the music of the society.

Arndt calls 1826-1834 the period of the greatest power and influence of the Harmony Society. One might make a claim to another era of power and influence under Jacob Henrici, from about 1860 to 1885,
but that will be covered by another volume, I am sure.

Arndt follows the same format of his other volumes in this documentary history. The documents are listed in chronological order under a short title which often includes a short comment. The text of the German documents is printed in German, following the exact original text, and it is frequently accompanied by a translation.

The selection of documents is always a problem in a work of this nature, even one with more than a thousand pages. Arndt leaves out many details of the development of the Harmonists' wholesale cloth and wool trade, including more on the government of the society, their differences with "Seceders" during the schism, and their relations with the world. This is the kind of judgment that any editor has to make.

Economy on the Ohio is a monument to Dr. Arndt's lifelong pursuit of the Harmony Society. His single-minded devotion to this cause has produced a veritable library on the Harmony Society and raised the study of this once obscure group to a scholarly level. It is a monument in another way, because Arndt is also the editor and publisher. As printer, he even oversees the typing of the pages. Produced in such a fashion, the book is remarkably free of typographical errors.

Economy on the Ohio is not without faults. Because the other volumes contain similar faults, one has to assume that these are Arndt's editorial preferences. The scholarly apparatus is totally lacking. If any one document is cited for its location I must have missed it. The Pennsylvania Historical and Museum Commission's index to the papers of the society is mentioned in the foreword, which is somewhat revolutionary considering past practices. The index to this volume has a very limited usefulness and was inaccurate the few times I consulted it. The work contains no bibliography, not even of Arndt's own formidable list of publications on the society. The price is also rather high.

This book will prove extremely valuable to scholars of Western Pennsylvania and to those studying the communal movement in the United States. A person knowledgeable in these areas could read the entire volume, something that can seldom be said of other works of printed documents. This is perhaps because Arndt sees this series as a history as well as a collection of printed documents.

Scholars can look forward to a long series of these documentary histories as the number of documents available on the Harmony Society increases. One can only hope that Arndt will follow the practice of the first of his volumes of this documentary history (A Documentary History of the Indiana Decade of the Harmony Society, 1814-1824
[Indianapolis, 1975]) in using citations and adhering to accepted scholarly standards.

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The western steamboat was one of the great American contributions to modern technology, and its developmental roots were in Western Pennsylvania. Before the arrival of the railroads in the mid-nineteenth century, the steamboat dominated the carrying trade in the transmontane west. During this period, the Pittsburgh-Brownsville axis on the Monongahela River played a powerful role in this decades-long process. One of the leading mechanics and engineers in the development of river transportation on western waters was Henry Miller Shreve.

Because Shreve was “the father of the Mississippi steamboat” and because his life was “so interwoven with the opening of the inland rivers,” the author’s purpose is “to reveal in a combined narrative these two highly interesting phases of American history too long overlooked” (p.6). The result is an uneven, romanticized narrative written in a popular vein similar to the F.L. Dorsey biography of Shreve, Master of the Mississippi (1941). Any knowledgeable professional reader of the manuscript would have noted this immediately. The “heroizing” of Shreve is no substitute for wide gaps in our knowledge of the early years of steamboating history. Had McCall read Louis C. Hunter’s “The Invention of the Western Steamboat,” Journal of Economic History 3 (1943): 201-20, she might have written a more balanced account of her subject.

The Shreve family migrated from New Jersey to Fayette County near present-day Perryopolis when Henry was three years of age. They settled on land owned by George Washington. As Henry grew to maturity, and, after his father’s death in 1799, “The rivers called him, and soon he was learning the ways of the riverboatman” (p.16). By 1807, at age twenty-two, he had sufficient resources to build a twenty-