book reveal much about American privateering, about the young nation's financial woes, and about France's refusal to declare war against England. What makes this work especially interesting are the detailed reports from the American Committee for Foreign Affairs, the correspondence from George Washington and John Paul Jones, and the letters to Franklin from various individuals about diplomatic matters and military incidents. The editors have also included letters Franklin wrote to suggest his friendship with Madame Brillon and to allude to his cultural activities in Paris.

This work is a significant contribution to Franklin scholarship. It is meticulously edited and offers detailed editorial explanations about documents, events, and individuals. The volume is intended for both general readers and scholars.

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_Buggy Town: An Era in American Transportation._
By Charles M. Snyder.

(Lewisburg, Pennsylvania: The Oral Traditions Project of the Union County Historical Society, 1984. Pp. 80. Preface, illustrations, maps, bibliography, index. $9.95, paper.)

This book offers a brief glimpse of a nearly forgotten element of America's transportation heritage: the horse-drawn carriage, or buggy (although the author never precisely defines just what differentiated a buggy from other vehicles of the era). "Buggy Town" is Mifflinburg, a hamlet nestled in the Susquehanna River valley in east-central Pennsylvania that by 1900 was surpassed only by Lancaster as the state's largest manufacturer of carriages. Some four thousand vehicles were being turned out annually by fifteen builders employing several hundred craftsmen. But why was Mifflinburg, in rural Union County, enjoying this remarkable prosperity rather than a community nearer population centers? "Its production would have stopped in its tracks," explains Snyder (p. 32), "if its builders had not gained a recognition for quality, had not moved aggressively to the highways to display their products, and had not showed a flexibility to provide just what the customer wanted."
Since the 1860s, the market for buggies had been an expanding one. Mifflinburg-built vehicles sold in the modest $50-$60 range, making them affordable to most business and professional men and farmers. The carriage parts themselves were mass-produced in Philadelphia and other urban locations; only the assembly, along with the painting and trim work and addition of custom features, was done at Mifflinburg, whose isolation was considerably lessened when an important branch of the Pennsylvania Railroad was constructed through the town. Production peaked about 1910, when more than five thousand carriages were outshopped. However, Henry Ford’s Model T had already been introduced, and its impact on Mifflinburg was swift and predictable. By 1920, only five firms having a total of thirty-two employees remained in business. Within a few years, production ceased altogether. The Mifflinburg Body Company, an amalgam of several local carriage builders, lived on, making bodies for automobiles and light truck chassis; but an epoch in American transportation had passed. Unfortunately, Snyder does not concern himself much with how the buggy industry’s demise affected Mifflinburg, nor with the eventual fate of the body company.

This book should be worthwhile for people interested in transportation and industrial history. It makes a more substantial contribution in the realm of state and local history by chronicling the rise and decline of a commercial endeavor that until a few years ago was overlooked by even the residents of the modern-day Buggy Town. The book also demonstrates that Pennsylvania’s urban areas had no exclusivity as significant centers of manufacturing.

Snyder’s narrative flows smoothly and strikes a nice balance between reliance on oral sources (some local histories go too far in this respect) and written documentary evidence. The accompanying illustrations — reprints of builders’ catalogues, advertisements, scale drawings, and black-and-white and color photographs of buggies and shops and community scenes — are as interesting and enlightening as the text. The reproductions are high quality. Indeed, the production standards of the entire book are of a quality not often evident in locally sponsored histories.

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