Export after the closing of the mines. Smith maintains that the community will not die like so many other coal towns; there have been several efforts to maintain a diverse economic base.

There are some problems in this book. This volume was written to help commemorate the seventy-fifth anniversary of Export in 1987, and it should focus on that community, but much of the book provides general background on immigration, Indians, coal mining, and life in a coal town, to name a few. While these generalities are important, their relationship to a history of Export should be better integrated. Numerous and lengthy quotations disrupt the narrative flow and could be easily paraphrased or avoided. Population figures for the community are not revealed until the last chapter, and there is no attempt to determine the number of European immigrants who came to Export. In addition, there is no mention of the traditional ethnic patches that characterized coal-mining towns. The numerous illustrations supplement the text and help to provide a glimpse of the community, but many are not dated. There is little examination of management's decision to cease mining coal and its economic impact on the town. Despite these shortcomings, this volume will prove useful to the general reader interested in such communities.

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By William H. Pease and Jane H. Pease.

This ambitious and detailed study focuses on Boston and Charleston during the Jacksonian era. The book is topically arranged, contains fifteen chapters, and comprehensively compares activities and institutions in both urban centers: i.e., political life, public policies, municipal institutions, economic and financial environments, class attitudes and structures, and voluntary associations. The authors advance the theses that Bostonians subscribed to the commercial values of the merchant middle-class and that Charlestonians endorsed the value system of plantation society.
Various facets of life in both cities are lucidly explained in this study. The Peases examine political questions well; they demonstrate that civic commitment and pragmatism enabled Bostonians to resolve the vexing banking problem, and that the passions of the planter class led to the nullification crisis over the tariff in Charleston. While many Bostonian merchants gravitated to the ranks of the Whig Party, most Charlestonian merchants continued to support the party of Jackson. The authors also discuss the significance of railroad schemes to both cities. They show that as a result of the failure of these projects, Boston and Charleston were unable to penetrate into their hinterlands and were to remain regional centers.

There also are persuasive chapters regarding social and cultural patterns. In addition to contrasting planters and merchants, the Peases superbly depict mechanics, craftsmen, and slaves; they describe features of family life and effectively explain attitudes toward philanthropy, work, and leisure in both cities. As the authors suggest, Boston and Charleston differed greatly in terms of ethnic and religious composition, educational institutions, and cultural activities.

This work is a major contribution to comparative urban history. The Peases cogently argue and justify their theses and reveal much about urban life during the Jacksonian period. Although much data appearing in the appendices might have been cited in content footnotes, this book is as fine as those written by Baltzell, Bridenbaugh, and Wade.

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The Editor wishes to apologize for an error on page 82 of the January 1987 issue. Michael Bezilla is the author of *Penn State: An Illustrated History*, not John Gazella as printed.
1. There was no water on the Hill, except a few springs and everyone had to walk many blocks to the Bigham property to get water for cooking and drinking.

2. Grandmother said she had to carry her laundry to the river via Grandview Ave. down the shortcut, which is the section where the Edge restaurant is located, to Sycamore St., to Carson St. and then to the bank of the river.

3. I remember so well watching the little donkeys pulling the small coal cars along Railroad St. over to Virginia Ave. to Slater's Corner.

4. Cassels had a candy, tobacco and magazine store [on the corner of Shiloh and Grandview—Editor].

5. There were two very long streets to coast on; Virginia Ave. from Shiloh St., almost up to Bertha St. and Southern Ave. from Cowan St. to the Bell House, which was located near West Liberty Ave.

6. Mrs. Thomas Bigham, Sr. one of the early settlers, was very concerned about the little children having no religious training and decided to start a Sunday school in the two room school house which was located near the corner of Sycamore and Spring Streets, now Maple Terrace.

7. Mr. William Lyon deeded fifty feet of ground along Grandview Avenue near Shiloh Street for the building [of a reading room—Editor].

This cognitive map of Mount Washington is based on a map from the Atlas of the Cities of Pittsburgh and Allegheny, Pennsylvania (G. M. Hopkins, Philadelphia, 1882), 27, and an article by a local historian. Quotes 1-5 by Sarah C. Flinn were published in the Mount Washington News, September 26, 1974. Numbers 6 and 7 are from Flinn's manuscripts in the archives of the Historical Society of Western Pennsylvania.—Editor