**Guide to African American Resources at the Pennsylvania State Archives**  
Illustrations, index. x + 598 pp., $29.95 paper

Comprehensive research guide to African American holdings at the Pennsylvania State Archives including record groups, manuscripts, photographs, and microfilm. The densely-packed yet easy-to-read book includes numerous examples and sample illustrations.

**Making and Remaking Pennsylvania’s Civil War**  
Illustrations, index. xix + 332 pp., $35 cloth

Collection of essays that utilize interdisciplinary research methods to examine the state’s role in the American Civil War. Henry Pisciotta’s article chronicles the erection of the Avery Monument in Pittsburgh’s Allegheny Cemetery, one of the first public monuments in the United States dedicated to African Americans.

**Mission to America: A History of Saint Vincent Archabbey, the First Benedictine Monastery in the United States**  
Illustrations, index. ix + 607 pp., $39.95 cloth

Thorough history of the first Benedictine monastery in the United States with particular attention to the growth and development of the American monastic lifestyle. Also chronicles the Saint Vincent parish, seminary, college, and prep school in Latrobe.

By Deborah Stephens Burns and Richard J. Webster (Harrisburg: PHMC, 2000).  
Illustrations, maps, index. xv + 629 pp., $85 cloth, $65 paper

Architectural history treatise covering 300 years of Pennsylvania architecture, complete with detailed floorplans, measured drawings, and photographs.

**Pennsylvania Snacks**  
By Sharon Herses Silverman (Mechanicsburg: Stackpole, 2001).  
Illustrations, sidebars, index. viii + 117 pp., $16.95 paper

A guide to 21 factory tours of snack food manufacturers around the state. Regional sites include Daffin’s Candies in Sharon, Gardner’s Candies in Tyrone, Philadelphia Candies in Hermitage, Pulakos 926 Chocolates in Erie, Sherm Edwards Candies in Trafford, and Troyer Potato Products in Waterford.

**The Underground Railroad in Pennsylvania**  
Illustrations, maps, index. viii + 216 pp., $19.95 paper

Comprehensive overview of the Underground Railroad in Pennsylvania that retraces travel routes, identifies places of refuge, and examines the numerous assistance networks that helped hundreds of former slaves achieve freedom.

**U.S. Labor in the Twentieth Century: Studies in Working-Class Struggles and Insurgency**  
397 pp., $25 paper

Collection of articles, originals and reprints, examining aspects of U.S. labor history. Essays by Joe Trotter, Mark McCloskey, John Hinshaw, and Irwin Marcus specifically address Western Pennsylvania labor history.

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**REVIEWS**

**Tin Stackers: The History of the Pittsburgh Steamship Company**  
By Al Miller (Detroit: Wayne State Univ. Press, 1999).  
Illustrations, appendices, notes, index. 350 pp., $34.95 cloth

Vertical integration was considered the key to success in heavy industry a century ago. By controlling all aspects of production and shipping, a corporation could ostensibly control its destiny. While this theory held true through much of the 20th century, rapid developments in production systems after World War II forced industries to rethink that business model. But for a long period, steel companies — in particular Carnegie Steel and United States Steel — were a perfect example of the vertical integration model and how it could be exploited for huge profit. In his book,
Tin Stackers: The History of the Pittsburgh Steamship Company, Al Miller shows in exhaustive detail how controlling the flow of steel’s main raw material, iron ore, from the Mesabi ranges of Minnesota to Pittsburgh steel mills kept U.S. Steel the largest steel producer in the world.

Organized chronologically, Tin Stackers begins with the Carnegie Steel Corporation’s creation of the Lake Superior Iron Company and the Northern Lakes Steamship Company in 1899. These two companies, along with four others, would form the Pittsburgh Steamship Company (PSC). Miller quickly guides the reader through the dizzying details of the merger and acquisition process of 1900-01, first of the United States Steel Corporation and then of the Pittsburgh Steamship Company.

Miller also explains the need for low-phosphorus-content iron ore from the upper Great Lakes, as opposed to the ore found in Pennsylvania, due to its suitability to the Bessemer process, which had revolutionized the steel making industry in the late 1880s. Discovered in 1844, but not fully exploited until 1890, the largest low-phosphorous ore reserves were located in Minnesota, Michigan, and Wisconsin. The PSC, consisting of 112 ships and barges, served as a “cost company,” functioning as an elongated conveyor belt stretching from Two Harbors, Minn., to Conneaut, Ohio, where the ore was loaded onto railcars of the Pittsburgh, Bessemer, and Lake Erie Railroad and sent to steel mills in the Monongahela Valley. The new fleet derived its “tin stackers” name from the silver paint used on the smoke stacks. Along with their distinctive red hulls, the fleet soon became the most ubiquitous ore hauler on the Great Lakes.

Once Miller establishes the origins and mission of the PSC, he gives a chronology of the company through the 20th century, including its reaction to major historical eras such as both world wars and the Great Depression, as well as to domestic issues like the collapse of the steel industry in the 1970s. Each section addresses three main themes: the continuing need for, and development of, larger and more efficient ships; the daily life and work onboard an ore hauler; and the constant battle between management and labor.

Drawing on many original records, interviews, and contemporary publications, Miller’s research is exemplary. However, by relying heavily on corporate records and management publications, he presents a predominantly top-down, corporate view of the organization. Although conflicts between management and labor are addressed, their outcomes are explained from the corporate perspective.

The labor aspect of inland shipping is rather complex and Miller does a good job of explaining its nuances; the greatest difficulty is understanding who was “management.” Until 1953, the PSC was a subsidiary of U.S. Steel. This arrangement allowed for a significant amount of independence when it came to labor relations. The first president, Augustus B. Wolvin, granted shipmasters nearly complete authority. The masters were responsible for the cargo and the safety of their crew. Later, as the fleet grew and the company expanded, that independence was reined in and even the shipmasters organized the Masters, Mates, and Pilot Union. In addition, the PSC encountered conflict with the Lake Carrier’s Association in setting policy, wage levels, and safety regulations. While not the only shipping company on the Great Lakes, but certainly the largest, the Pittsburgh Steamship held significant power. Appeasement over organization was usually the Association’s stance, while the PSC tended to vacillate over formal negotiations with unions or an open shop system. These issues were finally settled when the PSC became a division of U.S. Steel in 1953, at which point all crew members were given the opportunity to join the United Steel Workers of America as local 5000.

As an added bonus, Miller includes three appendices that catalog the vessels of the PSC. Arranged chronologically and alphabetically, these charts provide names of vessels; dates of when they were built, sold, or scuttled; the names of shipyards where they were built; size and gross tonnage capacity; and if an accident occurred, the circumstances of the destruction or loss. Overall, Tin Stackers explores an aspect of the steel industry that is often ignored or taken for granted. It sheds new light on the steel production process and the history of the United States Steel Company.

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